



**Report for: Traffic & Road Safety  
Advisory Panel**

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<b>Date of Meeting:</b>	31 <sup>st</sup> October 2023
<b>Subject:</b>	<b>INFORMATION REPORT</b> 2023/24 Traffic and Parking Schemes Programme Update
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Cathy Knubley – Director of Environment Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Highways, Infrastructure and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	All wards
<b>Enclosures:</b>	<b>Appendix A</b> – Traffic Schemes Programme 2023/24 <b>Appendix B</b> – Cycle Training Programme <b>Appendix C</b> - Parking Management Programme 2023/24 <b>Appendix D</b> – Local Safety Parking Programme (LSPP) 2023/24 <b>Appendix E</b> – Clamp Hill – Traffic Calming Scheme plan

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

This information report is presented to Members to provide an update on progress with the 2023/24 traffic and parking management programme of works.

**Recommendations:**

None, the report is for information only.

**Reason: (for recommendation) none, the report is for information only**

## **Section 2 – Report**

### **Introductory paragraph**

This information report provides members with an update on the current programme of transport schemes and initiatives funded in 2023/24. This includes schemes funded by Transport for London (TfL) grant and the Harrow capital programme. **Appendices A, B, C, D and E** provides a summary of progress with all the schemes within the current programme.

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.

### **Options considered**

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 2023/24**

### **Howberry Road Area 20mph zone**

Implementation has been approved and will follow resurfacing and footway renewal works.

The plan is to deliver this scheme by the end of March 2024.

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

This local safety junction improvement scheme is currently at design stage and is expected to be completed this financial year.

### **Clamp Hill**

Public consultation has concluded with the majority of responses in support of the proposals. The initial design has been revised to reduce the number of proposed sinusoidal humps and alter the lengths and locations of double yellow lines. Subject to PH approval and statutory consultation, this scheme is expected to be completed this financial year.

### **High Road/College Ave**

The feasibility study has been completed. The recommendation is for an additional pedestrian refuge island on College Hill Road and Keep Clear

markings at the High Road/Weald Lane junction. Detailed design work will be completed and the scheme implemented (subject to funding).

### **Honeypot Lane**

Feasibility study/design only scheme looking at measures to reduce accidents at a break in the central reservation. The feasibility study has been completed. The recommendation is for a speed limit reduction from 40mph to 30mph and some minor white lining work around the gap in the central reservation opposite the shops on Honeypot Lane.

### **Boroughwide 20mph Zones**

An assessment of areas between existing 20mph zones and locations where we have received requests for traffic calming in residential streets have been prioritised in line with the TARSAP agreed process.

The locations that scored highest are;

1 Mollison Way	2 Pinner Park Avenue
3 Northumberland Road	4 Lucas Avenue/Rayners Lane
5 Grimsdyke Road	6 Southfield Park
7 Radnor Road	8 Portland Crescent
9 Church Lane, Harrow Weald	10 Vernon Drive
11 Dalston Drive	12 Pinner View
13 Uppingham Avenue	14 St Michaels Crescent

The Mollison Way scheme has been designed and public consultation complete. The majority of responses were in favour of a 20mph zone with sinusoidal humps. Subject to PH approval, this scheme will proceed to statutory consultation and implementation this financial year.

The Pinner Park Avenue scheme has been designed. Public consultation will take place shortly.

### **George V Avenue/Headstone Lane/Pinner Road**

Feasibility study and design looking at improvements to pedestrian and cyclist facilities and possible bus priority measures. This will be combined with reviews at near-by major junctions.

### **Pinner Road/Station Road**

Feasibility study and design looking at improvements to pedestrian and cyclist facilities and possible bus priority measures. This will be combined with reviews at near-by major junctions.

### **Harrow View**

A feasibility study has been carried out looking at the possibility of providing a formal crossing facility between Cunningham Park and Marlborough Hill.

There is clear demand for crossing at the location however, the location is unsafe due to be

### **Old Church Lane**

Design work is underway looking at providing a formal crossing facility in the vicinity of Stanmore College. Public consultation is underway.

### **Uxbridge Road/Blythwood Road**

The feasibility study has been completed with the initial designs shared with Ward members for review and comments. The preferred option is a signalised junction – officers to seek TfL feedback in the first instance.

### **Merlin Crescent**

Surveys have been carried out and design work is underway looking at improvements to deal with non-compliance at the mini-roundabout at the junction with St Brides Avenue and potential for a crossing point near to St David's Drive.

