



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

**WEDNESDAY 28 NOVEMBER 2007
7.30 PM**

PANEL AGENDA (ADVISORY)

**COMMITTEE ROOMS 1&2
HARROW CIVIC CENTRE**

MEMBERSHIP (Quorum 3)

Chairman: Councillor John Nickolay

Councillors:

**Mrs Camilla Bath
Robert Benson
Manji Kara (VC)
Yogesh Teli
Jeremy Zeid**

**Mrinal Choudhury
Nizam Ismail
Jerry Miles
David Perry**

Advisers:

**Mr A Blann
Mr E Diamond**

**Mr L Gray
Mr A Wood**

Reserve Members:

1. Golam Chowdhury
2. Ashok Kulkarni
3. Paul Osborn
4. Mrs Vina Mithani
5. -

1. Bob Currie
2. Graham Henson
3. Raj Ray
4. Keith Ferry

**Issued by the Democratic Services Section,
Legal and Governance Services Department**

**Contact: Paul Tenconi, Democratic Services Officer
Tel: 020 8424 1264 E-mail: paul.tenconi@harrow.gov.uk**

***NOTE FOR THOSE ATTENDING THE MEETING:
IF YOU WISH TO DISPOSE OF THIS AGENDA, PLEASE LEAVE IT BEHIND AFTER THE MEETING.
IT WILL BE COLLECTED FOR RECYCLING.***

HARROW COUNCIL

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

WEDNESDAY 28 NOVEMBER 2007

AGENDA - PART I

1. **Attendance by Reserve Members:**

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

2. **Declarations of Interest:**

To receive declarations of personal or prejudicial interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Committee, Sub Committee, Panel or Forum;
- (b) all other Members present in any part of the room or chamber.

3. **Arrangement of Agenda:**

To consider whether any of the items listed on the agenda should be considered with the press and public excluded on the grounds that it is thought likely, in view of the nature of the business to be transacted, that there would be disclosure of confidential information in breach of an obligation of confidence or of exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972.

Enc. 4. **Minutes:** (Pages 1 - 6)

That the minutes of the meeting held on 25 September 2007 be taken as read and signed as a correct record.

5. **Public Questions:**

To receive questions (if any) from local residents or organisations under the provisions of Advisory Panel and Consultative Forum Procedure Rule 16 (Part 4E of the Constitution).

6. **Petitions:**

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Advisory Panel and Consultative Forum Procedure Rule 14 (Part 4E of the Constitution).

- Enc. (a) Petition from residents re: Residents Parking for Warren Fields in Aran Drive: (Pages 7 - 8)
Petition submitted by residents.
- Enc. (b) Petition requesting Controlled Parking in The Gardens and other roads near to West Harrow Station: (Pages 9 - 10)
Petition submitted by residents.
- Enc. (c) Petition opposing changes to the parking arrangements in the bay adjacent to 264 to 298 Headstone Lane (immediately south of Headstone Lane station): (Pages 11 - 12)
Petition submitted by residents.

7. **Deputations:**

To receive deputations (if any) under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

8. **References from Council and other Committees/Panels:**

To receive references from Council and any other Committees or Panels (if any)

- Enc. (a) Parking Controls on Hooking Green: (Pages 13 - 14)
Petition submitted by Councillor Mrs Sasi Suresh.

- Enc. 9. **Opening Wealdstone High Street to Traffic - Consultation results and objections to traffic orders:** (Pages 15 - 52)
Report of the Interim Head of Property and Infrastructure.

- Enc. 10. **INFORMATION REPORT – Progress update on key traffic schemes.:**
(Pages 53 - 64)
Report of the Interim Head of Property and Infrastructure.

11. **Any Other Urgent Business:**

Which cannot otherwise be dealt with.

AGENDA - PART II - Nil.

This page is intentionally left blank

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

25 SEPTEMBER 2007

Chairman: * Councillor John Nickolay

Councillors: * Robert Benson * Jerry Miles
* Mrinal Choudhury * David Perry
* Nizam Ismail * Yogesh Teli
* Manji Kara * Jeremy Zeid
* Ashok Kulkarni (2)

Advisers: * Mr A Blann * Mr L Gray
* Mr E Diamond * Mr A Wood

* Denotes Member present

(2) Denotes category of Reserve Member

[Note: Councillor Bill Stephenson attended this meeting to speak on the first item in Minute 72 and Councillors Keith Ferry and Phillip O'Dell attended to speak on the items in Minutes 70 and 71].

PART I - RECOMMENDATIONS**RECOMMENDATION 1 - Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone CA phase 1 – Objections to Traffic Orders**

The Panel received a report of the Head of Property and Infrastructure which considered objections received to the traffic orders for phase 1 of the proposed extension of the Wealdstone controlled parking zone CA and associated parking restrictions and recommended which proposals should be implemented. A substitute page of Appendix A of the Officer Report was tabled and accepted by the Panel.

A Member expressed concern with regards to signage in Controlled Parking Zones (CPZs) and asked officers to ensure that adequate signage was provided in all CPZs. In response to these concerns, an officer confirmed that future permit bay signs would show the period of restriction. Apart from this time the bays were available for parking without a permit. The permit bay signs had already been amended throughout the current area of zone CA but excluding Masons Avenue and Herga Road where a Phase 2 consultation was planned on a possible change to the hours of operation.

The officer confirmed the location of the proposed pay and display machines and that 15 to 20 pay and display places would be provided.

In response to a concern by a Member regarding consultation with regards to the proposed extension of the CPZ, an officer confirmed that full public consultation had been carried out in summer 2006. The current traffic order process was a second stage that must follow statutory procedures. This involved the display of street notices and placing advertisements in the local press.

