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| Report for: | TRAFFIC & ROAD SAFETY ADVISORY PANEL |
| Date of Meeting: | 14 th July 2021 |
| Subject: | INFORMATION REPORT Information - Traffic and Parking Schemes 21/22 Programme update |
| Key Decision: | No |
| Responsible Officer: | Mark Billington – Acting Corporate Director, Community |
| Portfolio Holder: | Varsha Parmar – Portfolio Holder for Environment |
| Exempt: | No |
| Decision subject to Call-in: | No, the report is for information |
| Wards affected: | All wards |
| Enclosures: | Appendix A - Parking management programme 2021/22 Appendix B - Transportation programme 2020/21 Appendix C - Transportation programme 2021/22 |

Appendix D – Howberry Road area
20mph zone

Appendix E – Uxbridge Road, Hatch
End - rapid EV charging point

Appendix E – Royston Park Road
traffic calming scheme

Appendix G – School Streets tranche 2
consultation results

Appendix H - Dennis Lane – traffic
management scheme

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2021/22 Traffic and Transportation programmes of works.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

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 2021/22. This includes the Transportation Programme funded by external grant from Transport for London (TfL) and the Parking Management programme funded from the Harrow capital programme.

Options considered

- 2.2 The work programmes fit within the scope of the Council's Transport Local Implementation Plan (LIP). The plan sets out the policies and objectives for taking forward a wide-ranging programme of investment on the transport network.

Parking management programme

- 2.3 The Parking Management Schemes Programme for 2021/22 was recommended by TARSAP in March 2021 and subsequently approved by the Portfolio Holder for Environment. The current status of each scheme in the programme can be seen in **Appendix A**.
- 2.4 A number of schemes in the programme will be subject to statutory consultation in July / August as follows: Northolt Road CPZ, Green Lane CPZ, Roxborough Park CPZ amendments, Grimsdyke Road area waiting restrictions, Courtenay Avenue service roads waiting restrictions and batch 1 of minor local safety parking schemes.

LIP Transportation Programme (TfL)

- 2.5 The coronavirus pandemic has affected the reliability of funding from TfL since the start of the 2020/21 financial year. The loss of income from public transport has created financial pressures within TfL and the government has intervened to provide negotiated funding support to ensure TfL can continue to deliver transport infrastructure and public transport systems in London. The involvement of the government has consequently affected the planned programmes of work because TfL have had to agree how the funding support is used and to demonstrate how they will return to a more balanced and sustainable financial model over the next few years. This trend is continuing into the 2021/22 financial year.
- 2.6 During 2020/21 the initial 6 months of the financial year up to October involved introducing a new programme of street space schemes to support travel during the pandemic. The latter 6 months of the year reinstated the delivery of some elements of the originally planned LIP programme. An update on the status of all these schemes can be seen in **Appendix B**. Tables 1, 2 & 3 provide details of street space initiatives and tables 4 and 5 details of the LIP and discretionary programmes.
- 2.7 A LIP programme for 2021/22 was agreed in late 2020 with the Portfolio Holder – Environment and TfL, however, this was provisional and subject to TfL funding confirmation. At that time the funding support from government for 2021/22 had not been agreed.
- 2.8 In April the government approved an initial package of financial support to TfL to cover the period for April and May 2021 whilst discussions continued on a longer term funding package. Boroughs have now received allocations for this period to allow project development work to commence and an allocation of £221k was granted to Harrow. The details of the LIP programme can be seen in **Appendix C**. Table 6 gives details of discretionary funding and table 7 and 8 details of the LIP funding. Only development and design work has been undertaken on new projects to date.
- 2.9 In June the government approved a second financial support package to TfL to cover the period between June and December 2021. The end of this period coincides with the government's comprehensive spending review (CSR) which will affect longer term funding decisions and any

future government support. Therefore, any further funding between January and March 2022 will be affected by the outcome of the CSR.

