



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

Date of Meeting:	13 May 2024
Subject:	2023/24 Traffic and Parking Schemes Programme Update
Key Decision:	No
Responsible Officer:	Cathy Knubley – Director of Environmental Services
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder for Highways, Infrastructure and Community Safety
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	All wards
Enclosures:	Appendix A – Transport Local Implementation Plan Programme Update – 2024/25 Appendix B – Cycle Training Programme Appendix C - Harrow Capital, Parking Management Schemes Update – 2023/24 Appendix D – List of approved Localised Safety Parking Programme (LSPP) / Congestion sites approved for 21-day legal statutory consultation

Report for: Traffic & Road Safety Advisory Panel

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 and those planned for 2024/25. 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 commenced with work on Howberry Road complete. The remaining work in adjoining side roads will be completed in May.

Alexandra Avenue/Eastcote Avenue, South Harrow

Implementation of right turn arrows for the Eastcote Lane arms of the junction is complete.

Clamp Hill

This is a scheme introducing full width, sinusoidal speed humps along the length of Clamp Hill. Construction work will begin shortly.

High Road/College Ave

This is a scheme introducing a new pedestrian refuge island in College Avenue and a keep clear marking on High Road at the junction with Weald Lane. Work is to commence shortly.

Honeypot Lane

This is a scheme to reduce the speed limit from 40mph to 30mph in the extents between Queensbury Circle and Wemborough Road/Marsh Lane. This has been through the statutory consultation process and is awaiting portfolio holder decision.

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 will be implemented shortly with Pinner Park Avenue to follow later this year. The next schemes to be designed are Northumberland Road, Lucas Avenue and Southfield Park. Radnor Road is expected to be taken forward for design and consultation as an NCIL funded scheme in 2024/25.

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. The work on this project continues in 2024/25.

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. The work on this project continues in 2024/25.

Harrow View

A new zebra crossing will be implemented shortly.

Old Church Lane

Construction work to install a new zebra crossing and amendments to junction radii will be starting this month.

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. Following comments from TfL, it has been decided to undertake further investigatory work in 2024/25. In the interim, the existing traffic island on Uxbridge Road will be replaced with a pedestrian refuge island – work is to commence shortly.

Merlin Crescent

Work to provide new traffic islands, a raised mini-roundabout, a speed table and narrowing of the junction of St David's Drive and Merlin Crescent will begin shortly.

Pinner District Walking Study

A feasibility study has been 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 and the footway alterations along Brookshill for Hujjat Primary School have been selected. This scheme removes some of the shrubbery along the route between the school and the roundabout to the south, widening the footway. Double height kerbs will also be introduced to discourage footway parking. Work is to take place in two phases with the first starting shortly and the remainder to be done in the May half-term.

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. Work on this continues in 2024/25 and includes possible bus lanes in London Road, Stanmore; Sheepcote Road, Harrow; Kenton Road, Kenton and Kingsbury area and College Road, Harrow. The junction of Northolt Road, Shaftesbury Avenue, Lower Road, Middle Road and Roxeth Hill is also being reviewed – this scheme seeks to introduce pedestrian crossing points on Lower Road and Roxeth Hill and optimise the operation of the junction for traffic.

Harrow Cycle Network

This project seeks to develop a cycle network for the borough that link communities, business and destinations across London. The intention is to provide routes that are easy to navigate so that riders of all levels can feel safe and confident. Routes have been selected in line with TfL's Strategic Cycling Analysis – this considers cycling potential and connections with the wider London network.

The Harrow to Pinner cycle route was consulted on in 2023. The outcome of the consultation and decision on next steps are expected to follow the election period in May.

Design work continues on further possible routes including:

- Northolt Park to Rayners Lane
- South Harrow to Pinner Park School area
- Harrow to Harrow & Wealdstone Station
- Wealdstone to Edgware
- Harrow to Harrow Weald

Once initial agreement on design is reached with both Harrow and TfL, stakeholder and public engagement will begin.