### **Pinner District Walking Study**

A feasibility study is being carried out looking at options to improve the pedestrian environment in Bridge Street. This is not for construction in this financial year.

### **Boroughwide study of pedestrian walking areas**

Currently being reviewed is a possible crossing on Common Road near to the Sandringham development; a possible crossing on Locket Road near to Hibbert Road for Belmont School; possible widening of the footway along Brookshill between Hujjat Primary School and Uxbridge Road.

The study has been completed. The outcome is to be shared with the PH.

### **Local Initiative Schemes**

Rolling programme of minor works eg. small scale lining and signing not covered by any other project.

### **Boroughwide School Healthy Streets**

Feasibility study only looking at the process and prioritisation of locations for possible school streets. This will lead to a rolling implementation programme from 2024/25 onwards.

### **Bus Priority Schemes**

There are various locations being investigated for possible bus priority improvements. These could include bus lanes, changes to signal timings, junction modification, kerb realignment, relocation of parking etc.

### **Harrow Cycle Network**

Two routes are being designed anticipated for implementation this financial year. These are Harrow to Pinner and Northolt Park to Rayners Lane. Public consultation on the Harrow to Pinner route will start at the end of October.

There are further routes being explored for possible implementation in future years.

### **Residential Cycle Parking**

Provision of cycle hangars or other appropriate secure storage for residents. Dialogue is ongoing with Housing colleagues to agree installation and operational details for implementation this financial year.

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

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

Following the success of the first tranche a second bid was 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.

A further bid for up to 225 sites has been approved and an award of £410,940 has been made. The procurement process has commenced for new electric vehicle charge points that will be installed later this financial year.

### **Harrow Capital 2023/24**

#### **Parking management programme**

The Parking Management Schemes Programme for 2023/24 was agreed and approved by Traffic and Road Safety Advisory Panel (TARSAP) in March 2023. The current status of each scheme in the programme can be seen in **Appendix C**.

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

This programme is concerned with localised sites where minor parking problems occur.

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.

The list of proposed schemes on the programme is outlined in **Appendix C**

### **Staffing/workforce**

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**

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

### **Performance Issues**

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**

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.

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**

There are no data protection implications.

### **Risk Management Implications**

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

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.

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below.  
**n/a**

## Legal Implications

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

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

Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2023/24 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

## Equalities implications / Public Sector Equality Duty

- 2.29 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.
- 2.30 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**

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:

1. **A council that puts residents first**
2. **A borough that is clean and safe**
3. **A place where those in need are supported**

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

**Chief Officer: Cathy Knubley**

Signed off by the Director of Environment

**Date: 12<sup>th</sup> October 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: Equality Task Group (DETG) Chair**



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

**Contact:** Laura McIntosh, Interim Transportation Manager  
Email: [laura.mcintosh@harrow.gov.uk](mailto:laura.mcintosh@harrow.gov.uk)

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

## Appendix A – Transport Local Implementation Plan programme update – 2023/24

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).