- 2.10 The amount of funding announced in June was lower than expected and TfL will therefore be carefully assessing their funding priorities before advising boroughs what the allocations will be for this period. The projects will still be based on the original LIP programmes submitted for 2021/22 but the overall funding allocation will now focus on projects that can be delivered more quickly due to the uncertainty of future funding settlements. It is expected that the LIP programme will not be delivered in full and that projects that can be delivered more quickly will take priority. Any development work being undertaken by Harrow currently has taken that into account.

Howberry Road area 20mph zone

- 2.11 One scheme that has been developed is the Howberry Road area 20mph zone. An initial scheme design produced has been produced and can be seen in **Appendix D**. It is proposed to undertake a public consultation on the scheme in July 2021.

Discretionary funding (TfL)

- 2.12 Additional funding for specific TfL programmes can be applied for by boroughs through making funding bids. This funding is additional to the LIP funding allocation. Harrow has been granted funding in 2021/22 for two bus priority initiatives and an electric vehicle rapid charging point.

Wealdstone Town Centre

- 2.13 The Wealdstone Town Centre Improvement scheme is a major public realm and bus priority scheme that has received approval following a lengthy business case process. The scheme is being funded jointly by TfL and Harrow. TfL have granted £1.5m over the 2020/21 and 2021/22 financial years and Harrow are providing a £900k match fund from CIL in 2021/22 providing a total budget of £2.4m for the delivery of the project.
- 2.14 Construction work commenced in March 2021 and the first phase of works in George Gange Way is now complete. The second phase of works by the station will commence at the end of June. The construction programme will be approximately 12 months in duration and is expected to complete by the end of the 2021/22 financial year.

Northolt Road / Lower Road / Roxeth Hill junction improvement

- 2.15 Another bus priority initiative awarded funding in 2021/22 is a review of the traffic signals at the Northolt Road / Lower Road / Roxeth Hill junction. An allocation of £25k has been provided to undertake a feasibility study on how to improve the performance of the junction. This was originally highlighted as a local transport fund scheme but due to the shortfall in funding likely this year it will now be taken forward using this discretionary funding.

Rapid electric vehicle charging point – Uxbridge Road, Hatch End

- 2.16 Funding of £50k has also been awarded in 2021/22 to introduce a rapid electric vehicle charging point in Uxbridge Road, Hatch End. The award of funding was originally granted in 2020 but has been carried forward by TfL into 2021/22 to allow completion of the project by the summer. The details of the scheme can be seen in **Appendix E**.

Local Transport Fund (TfL)

- 2.17 TARSAP approved a provisional programme of four local transport funding schemes based on a £100k allocation in March 2021. As mentioned above the Northolt Road / Lower Road scheme is now being funded from another source and so the remaining three schemes require a reduced budget of £70k. Whilst the funding allocation is expected to reduce it may still be possible to deliver the remaining three schemes in the programme.

Royston Park Road traffic calming scheme

- 2.18 One of the schemes, a traffic calming scheme in Royston Park Road, has been highlighted as an urgent matter following concerns raised by local residents and ward councillors regarding recent incidents concerning speeding and accidents. Design work on the scheme has been undertaken and the proposals can be seen in **Appendix F**. It is planned to undertake public consultation in July.

Active Travel Fund (TfL)

School streets (tranche 2)

- 2.19 The active travel fund is the second tranche of street space schemes funded by government. The boroughs applied for scheme via TfL and Harrow applied for an additional six school street schemes under this programme. A grant award of £240k was received to take forward all six schemes.
- 2.20 The note in **Appendix G** provides details of the six schemes, details of the public engagement undertaken in April / May this year and details of the results of engagement.
- 2.21 Following analysis of the engagement feedback and further consultation with the Leader of the Council and Portfolio Holder – Environment it was considered that there was insufficient support for the schemes and it was agreed not to go ahead with this phase of the school street schemes.

Other external funding and developer contributions

Electric Vehicle charging points (residential)

- 2.22 The council was awarded a grant of £76k from the Department for Transport Office for Low Emission Vehicles (OLEV) for 24 on-street residential charging points across the borough in 2019/20. The pandemic hindered the delivery of the programme of work and additional time was allowed to complete the work by May 2021. The charging points have been retrofitted onto street lighting columns to serve residents with electric vehicles that do not have off-street parking.

