



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

Date of Meeting:	13 th November 2024
Subject:	INFORMATION REPORT 2024/25 Traffic and Parking Schemes Programme Update
Key Decision:	No
Responsible Officer:	Cathy Knubley – Strategic Director of Environment, Culture and Economy
Portfolio Holder:	Councillor David Ashton – Portfolio Holder for Finance and Highways
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	All wards
Enclosures:	Appendix A – Traffic Schemes Programme 2024/25 Appendix B – Cycle Training Programme Appendix C - Parking Management Programme 2024/25 Appendix D – Local Safety Parking Programme (LSPP) 2024/25 Appendix E – School Streets Cabinet Report

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2024/25 traffic and parking management programme of works.

Recommendations:

None, the report is for information only.

Reason: 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 2024/25. This includes schemes funded by Transport for London (TfL) grant and the Harrow capital programme. **Appendices A, B, C and D** provide 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 2024/25

Alexandra Avenue/Eastcote Avenue, South Harrow

A review of the minor changes implemented in 2023/24 will take place later in the year.

Clamp Hill

Full width, sinusoidal speed humps along the length of Clamp Hill have been introduced. A minor review of the scheme will take place later in the year.

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. Scheme is now completed, but awaiting snagging due to defects found with works.

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. Approved by the Portfolio Holder, but the extents have been reduced so the new 30mph speed limit only applies to the northbound section of Honeypot Lane from opposite the entrance to the Esso garage (near Queensbury Circle roundabout) to just north of Collins Avenue to match where the existing southbound 30mph limit starts. Scheme is now completed, but awaiting snagging due to defects found with works.

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 Sandringham Crescent
5 Grimsdyke Road	6 Manor Way
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 is now complete but awaiting snagging due to defects found with works. Pinner Park Avenue is currently under construction. The next schemes to be designed and advertised are Northumberland Road, Sandringham Crescent and Manor Way. Radnor Road is to be taken forward for consultation as an NCIL funded scheme 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. The work on this project continues in 2024/25. Initial modelling has begun at George V Avenue and an engagement plan has been developed.

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

Construction work to install a new zebra crossing has commenced. Completion expected October/November 2024.

Old Church Lane

Construction work to install a new zebra crossing and amendments to junction radii has commenced. Completion expected October/November 2024.

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 has been replaced with a pedestrian refuge island.

An external company has been commissioned to affix sensors on existing lamp columns to monitor the junctions of Uxbridge Road/Waxwell Lane/Blythwood Road and Uxbridge Road/Paines Lane. They will focus on vehicle turning movements, driver behaviour and near misses.

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 has commenced. The scheme is now complete but awaiting snagging due to defects found with works.

Boroughwide study of pedestrian walking areas

Requests for pedestrian improvements and potential designs have been shared with ward Councillors. These include;

- Camrose Avenue – zebra crossing
- Common Road – new footway
- Kenton Lane - zebra crossing
- Porlock Avenue - zebra crossing

Councillors will review and comment, and the Portfolio Holder for Finance and Highways will select one scheme to take forward.

Local Initiative Schemes

Two possible projects have been identified. Potential designs have been shared with ward Councillors. These include;

- College Hill Road/Kenton Lane/Mountside roundabout
- Kings Road/Malvern Avenue roundabout

Councillors will review and comment, and the Portfolio Holder for Finance and Highways will select one scheme to take forward.

Boroughwide School Healthy Streets

The expansion of the School Streets programme has been approved by Cabinet.

This will see the roll out of measures to restrict general traffic in the vicinity of up to 6 eligible schools this financial year. The cabinet report from the 15th October meeting is available at appendix E.

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. The initial modelling work is complete and we await approval from TfL Network Performance. This scheme is not currently funded for delivery. The work undertaken thus far will allow for the scheme to be costed and then find a suitable funding stream to allow implementation.

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 September meeting of Cabinet approved sections 1-3 of the route (between Harrow town centre and North Harrow) whilst the remaining section through Pinner will be redesigned in light of comments received during consultation. It is expected that further public consultation on this element will take place early in 2025.

Detailed design is underway on the approved sections and some construction is anticipated this financial year.