**Table 1 - TfL LIP programme 2023/24 – list of schemes / interventions.**

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
SCN - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore.	Implementation December 23	£47k	Nabeel Shahid/Laura McIntosh
SCN - Safety Scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane – junction improvement.	Implementation 23/24	£25k	Nabeel Shahid/Laura McIntosh
SCN – Safety Scheme – Clamp Hill	Clamp Hill – speed reduction scheme	Design, consultation and implementation 23/24	£40k	Nabeel Shahid/Laura McIntosh
SCN – Safety Scheme – High Road, Harrow Weald	High Road/College Ave – junction improvement	Feasibility/Design 23/24	£8k	Nabeel Shahid/Laura McIntosh
SCN – Honeypot Lane	Safety and speed reduction scheme (40mph to 30mph)	Feasibility/Design 23/24	£8k	Nabeel Shahid/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
SCN – Borough Wide 20 mph Zones	Speed reduction schemes in areas to be determined by prioritisation of requests	Feasibility/Design and implementation 23/24	£75k	Nabeel Shahid/Laura McIntosh
SCN - A404 George V Avenue/ Headstone Drive	Junction improvement	Feasibility and design 23/24	£50k	Nabeel Shahid/Laura McIntosh
SCN – Harrow View – Pedestrian Crossing	Pedestrian crossing on Harrow View near Marlborough Hill	Feasibility and design 23/24	£50k	Laura McIntosh
SCN – Old Church Lane – Pedestrian Crossing	Measures to improve pedestrian safety around Stanmore College	Feasibility and design 23/24	£35k	Nabeel Shahid/Laura McIntosh
SCN – Uxbridge Road/Blythwood Road	Crossing/junction improvement scheme	Feasibility and design 23/24	£50k	Nabeel Shahid/Laura McIntosh
SCN - Pinner District walking study	Feasibility study to identify ped crossing improvements and walking interventions	Feasibility and design 23/24	£1k	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 23/24	£45k	Laura McIntosh
SCN – Merlin Crescent	Improvements to mini roundabout and crossing	Design and implementation 23/24	£55k	Nabeel Shahid/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
SCN - Local Initiative Schemes	Local initiatives approved by TARSAP	Feasibility, design and implementation 23/24	£10k	Nabeel Shahid/Laura McIntosh
SCN - Boroughwide School Healthy Streets	Identify and consult on potential school streets	Feasibility only 23/24	£30k	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	Feasibility and design 23/24	£50k	Laura McIntosh
SCN - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes – Station Road / Pinner Road – junction improvement	Feasibility and design 23/24	£105k	Laura McIntosh
SCN - Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	ongoing	£160k	Jeffrey Sarpong/Laura McIntosh
Bus Priority – Uxbridge Road route study	Study to identify bus journey time improvements	Feasibility and design 23/24	£15k	Stephen Freeman/Laura McIntosh
Bus Priority - Station Road between The	Develop proposals to address congestion and delay to buses,	Feasibility and design 23/24	£50k	Stephen Freeman/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
Bridge and Sheepcote Road jcn	review of signals and controlled crossing and junction layouts			
Bus Priority – Timber Carriage Junction	Improvements to junction/pedestrian crossing facilities	Feasibility and design 23/24	£40k	Stephen Freeman/ Laura McIntosh
CND – Harrow Cycle Network	Northolt Park to Harrow to North Harrow	Design, consultation and implementation 23/24	£50k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Pinner to Harrow on the Hill	Design, consultation and implementation 23/24	£50k	Stephen Freeman/Laura McIntosh
CND - Harrow Cycle Network	Overground route	Feasibility and design 23/24	£40k	Laura McIntosh
CND – Harrow Cycle Network	Harrow St Anns Road to Harrow & Wealdstone Station cycle route	Feasibility and design 23/24	£30k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Harrow on the Hill to Harrow Weald Cycle route	Feasibility and design 23/24	£20k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Cross Harrow route – Wealdstone to Edgware	Feasibility and design 23/24	£20K	Stephen Freeman/Laura McIntosh
CND - Boroughwide	Study looking at cycle network and connections to transport hubs	Feasibility and design 23/24	£25k	Stephen Freeman/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
review of cycle routes				
Cycle Parking	Residential cycle parking	Design and implementation 23/24	£66k	Laura McIntosh

## **Appendix B – Cycle Training Programme**

<b>Date of Training</b>	<b>Client</b>	<b>Level</b>
May 2023	St George's Primary Catholic Voluntary	1/2
June 2023	Whitchurch Primary School & Nursery	1/2
July 2023	West Lodge Primary School	1/2
September 2023	Pathways Primary 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 – 2023/24

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2023/24 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
Roxborough Park, Harrow on The Hill	<b>Scheme carried over from 2022/23</b> New Zone (E1) existing free bays to be converted to shared use bays	Public consultation undertaken in November 2020. Statutory consultation undertaken 4 <sup>th</sup> May 2023. The results to be collated/reported to members and subsequently the PH for approval as to how we should proceed with the scheme.	LM/SAF	1 <sup>st</sup> December 2023
Kenton Road-service Road between 704 - 738, Kenton East	<b>Scheme carried over from 2022/23</b> Proposed new (CPZ) and P & D bays in the service road.	Public consultation undertaken in September 2021. Statutory consultation undertaken 1 <sup>st</sup> June 2023. The consultation results were reported to the members and a revised scheme will be taken forward which will entail shared use bays adjacent to the shops and pay by phone bays opposite the shops. This is being reported to the PH for approval.	LM/SAF	1 <sup>st</sup> December 2023

Scheme	Details	Status	Contact officer	Planned finish
Eastleigh Ave, Roxbourne	<b>Scheme carried over from 2022/23</b> Request for new CPZ	Public consultation undertaken in December 2021. Statutory consultation undertaken November 2022. PH report approved and works order issued to JB Riney's to implement scheme.	LM/SAF	1 <sup>st</sup> December 2023
Rainsford Close	Request to be omitted from zone (B) and be included in a new zone with extended hours of control.	Public consultation was undertaken in April 2023. The consultation results show support for controls during Monday to Friday only. However, the scheme will need be progressed alongside the nearby review in the Stanmore Hill area which may have a negative impact on Rainsford Road. These will need to be progressed simultaneously.	LM/SAF	2023-24
Summit Close/Penylan Place	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 was undertaken June/July 2023. Results being collated to report to members & PH	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 was undertaken on 13 <sup>th</sup> March 2023 the results show support for extended hours of control only in Spencer Road. Officers to report results to members and pH for	LM/SAF	2023-24