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

- 2.23 This scheme is funded from section 106 developer contributions from the Kodak development to mitigate the impact of development by improving the capacity of the junction and pedestrian safety.
- 2.24 A proposed scheme design was subject to consultation in autumn 2019 and a number of concerns were highlighted by the local community. A revised scheme option was subsequently developed to address those concerns and was expected to be put to further consultation in March 2020, however, this was suspended due to the onset of the coronavirus pandemic.
- 2.25 The pandemic has significantly affected traffic flows and trends at the junction and so the project will remain on hold until the government restrictions are suspended in July and a period of time has passed to allow traffic flows to normalise. Traffic surveys will then be undertaken after the summer holiday period to review the situation and consider if the current scheme designs are still viable.
- 2.26 It is proposed to discuss these options and the traffic surveys with ward councilors and the Portfolio Holder – Environment later on this year to determine how to proceed with the project.

Neighbourhood CIL Funding

Dennis Lane – Traffic management scheme

- 2.27 The Council received a petition containing 65 signatures in February 2020 requesting that vehicles are prohibited from entering Dennis Lane from the Wood Lane junction in order to reduce through traffic to create a more pleasant environment. Local ward councillors have considered the petition and requested a scheme be taken forward using the Neighbourhood Community Infrastructure Levy (NCIL) Fund. This request has been approved by the Council's Planning Service who have checked the request for compliance with the terms of use for NCIL funding.
- 2.28 A proposal has been developed to restrict all traffic (except cycles) from travelling southbound on Dennis Lane at the existing width restriction. A plan of the proposal can be seen in **Appendix H** for information. The closure would be implemented on an experimental basis.

- 2.29 The Portfolio Holder – Environment has approved a public consultation on the scheme which is currently on-going and will close on 11th July. The results of consultation will be collated and presented to the local ward councillors and the Portfolio Holder before proceeding further.

Staffing/workforce

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

Ward Councillors' comments

- 2.31 Ward councillor's comments have not been sought for this report because it is for information only.

Performance issues

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

Environmental Implications

- 2.33 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.
- 2.34 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

- 2.35 There are no data protection implications.

Risk Management Implications

- 2.36 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.37 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

- 2.38 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

- 2.39 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.40 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

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

Equalities Implications / Public Sector Equality Duty

- 2.42 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.
- 2.43 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 because 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 and convenience and 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 sensitive. |

Council Priorities

2.44 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: 25/06/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 30/06/2021

Date: Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 28/06/2021

Section 3 – Interim Corporate Director Clearance

Statutory Officer: Mark Billington

Signed by the Corporate Director - Community

Date: 30/06/2021

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:

Barry Philips – Transportation Manager
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Johann Alles – Deputy Team Leader
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Background Papers:

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

Appendix A – Harrow Capital, parking management schemes update – 2021/22

This is Harrow’s own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2021/22 this comprises of an allocation of £275K for controlled parking schemes and £25K for a local safety parking schemes programme.

| Scheme | Details | £ | Status | Contact officer | Planned finish |
|---|---|---------|--|------------------------------|----------------|
| Gordon Road area, Wealdstone Parking Review | (Scheme carried over from 2020/21) An area review of the existing hours of operation of zone (CA) in Whitefriars Avenue, Graham Road, Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way and Cecil Road. | n/a | Statutory consultation - Feb 2020 Implementation May 2021 Operational 1 st June 2021 Zone C1 extended (Mon to Sun 8am – Midnight) to include Whitefriars Avenue, Graham Road, Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way and Cecil Road. | Barry Philips / Sajjad Farid | Completed |
| The Ridgeway / September Way Area Parking Review | (Scheme carried over from 2020/21) An area review to investigate options to address non-residential long stay parking associated with Stanmore College students, a local car repair business and a day nursery. | £35,000 | Public consultation - Sep 2020 Results have been collated and are being discussed with members and PH to agree measures to be taken forward to statutory consultation | Barry Philips / Sajjad Farid | Dec 2021 |
| Green Lane, Culverlands Close, Ben Hale Close and Woodside Close Parking Review | (Scheme carried over from 2020/21) An area review to investigate a new CPZ to address problems with inconsiderate and obstructive parking by non-residents that restricts carriageway width. | £22,000 | Public consultation - Sep 2020 Results have been collated and are being discussed with members and PH to agree measures to be taken forward to statutory consultation | Barry Philips / Sajjad Farid | Dec 2021 |