Design work continues on further possible routes including:

- Northolt Park to Rayners Lane
- South Harrow to Eastman Village (former Kodak site)
- Harrow to Harrow & Wealdstone Station
- Wealdstone to Edgware
- Harrow to Harrow Weald

Residential Cycle Parking

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

- Whittlesea Road, Harrow Weald
- Augustine Road, Harrow Weald
- Honey Bun Estate, Harrow
- Carmelite Road estate, Harrow
- Astall Close, Harrow Weald
- Cowen Avenue, South Harrow
- Deacons Close, Pinner
- Grove Avenue, Pinner

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.

Electric Vehicle Charging Points (Ultra Rapid and Rapid)

Ultra Rapid Hub programme – There are two new EV infrastructure development opportunities for Harrow (i) Ultra Rapid Charging Hub at Stanmore Station – this is a project led and delivered by Transport for London at a TfL car park at Stanmore Station. This will set to see Ultra Rapid chargers at the station to support residents and commuters
(ii) An opportunity to work with Transport for London on a Joint Venture scheme to deliver a number of rapid charging programmes across London. Four sites have been explored as possible locations and officers are having internal discussions on suitability of these locations. Harrow Council have decided to wait for the joint partner (Fastned) and TfL to agree whether they would take on the four sites. The procurement of Ultra Rapid and rapid charging programme is being prepared and will continue once an decision has been made shortly.

The Ultra Rapid and Rapid Charging Programme was approved at Cabinet in February 2024 and procurement documents are being finalised with a few sites to go out to procurement at the end of the year.

Car Clubs

A Car Club is being explored for Harrow. This is a flagship action and therefore a priority to implement a scheme in Harrow. Since the flagship action was prepared, it has been decided to change the scope of this project to offer the car club on residential streets and not car parks.

Market engagement has concluded and officers are preparing procurement documents in the aim to appoint an operator/s by the end of the year.

Cycle Training

Cycle Training is available for residents, businesses and students who live, work or study in Harrow. Cycle training sessions are available for all abilities and split over three levels: Basic cycle skills (level 1), Urban bike skills (level 2), and Advanced bike skills (level 3). Sessions are arranged at a time and place to suit trainees and is delivered by Cycle Confident and their team of fully qualified instructors.

Harrow Capital 2024/25

Parking management programme

The Parking Management Schemes Programme for 2024/25 was agreed and approved by Traffic and Road Safety Advisory Panel (TARSAP) in May 2024. The current status of each scheme in the programme can be seen in **Appendix C**.

In May 2024, Harrow Council approved the development of a demand-led Strategic Controlled Parking Zone (CPZ) Consultation Rollout Programme aimed at identifying and prioritising parking management schemes throughout the borough. This strategic approach relied on comprehensive parking stress assessment to analyse trends and behaviours related to parking demand. The programme also incorporates community feedback to support the implementation of new controls or amendments to existing CPZs.

In July 2024, whilst acknowledging the progress made to date, the Cabinet approved two key measures regarding the Strategic CPZ Consultation Rollout Programme.

1. The Cabinet delegated authority to the Strategic Director of Culture, Environment & Economy to make necessary changes to the CPZ Consultation Rollout Programme, including customising the consultation and delivery for each scheme.
2. They also authorised the Strategic Director to assess and decide on the outcomes of individual scheme consultations, in consultation with the

Strategic Director of Finance and the Portfolio Holder for Finance and Highways.

In September 2024, it was agreed that a Phase 1 and Phase 2 programme could be progressed. Phase 1 consists of a number of schemes that were agreed at previous TARSAP meetings, and one scheme identified as part of the Strategic Controlled Parking Zone Consultation Rollout Programme. Officers continue to work closely and provide regular updates to Ward Councillors, the Portfolio Holder, and Leader on the consultation and delivery process.

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 D**.