Scheme	Details	Status	Contact officer	Planned finish
		approval as to how we should proceed with the scheme.		
Stanmore Hill	Request to change existing operational hours of CPZ on Stanmore Hill, this will include the section between Church Road/The Broadway and Wood Lane including all side roads. Requests also received from residents of Spring Lake via a petition wanting extended hours of control and residents of Herriot Close wanting to be in a CPZ	Public consultation currently being undertake Sept to Oct 2023 on proposals to extend the existing hours of control (CPZ) along Stanmore Hill between The Broadway and Wood Lane and “At any time” restrictions between Wood Lane and Springfield Close which will be assessed as part of the LSPP	LM/SAF	2023-24
Merlin Crescent	Request from residents of Merlin Crescent, Bransgrove Rd, St Brides Ave, St Davids Dr requesting a CPZ to prevent non-resident parking.	Public consultation currently being undertaken between Sept to Nov 2023 on proposals to introduce a new controlled parking zone (CPZ)..	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**

	<b>Location</b>	<b>Proposals</b>	<b>Score</b>	<b>Programme</b>	<b>Ward</b>
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	<b>14</b>	<b>LSPP</b>	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	<b>14</b>	<b>LSPP</b>	Stanmore
3	Cavendish Avenue	Upgrading existing section of SYL (Mon to Fri, 11am-12noon) to DYL to resolve issues with vehicles parking on both sides of the road resulting in localised congestion issues	--	<b>Congestion</b>	Harrow on the Hill
4	Dalton Road – Athelstone Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	<b>13</b>	<b>LSPP</b>	Wealdstone North
5	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	--	<b>Yellow lines</b>	Pinner
6	Fernleigh Court	Extension of existing DYL to improve access when entering/exiting driveway of No. 18 Fernleigh Court	--	<b>Yellow lines</b>	Headstone

7	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
8	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
9	Hutton Lane area	DYL's at the junctions of Hutton Lane with Langton Road and Mephram Crescent to improve access and visibility for vehicles turning in & leaving roads	14	LSPP	Harrow Weald
10	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
11	Letchford Terrace	Upgrading existing section of SYL (Mon to Fri, 10am-3pm) to DYL on outer side to resolve issues with vehicles parking on both sides of the road and preventing access	14	LSPP	Hatch End
12	London Road	Extension of existing DYL to improve visibility when exiting Cygnet Hospital	16	LSPP	Harrow-on-the Hill
13	Park View – Anselm Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End

14	Stanmore Hill (between The Common and Fallowfield Court)	Mixture of DYL's and SYL's (Mon to Fri, 8am-6.30pm) to improve visibility and deter long-term parking in the area	<b>14</b>	<b>LSPP</b>	Stanmore
15	St Kilda's Road	Upgrading existing sections of SYL (Mon to Sat, 8.30am-6.30pm) to DYLs to deter obstructive parking in the passing places and the junction with Oakley Road outside of CPZ hours	<b>13</b>	<b>LSPP</b>	Marlborough
16	The Broadway – The Cross Way	Extension of existing DYL's at the junction to improve access for larger vehicles, including refuse and emergency vehicles	<b>13</b>	<b>LSPP</b>	Wealdstone North
17	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	<b>14</b>	<b>LSPP</b>	Canons
18	Ufford Road – Tillotson Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	<b>13</b>	<b>LSPP</b>	Hatch End
19	Uxbridge Road area (near Bannister Sports Centre)	DYL's to improve access and visibility for vehicles	<b>22</b>	<b>LSPP</b>	Harrow Weald and Hatch End
20	Willowcourt Avenue – Becmead Avenue	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	<b>13</b>	<b>LSPP</b>	Kenton West
21	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	<b>14</b>	<b>LSPP</b>	Stanmore
22	Woodway Crescent	DYL's on the inner side of the bend to improve access and visibility for larger vehicles, including refuse and emergency vehicles	<b>13</b>	<b>LSPP</b>	Greenhill

# Appendix E – Traffic Calming Scheme – Clamp Hill, Stanmore (as revised after 19<sup>th</sup> Sep meeting)