| Scheme | Details | £ | Status | Contact officer | Planned finish |
|---|---|---------|---|------------------------------|----------------|
| Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and Peterborough Road Parking Review | (Scheme carried over from 2020/21) Review of existing CPZ to address the problem of all day commuter parking in the existing free parking bays to improve local access to parking. | £20,000 | Public consultation - Nov 2020 Results have been collated and are being discussed with members and PH to agree measures to be taken forward to statutory consultation | Barry Philips / Sajjad Farid | Dec 2021 |
| Grimsdyke Road, Hallam Gardens, Hillview Road area, Hatch End Parking Review | (Scheme carried over from 2020/21) Area parking review to consider a new CPZ to address inconsiderate long term commuter and other non - residential parking. | £18,000 | Public consultation - Nov 2020. Results have been collated and discussed with members and PH There is no support for permit parking. A revised proposal for waiting restrictions only has been developed and approved by PH. Statutory consultation to commence on 24 th June 2021. | Barry Philips / Sajjad Farid | Oct 2021 |
| Courtenay Avenue service roads between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald Parking Review | (Scheme carried over from 2020/21) Parking review of service roads to consider a new CPZ to address inconsiderate long term commuter and other non -residential parking. | £18,000 | Public consultation - Jul 2020. Results have been collated and discussed with members and PH There is no support for permit parking. A revised proposal for waiting restrictions only has been developed to be taken forward to statutory consultation. | Barry Philips / Sajjad Farid | Dec 2021 |

| Scheme | Details | £ | Status | Contact officer | Planned finish |
|--|--|---------|---|------------------------------|----------------|
| Northolt Road, (south east side) between (345-191), Roxeth, Parking Review | (Scheme carried over from 2020/21) Localised parking review to investigate options to introduce a CPZ in a section of Northolt Road (nos. 191-345) | £21,000 | Public consultation - Jul 2020. Results have been collated and discussed with members and PH There is support for the proposals and a statutory consultation will be taken forward. | Barry Philips / Sajjad Farid | Dec 2021 |
| Kenton Road service road (nos. 704-738), Kenton East Parking Review | (Scheme carried over from 2020/21) A review of existing problems with commuter and other long stay parking in the service road restricting access for shoppers / visitors to businesses, possible measures include pay and display and shared use bays. | £28,000 | Public consultation will be undertaken in Jul/Aug 2021 | Barry Philips / Sajjad Farid | Dec 2021 |
| Canterbury Road, Headstone South, Parking Review | Localised review of parking along uncontrolled section of Canterbury Road between Durham Road and Pinner View, possible extension of existing zone NH1 to include all of Canterbury Road. | £37,000 | Public consultation will be undertaken in Jul/Aug 2021 | Barry Philips / Sajjad Farid | Mar 2022 |
| Chantry Road, Hatch End, Parking Review | Localised review of parking, possible extension of existing zone Z to include all of Chantry Place and Chantry Road. | £24,000 | Public consultation will be undertaken in Aug/Sep 2021 | Barry Philips / Sajjad Farid | Mar 2022 |
| Eastleigh Avenue, | Issues with obstructive parking affecting emergency services access | £20,000 | Public consultation will be undertaken in Aug/Sep 2021 | Barry Philips / Sajjad Farid | Mar 2022 |

| Scheme | Details | £ | Status | Contact officer | Planned finish |
|--|--|---------|---|------------------------------|----------------|
| Roxbourne, Parking Review | to Eastleigh Avenue, options to be considered will include a new CPZ with residents permit parking. | | | | |
| Churchill Road, Gresham Road and Montgomery Road, Canons, Parking Review | Issues with inconsiderate parking in the evenings associated with local nightclubs is creating obstruction to traffic and access problems for residents, a change in the operational hours of the existing CPZ will be considered. | £32,000 | Public consultation will be undertaken between Sep/Oct 2021 | Barry Philips / Sajjad Farid | Mar 2022 |
| 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. | £25,000 | On-going prioritisation / implementation of requests for yellow lines. The next batch of schemes will be subject to statutory consultation in Jul 2021 | Barry Philips / Sajjad Farid | Mar 2022 |