Residential Cycle Parking

Secure cycle hangars are being installed for residents within Council Housing estates. Locations include;

- Brockhurst Close, Stanmore
- Churchill Place, Harrow
- Hazeldene Drive, Pinner

- Kenton Lane, Belmont
- Northolt Road, South Harrow
- Pinner Grove/Grove Avenue, Pinner
- Stonegrove Gardens, Stanmore
- Wood Close/Charles Crescent, Harrow

Further cycle hangars will be provided in 2024/25.

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 was approved in 2023 and an award of £410,940 has been made. Challenges with the procurement process have resulted in delay in implementation and it is now hoped that new chargepoints will be delivered later in 2024/25.

A recent bid for up to 47 locations was approved resulting in an award of £200,000. The intention for this funding is to trial charging infrastructure where lamp column technology is not possible.

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.
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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

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, Transportation Manager
E-mail: laura.mcintosh@harrow.gov.uk

Sajjad Farid, Infrastructure Engineer

E-mail: sajid.farid@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 – 2024/25

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 2024/25 – list of schemes / interventions.

Scheme	Description	Status	Funding 23/24	Contact officer
SCN* – 20mph zones	Design, consultation and implementation of 20mph zones	Design	£200k	Nabeel Shahid/Laura McIntosh
SCN – North Harrow Junctions	Junction improvement	Feasibility and design 24/25	£150k	Nabeel Shahid/Laura McIntosh
SCN – Clamp Hill	Review of scheme	Review only	£3k	Nabeel Shahid/Laura McIntosh
SCN – Alexandra Avenue/Eastcote Lane	Review of scheme	Review only	£3k	Nabeel Shahid/Laura McIntosh
SCN – Uxbridge Road/Blythwood Road	Crossing/junction improvement scheme	Feasibility and design 24/25	£40k	Nabeel Shahid/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 24/25	£49k	Nabeel Shahid/Laura McIntosh

Scheme	Description	Status	Funding 23/24	Contact officer
SCN – Merlin Crescent	Review of scheme	Review only	£5k	Nabeel Shahid/Laura McIntosh
SCN - Local Initiative Schemes	Local initiative schemes – mini programmes	Feasibility, design and implementation 24/25	£25k	Nabeel Shahid/Laura McIntosh
SCN - Boroughwide School Healthy Streets	Identify and consult on potential school streets	Design, consultation and implementation of first phase	£235k TfL £200k Harrow Capital	Annabelle Fosu/Nisha Durgacharan/Laura McIntosh
SCN – Accessibility	Disabled bays, dropped kerbs	Design, consultation and implementation	£40k	Nyle Williams/Laura McIntosh
SCN – Travel Plans	Active travel initiatives and campaigns for schools, colleges and businesses.	ongoing	£90k	Annabelle Fosu/Nisha Durgacharan/Laura McIntosh
Road Safety Education	Road safety education, primarily for schools but also campaigns for the wider public	ongoing	£60k	Jeffrey Sarpong/Laura McIntosh
Bus Priority - Station Road between The Bridge and Sheepcote Road jcn	Short extension of bus lane	Implementation	£10k	Ben Murphy/Laura McIntosh

Scheme	Description	Status	Funding 23/24	Contact officer
Bus Priority – Northolt Road/Roxeth Hill/Shafesbury Ave	Improvements to junction/pedestrian crossing facilities	Feasibility and design 24/25	£20k	Ben Murphy/ Laura McIntosh
Bus Priority - London Road, Stanmore	possible bus lanes	Design, consultation and construction	£20k	Ben Murphy/Laura McIntosh
Bus Priority – Whitmore Road	Investigation to improve bus journey times	Feasibility and design	£40k	Ben Murphy/Laura McIntosh
Bus Priority – Old Church Lane/Abercorn Road	Conversion of bus route 324 from hail and ride service to fixed bus stops	Feasibility, design and construction	£30k	Ben Murphy/Laura McIntosh
Bus Priority – Sheepcote Road	Possible bus lanes	Design, consultation and construction	£10k	Ben Murphy/Laura McIntosh
Bus Priority – Kenton Road	Possible bus lanes	Design, consultation and construction	£20k	Ben Murphy/Laura McIntosh
Borough cycling – Harrow Cycle Network	Northolt Park to Harrow to North Harrow	Design, consultation and implementation 24/25	£65k	Ben Murphy/Laura McIntosh
Borough Cycling – Harrow Cycle Network	Pinner to Harrow on the Hill	Design, consultation and implementation 24/25	£65k	Ben Murphy/Laura McIntosh