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 2024/25 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 Strategic Director, Culture, Environment and Economy

Date: 25th October 2024

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: Jennifer Rock, Partnerships & Inclusion Officer

Date: September 2024

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: sajjd.farid@harrow.gov.uk

Nabeel Shahid, Infrastructure Engineer

E-mail: nabeel.shahid@harrow.gov.uk

Annabelle Fosu, Travel Planner

E-mail: annabelle.fosu@harrow.gov.uk

Nisha Durgacharan, Travel Planner

E-mail: nisha.durgacharan5@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 24/25	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 24/25	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 24/25	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 24/25	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
April	Cedars Manor Primary	1 & 2
April	Krishna Avanti Primary	1 & 2
May	St John Fisher	1
May	Krishna Avanti	1
July	West Lodge School	1&2
October	Cedars Manor Primary	
October	St John Fisher Primary	
October	St Josephs Catholic Primary	
November	Krishna Avanti	

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 – 2024/25

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 £300K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	Status	Contact officer	Planned finish
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 and the scheme was agreed with the members to be taken forward with the Stanmore Hill area parking review which was undertaken in September 2023. The results were reported to the members and it was agreed to proceed to the next stage which is the statutory consultation on proposals to introduce parking controls operational Monday to Saturday 12(noon to Midnight). Officers will now seek approval from the PH to proceed to the next stage In November 2024.	SAF	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.	Public consultation was undertaken on 19 th October 2023. The results of the consultation were discussed with the ward councillors who agreed to taking an holistic approach and agreed to take forward operational hours	SAF	2024-25

Scheme	Details	Status	Contact officer	Planned finish
	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	Monday to Saturday 12(noon) to Midnight in both Rainsford Close and Stanmore Hill. Officers aim to carry out the statutory consultation November/December 2024		
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 reported to the members and the scheme has been agreed to proceed to statutory consultation on proposals to introduce a new CPZ operational Monday to Saturday 8am to 6.30pm in November 2024	SAF	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 and statutory consultations have been completed and the members have agreed to omit the residents of Spencer Road situated in zone CA to zone (J) operational 7am to Midnight. Scheme to be implemented in November/December 2024.	SAF	2024-25
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 were reported to the local ward councillors, and it	SAF	2024-25

Scheme	Details	Status	Contact officer	Planned finish
		<p>was agreed to take forward proposals to extend the existing zone BR operational Monday to Friday 10am to 3pm. Officers are currently working of statutory consultations material for the consultation to be carried out in November/December 2024.</p>		
<p>Headstone Drive and Harrow View Area Parking Review</p>	<p>Two petitions were received which included the Victor Rd area (Sidney Rd, Albert Rd, Edward Rd, Fairfield Dr, Downing Cl, Atherton Place, Pinner View (north of Headstone Grdns) The second was from Harley Rd and Harley Crescent. The petitions were requesting the council to undertake parking reviews in the area to help address non-resident/commuter parking. Undertake surveys, public consultation, statutory notification, implementation.</p>	<p>Officers are finalising the informal public consultation material and will be undertaking the consultation on 25th October 2024. Subject to the outcome of the consultation we will then be undertaking a statutory consultation and then implementation of a new CPZ</p>	<p>PN,TB</p>	<p>2024-25</p>
<p>Wealdstone (Royal Estate) CPZ Review Zone C</p>	<p>Review of existing zone (C) which is operational Monday to Friday 10 to 11am as this will be impacted by the review of Headstone Drive and Harrow View area parking review</p>	<p>Officers are finalising the informal public consultation material and will be undertaking the consultation in October/Novemebr2024.</p>	<p>PN,TB</p>	<p>2024-25</p>

Scheme	Details	Status	Contact officer	Planned finish
	as well as Eastman Village and Poets corner development which entails 3,100 new residential and commercial properties	Subject to the outcome of the consultation we will then be undertaking a statutory consultation and then implementation of a new CPZ		
Gordon Avenue between Old Church Lane and Temple Mead Close and Rectory Close, Stanmore	Request for parking review to be undertaken in Gordon Avenue between Old Church Lane and Temple Mead Close including the side roads and Rectory Close in nearby roads within walking distance to the college excluding those within zone (B1) in response to the college expansion	Officers are finalising the informal public consultation material and will be undertaking the consultation in November 2024. Subject to the outcome of the consultation we will then be undertaking a statutory consultation and then implementation of a new CPZ	PN,TB	2024-25
Woodway Crescent	Request to be included in existing zone (S) operational 11am to 12 noon Monday to Friday	Officers are preparing statutory consultation material and are aiming to carry out the statutory consultation in October/November 2024.	NW	2024-25
Hailsham Drive, Waverly Industrial Estate	Petition received from the units within the industrial estate requesting existing free bays be converted to Pay by Phone bays to help remove stagnant parking to facilitate customer parking.	Officers are preparing statutory consultation material and are aiming to carry out the statutory consultation in October/November 2024.	NW	2024-25
Headstone Drive Review of PBP	Request to extend the existing hours of operation of the PBP bays - from Mon-Sat, 8am - 6.30pm to	Officers are preparing statutory consultation material and are aiming to carry out the statutory consultation in October/November 2024.	PN,TB	2024-25