Appendix B - Transportation Local Implementation Plan programme 2020/21

The 2020/21 financial year was affected by the onset of the coronavirus pandemic and the originally planned programme of works in the Transport Local Implementation Plan (LIP) was revised. In the first half of the year the London Streetspace Programme replaced the LIP. In the second half of the year some elements of the original LIP programme were delivered.

Table 1 – TfL London Streetspace Programme – Apr to Sep 2020

| Type of scheme | No. of schemes | Allocation | Status |
|----------------------------|-----------------------|-------------------|---|
| Pedestrian Space Measures | 9 | £248,000 | Temporary measures introduced at 9 locations from May 2020 and all subsequently removed by Mar 2021 |
| Low Traffic Neighbourhoods | 4 | £180,000 | Scheme trials undertaken at 4 locations from Sep/Oct 2020 and subsequently removed in May 2021 |
| School Streets (tranche 1) | 4 | £135,000 | Scheme trials in 4 locations (Grimsdyke School, Newton Farm School, Marlborough School, Park High School) from Oct 2020 and review of trials due in Sep 2021 after 12 months of operation |
| | 17 | £563,000 | Total |

Table 2 – Emergency Active Travel Fund (Department for Transport) – Jun to Sep 2020

| Type of scheme | No. of schemes | Allocation | Status |
|-------------------------|-----------------------|-------------------|---|
| Strategic cycle schemes | 3 | £100,000 | Schemes trials undertaken at 3 locations from Jul 2020 and subsequently removed in May 2021 |

Table 3 – TfL Active Travel Fund - Jan 2021 to Mar 2022

| Type of scheme | No. of schemes | Allocation | Status |
|----------------------------|-----------------------|-------------------|--|
| School streets (tranche 2) | 6 | £240,000 | Proposals are for Roxbourne Primary School, Pinner Wood School, St John Fisher Catholic School, Cedars Manor School, Bentley Wood High School, Camrose Primary School. |

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| | | | Funding moved into 2021/22, consultation undertaken in April / May 2021, schemes abandoned due to lack of support |
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Table 4 – TfL Transport LIP Programme – Oct 2020 to Mar 2021

| TFL programme | Scheme | Details | Allocation | Status |
|----------------------|---|---|-------------------|---|
| Corridors | Vision Zero – 20mph zones | 20mph zones programme (£150k) at following locations: <ul style="list-style-type: none"> • Merrion Avenue • Roxborough Park area • Weald Lane area • Westfield Drive / Gdns | £150,000 | 20mph zones completed |
| Corridors | Vision Zero - Road Safety Schemes | Local safety schemes development, assess accidents and identify locations of schemes | £50,000 | Accident studies completed |
| Corridors | Walking & Cycling Schemes | Walking / cycling schemes development at following locations: <ul style="list-style-type: none"> • Streatfield Rd ped crossing, • George V Ave cycle scheme, • Northern cycle route | £150,000 | Streatfield Road zebra xing – completed George V Avenue – on hold Northern Cycle Route – design and consultation complete |
| Corridors | Bus priority schemes | North Harrow signals - junction improvement – statutory undertakers works (in advance of junction improvement) | £50,000 | Statutory undertakers works on-going |
| Corridors | ULEV infrastructure and Air Quality schemes | Harrow TC neighbourhood of the future - electric street | £25,000 | Feasibility study complete |
| Corridors | Travel Plans | Travel planning - sustainable transport promotion / travel plans | £48,000 | On-going programme of work delivered |

| TFL programme | Scheme | Details | Allocation | Status |
|----------------------|------------------------------|--|-------------------|-------------------------------|
| Local Transport fund | Local Transport Fund schemes | Schemes recommended by TARSAP Feb 2020 TfL cycleway along Station Road to the Kenmore Avenue underpass, via Elmgrove Road | £50,000 | Cycle scheme design completed |
| | | | £523,000 | Total |