Scheme	Description	Status	Funding 23/24	Contact officer
Borough Cycling - Harrow Cycle Network	Overground route – South Harrow to Headstone Manor	Feasibility and design 24/25	£65k	Ben Murphy/Laura McIntosh
Borough Cycling – Harrow Cycle Network	Harrow St Anns Road to Harrow & Wealdstone Station cycle route	Feasibility and design 24/25	£65k	Ben Murphy/Laura McIntosh
Borough Cycling – Harrow Cycle Network	Harrow on the Hill to Harrow Weald Cycle route	Feasibility and design 24/25	£65k	Ben Murphy/Laura McIntosh
Borough Cycling – Harrow Cycle Network	Cross Harrow route – Wealdstone to Edgware	Feasibility and design 24/25	£65k	Ben Murphy/Laura McIntosh
Borough Cycling - Boroughwide review of cycle routes	Study looking at cycle network and connections to transport hubs	Feasibility and design 24/25	TBC	Ben Murphy/Laura McIntosh
Cycle Parking	Residential cycle parking	Design and implementation 23/24	£54k	Nabeel Shahid/Laura McIntosh
Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	ongoing	£76k	Jeffrey Sarpong/Laura McIntosh

*SCN – Safer Corridors and Neighbourhoods

Appendix B – Cycle Training Programme

Date of Training	Client	Level
October	Pathways School (SEN)	1
January	Stanburn Primary	1/2
February	Glebe Primary	1/2
March	Stag Lane	1/2
April	Alexandra School (SEN)	1 & 2
	Cedars Manor Primary	1 & 2
	Krishna Avanti Primary	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 2024/25 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	Scheme carried over from 2022/23 New Zone (E1) existing free bays to be converted to shared use bays	The scheme has now been approved/implemented.	SAF/LM	1 st December 2023
Kenton Road-service Road between 704 - 738, Kenton East	Scheme carried over from 2022/23 Proposed new (CPZ) and P & D bays in the service road.	The scheme has now been approved/implemented	SAF/LM	1 st December 2023
Eastleigh Ave, Roxbourne	Scheme carried over from 2022/23 Request for new CPZ	The scheme has now been approved/implemented	SAF/LM	1 st 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	SAF/LM	2024-25

Scheme	Details	Status	Contact officer	Planned finish
		on Rainsford Close. These will need to be progressed simultaneously.		
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	SAF/LM	2024-25
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 th March 2023. There was no majority support for extended hours of control within the consultation area except in Spencer Rd. Hence, It was agreed only to proceed to Statutory consultation on proposals in Spencer Road. Officers are aiming to carry out statutory consultation on 9 th May 2024.	SAF/LM	2024-25
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	Public consultation was undertaken on 19 th October 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. The results are currently being collated to be reported to the	SAF/LM	2024-25

Scheme	Details	Status	Contact officer	Planned finish
	control and residents of Herriot Close wanting to be in a CPZ	members and the PH to seek approval how best to move forward with the scheme.		
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 was undertaken on 8 th November 2023 on proposals to introduce a new controlled parking zone (CPZ).. The results are currently being collated to be reported to the members and the PH to seek approval how best to move forward with the scheme.	SAF/LM	2024-25
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	NS/LM	2024-25

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	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	--	Congestion	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	13	LSPP	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	--	Yellow lines	Pinner
6	Fernleigh Court	Extension of existing DYL to improve access when entering/exiting driveway of No. 18 Fernleigh Court	--	Yellow lines	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	14	LSPP	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	13	LSPP	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	13	LSPP	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	14	LSPP	Canons
18	Ufford Road – Tillotson Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
19	Uxbridge Road area (near Bannister Sports Centre)	DYL's to improve access and visibility for vehicles	22	LSPP	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	13	LSPP	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	14	LSPP	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	13	LSPP	Greenhill