Scheme	Details	Status	Contact officer	Planned finish
operational hours	Mon-Sat, 8am - 10pm, Max stay 3 hours, NR 1hr			
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	SN	2024-25

Officers:

SAF – Sajjad Farid, PN – Paul Nevard, TB – Tom Bradshaw, NW – Nyle Williams, SN – Saba Nathan

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	Abbots Drive	DYL's to improve access and visibility for vehicles turning in & leaving parking area	13	LSPP	Wealdstone North
2	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
3	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
4	Ashridge Gardens - Holwell Place	DYL's to improve access and visibility for vehicles turning in & leaving the cul-de-sac. including refuse and emergency vehicles to pass through unhindered.	14	LSPP	Pinner South
5	Bishop Ken Road/ Adderley Rd Fisher Road	DYLS at junctions with Dryden Road, Adderley Road and Fisher Road	13	LSPP	Wealdstone North

6	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
7	Dalton Road – Athelstone Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Wealdstone North
8	Dudley Gardens	Extension of existing DYL to improve access when exiting front garden parking.	--	Yellow lines	Harrow on the Hill
9	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
10	Fernleigh Court	Extension of existing DYL to improve access when entering/exiting driveway of No. 18 Fernleigh Court	--	Yellow lines	Headstone
11	Flecker Close	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	14	LSPP	Stanmore
12	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
13	Gyles Park	DYL's to improve access and visibility for vehicles	14	LSPP	Belmont
14	Harrow Field Gardens	Extension of existing DYL's at the junction to improve access all vehicles, including refuse and emergency vehicles	13	LSPP	Harrow on the Hill

15	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
16	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
17	Imperial Close	DYL on one side of the narrow road to improve access for all vehicles, including refuse and emergency vehicles	14	LSPP	North Harrow
18	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
19	Kenton Park crescent	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	18	LSPP	Kenton East
20	Lamorna Grove	Extension of existing DYL's to improve access.	13	LSPP	Centenary
21	Leighton Avenue	Upgrading a section of SYL to DYL to improve access.	13	LSPP	Pinner

22	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
23	London Road	Extension of existing DYL to improve visibility when exiting Cygnet Hospital	16	LSPP	Harrow-on-the Hill
24	Malvern Avenue	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Roxbourne
25	Park View – Anselm Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
26	Shaldon Road	Upgrading SYL to o DYL to improve access school entrance	13	LSPP	Centenary
27	South Hill Avenue - Runnelfield	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	17	LSPP	Harrow on the Hill
28	South Hill Avenue – Sudbury Hill	DYL's to improve access and visibility for vehicles turning in & leaving the area during school time.	17	LSPP	Harrow on the Hill
29	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
30	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

31	Stiven Crescent	DYL's to improve access and visibility for vehicles turning in & leaving the cul-de-sac. including refuse and emergency vehicles to pass through unhindered.	13	LSPP	Roxbourne
32	Stratton Close	DYL's to improve access and visibility for vehicles turning in & leaving the cul-de-sac. including refuse and emergency vehicles to pass through unhindered.	13	LSPP	Canons
33	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
34	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
35	Ufford Road – Tillotson Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End
36	Uxbridge Road area (near Bannister Sports Centre)	DYL's to improve access and visibility for vehicles	22	LSPP	Harrow Weald and Hatch End
37	Willowcourt Avenue – Becmead Avenue	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Kenton West
38	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