Table 5 – TfL Discretionary Funding – Oct 2020 to Mar 2021

| TFL programme | Scheme | Details | Allocation | Status |
|------------------------|-------------------------------|--|-------------------|---|
| Bus Priority Portfolio | Wealdstone town centre scheme | Wealdstone town centre public realm and bus priority improvements – major scheme | £1,000,000 | Construction work started in Mar 2021, works duration approximately 12 months |

Appendix C - Transport Local Implementation Plan programme 2021/22

This is the main traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation for traffic and transportation works and initiatives is still subject to ongoing discussions between the Government and TfL. An initial allocation of £221k has been awarded to initiate projects generally. Separate funding of £575k has been provided for TfL sponsored bus priority schemes and EV charging points.

Table 6 - TfL Discretionary funding 2021/22

| TfL programme category | Allocation | Description |
|--------------------------|-----------------------|---|
| Bus Priority | £500,000 | Wealdstone Town Centre Improvement Scheme |
| Bus Priority | £25,000 | Northolt Rd / Lower Rd / Roxeth Hill junction improvement |
| Go Ultra Low City Scheme | £50,000 | Rapid EV charging point – Uxbridge Road, Hatch End |
| | £575,000 Total | |

Table 7 - TfL LIP programme 2021/22 – Summary

| TfL programme category | Scheme category | Provisional allocation 2021/22 | Initial allocation April 2021 |
|-------------------------|-------------------------|--------------------------------|-------------------------------|
| Corridors | Road Safety | £250,000 | £65,000 |
| Corridors | Sustainable Transport | £676,000 | £85,000 |
| Corridors | Accessibility | £115,000 | £15,000 |
| Corridors | Behaviour Change | £250,000 | £40,000 |
| Local transport funding | Local transport funding | £100,000 | £16,000 |
| | | £1,391,000 Total | £221,000 Total |

(See schemes / interventions update in table 3 below)

Table 8 - TfL LIP programme 2021/22 – list of schemes / interventions

| Scheme | Description | Scheme category | Status | Contact officer |
|--------|-------------|-----------------|--------|-----------------|
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|--|---|-----------------------|---|------------------------------|
| Vision Zero - 20mph zone - Howberry Road area, Canons Park | Introduce 20mph zone in Howberry Road area, Stanmore | Road safety | Initial design completed; public consultation planned for July 2021 | Barry Philips / Johann Alles |
| Vision Zero - Safety scheme - Alexandra Ave, South Harrow | Alexandra Ave / Eastcote Lane - Local Safety Scheme junction improvement | Road safety | Feasibility study / design commissioned; consultation planned late summer | Barry Philips / Johann Alles |
| Vision Zero - safety scheme - High Road, Harrow Weald | High Road / College Ave - Local safety scheme - junction improvement | Road safety | Feasibility study / design commissioned; consultation planned late summer | Barry Philips / Johann Alles |
| Vision Zero - safety scheme – Clamp Hill, Harrow Weald | Clamp Hill - Local Safety Scheme | Road safety | Feasibility study / design commissioned; consultation planned late summer | Barry Philips / Johann Alles |
| Cycling - Northern cycle route | Cycle schemes - Northern cycle route cycle route running north south near Uxbridge Road | Sustainable transport | Scheme design and consultation complete, awaiting funding to program construction | Barry Philips / Tushar Patel |
| Cycling - Picadilly cycle route | Piccadilly Route connecting Harrow Town Centre to Harrow Weald. | Sustainable transport | On hold | Barry Philips / Tushar Patel |
| Cycling - Elmgrove Road, Harrow | Elmgrove Road, Greenhill ward - cycling scheme | Sustainable transport | Scheme designed, planning public consultation | Barry Philips / Tushar Patel |
| Walking - pedestrian crossings | Nower Hill School – controlled crossing at George V Ave / Headstone Ln junction | Sustainable transport | Feasibility study commissioned | Barry Philips / Tushar Patel |
| Bus Priority - Station Road / Pinner Road, North Harrow - junction improvement | Bus schemes - Pinner Road - widening scheme | Sustainable transport | Statutory undertakers equipment diversions on-going, awaiting funding to program construction | Barry Philips / Tushar Patel |

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| Bus Priority - Northolt Road / Roxeth Hill, South Harrow - junction improvement | Roxeth Hill / Shaftesbury Avenue - model and junction redesign | Sustainable transport | Signal review being undertaken under the Bus Priority discretionary funding allocation, feasibility study commissioned | Barry Philips / Tushar Patel |
| Freight management schemes | Freight schemes - Implementation of Harrow's freight strategy, this will include works to review weight restriction areas and review advisory freight routes. Implement Wealdstone freight servicing plan. | Accessibility | On hold | |
| Network Performance | Network performance schemes – Greenhill Way / Headstone Rd junction improvement | Accessibility | Feasibility study commissioned | Barry Philips / Johann Alles |
| Accessibility Schemes | Accessibility schemes - Programme of accessibility improvements to introduce disabled persons parking places, pedestrian dropped kerbs and other minor localised improvements. | Accessibility | On-going work programme of assessing disabled parking bays and pedestrian dropped kerbs | Barry Philips / Nabeel Shahid |
| Shopmobility | Harrow Shopmobility - Expansion of opening hours of Shopmobility service for times when volunteers are not available e.g. Saturdays and pre-Xmas | Accessibility | Work commissioned | Barry Philips |

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| Travel Training | Travel training - Supporting the development and implementation of School Travel Plans and supporting the development of travel plans for businesses and organisations in the borough to increase active travel by sustainable transport modes. | Accessibility | On hold | |
| EV charging points | EV charging infrastructure - Develop residential EV point delivery plan, deliver Residential charging points to support ORCS bid, deliver town centre charging points at strategic locations including, commercial centres and car parks. | Sustainable transport | Awaiting funding decision | |
| Harrow town centre NOF - Station Road EV street | Complete the Neighbourhood of the future electric street scheme in Station Road - Harrow Town Centre | Sustainable transport | Awaiting funding decision | |
| Air Quality schemes | Programme of air quality initiatives including, anti-idling campaigns, air quality monitoring sites using diffusion tubes | Sustainable transport | On hold | |
| Active and Sustainable Travel | Active & sustainable travel - Initiatives to promote active travel and sustainable transport modes to the general public. | Behaviour change | On hold | |

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| Road Safety Education | Road Safety Education - Educational initiatives in schools to teach road safety skills. Wider road safety promotions targeting all road users particularly drivers, powered 2 wheelers, cyclists and pedestrians coordinated with other projects and initiatives where relevant. | Behaviour change | Awaiting funding decision | |
| Cycle Training | Cycle training - Programme of cycle training for school children and adults in the borough. | Behaviour change | Awaiting funding decision | |
| Travel Plans | Travel Plans - Supporting the development and implementation of School Travel Plans and supporting the development of travel plans for businesses and organisations in the borough to increase active travel by sustainable transport modes. | Behaviour change | On-going work programme with schools | Barry Philips / Annabelle Fosu / Nisha Durgacharan |
| Forward Programme Development | Forward planning - Development of transport plans for district centres and future liveable neighbourhoods. The undertaking of surveys and assessments to develop scheme for future years. | Sustainable transport | On hold | |

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| Local Transport Fund schemes | <p>TARSAP agreed programme (Mar 2021) is:</p> <ul style="list-style-type: none"> (i) Roxeth Hill / Lower Road review of signalised junction layout (ii) TfL Cycleway from Station Road, Harrow to Kenton Road (iii) Royston Park Road – Speed reduction measures (iv) Introduce a dial a ride facility in Havelock Road in Harrow Town Centre | Local transport funding | <ul style="list-style-type: none"> (i) Signal review being undertaken under the Bus Priority discretionary funding allocation, feasibility study commissioned (ii) Awaiting funding decision (iii) Design completed, public consultation planned for July (iv) Awaiting funding decision | Barry Philips / Johann Alles |
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