Resolved to RECOMMEND: (to the Portfolio Holder for Environment Services)

That the formal objections to the advertised traffic orders for the extension and, revision to the Wealdstone Controlled Parking Zone CA incorporating a residents parking scheme and some associated waiting and loading restrictions, with the exception of a minor amendment as detailed in Part 1 (a) of Appendix C, be set aside for reasons given in the report, the objectors be informed and officers proceed with the order making and implementation.

[REASON: The proposals enjoyed majority support in earlier consultation and were necessary to control parking].

RECOMMENDATION 2 – Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone C and Zone CA phase 2 – Consultation Results

The Panel received a report of the Head of Property and Infrastructure which set out the findings of public consultation on possible extension of the Wealdstone controlled parking zones C/CA (phase 2) and associated parking restrictions and recommended which proposals should be taken forward.

During the discussion on the items, Members and Advisers commented that:

- there had been a good response to the consultation exercise but the public needed to be better educated on the parking options available in Harrow. In particular, it was essential to take the needs of businesses into consideration with adequate signing and parking being provided to make clear to visitors what was available;
- it was disappointing that, after requesting further detailed consultation, residents just beyond the revised Zone CA boundary seemed not to have appreciated the potential displaced parking problem and therefore had decided no further extension to Zone CA.

The Chairman asked Ward Councillors for Wealdstone and Marlborough present at the meeting for their opinion on the proposals. The Members who responded stated that they felt it was a positive move and that they were content with the proposals.

Amendments to the officer recommendations were moved and carried, and it was

Resolved to RECOMMEND: (to the Portfolio Holder for Environment Services)

That (1) officers be authorised to make minor amendments and finalise the detailed design in accordance with Appendices A, B, G and I and take all necessary steps under the Road Traffic Regulation Act 1984 to advertise the traffic orders, the details of which be delegated to officers, and implement the scheme, subject to consideration of objections for which the detailed recommendations are as follows;

(2) double yellow line restrictions be introduced at the junctions/locations shown at Appendices A and G, excluding the junction between Harrow View and Headstone Drive, but their extent be modified in line with consultation feedback and site geometry;

(3) the existing Harrow and Wealdstone Zone C CPZ be extended to include Badminton Close, Leys Close, Rugby Close, Walton Close, Walton Drive (north-eastern end), Walton Road, and the remaining section of Marlborough Hill as shown at Appendices H and I;

(4) the parking bay outside the Princes Drive parade be made permit holders only Monday to Friday 10.00 – 11.00 am but be free at other times as shown at Appendix G (zone C review layout 1);

(5) the existing Wealdstone Zone CA CPZ be further extended to include the section of Athelstone Road east of Whitefriars Avenue as shown at Appendix B;

(6) the parking bay in Cardinal Way be made permit holders only Monday to Friday 10.00 – 11.00 am and 2.00 – 3.00 pm;

(7) the layout of the parking bays in Tudor Road be modified as shown at Appendix G (zone CA review layout 11) and that these bays have a no waiting restriction applied between 8.00 am and 10.00 am Monday to Friday;

(8) a no stopping restriction be applied to the existing school keep clear zig-zags outside Elmgrove First and Middle School in Kenmore Avenue;

(9) an exemption be made under Section 15(4) of the Greater London Council (General Powers Act) 1974 to allow two wheel footway parking on the west side of Bengarth Drive and the north side of Christchurch Avenue as shown at Appendix G (zone CA review layout 13) and Appendix K respectively;

(10) the no waiting restrictions be modified in Christchurch Avenue as shown at Appendix K;

(11) the parking bay arrangement in Spencer Road and The Cross Way be modified to include shared use with pay and display and additional parking bays as shown at Appendix G (zone CA review layout 9);

(12) an additional shared use parking bay be introduced into Masons Avenue as described at 2.3.11.1 and Appendix G (zone CA review layout 10);

(13) new pay and display bays be introduced and waiting and loading restrictions be revised near the Civic Centre as shown at Appendix G (zone C review layout 11);

(14) further consultation be carried out ahead of order making in roads leading from Princes Drive to address the commuter parking problem described in 2.3.8.8 and the traffic orders to deal with this issue be published in parallel with other traffic orders mentioned herein;

(15) re-consultation / further consultation be carried out in roads or sections of roads, as shown in Appendix I, to gauge the level of support for further extension of the permit parking and CPZ to these roads, approximately 6 months after recommendation (3) above has been implemented, subject to the availability of funding;

(16) for CPZ reviews generally, further consultation take place 6 months after implementation of any extension to gauge support in outlying roads for further extension of the zone subject to the availability of funding.

[REASON: To control parking].

PART II - MINUTES

59. Appointment of Chairman:

RESOLVED: To note the appointment at the meeting of Cabinet on 15 May 2007 of Councillor John Nickolay as Chairman of the Traffic and Road Safety Advisory Panel for the Municipal Year 2007/08.

60. Attendance by Reserve Members:

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

Ordinary Member

Councillor Mrs Camilla Bath

Reserve Member

Councillor Ashok Kulkarni

61. Declarations of Interest:

RESOLVED: To note that the following interests were declared:

- (i) Agenda Item 14 – INFORMATION REPORT – Progress Update on Key Traffic Schemes
Councillors Robert Benson and Mr E Diamond declared a personal interest in relation to the above item arising from the fact that they were residents of Stanmore.
- (ii) Mr A Blann declared a personal interest in that he was a resident of Wellington Road in Wealdstone.
- (iii) Councillor Susan Hall, who was not a Member of the Panel declared an interest in that she was a trader in Wealdstone.
- (iv) Councillor Keith Ferry, who was not a Member of the Panel, declared a personal interest in that he was a Wealdstone Ward Councillor.

62. Arrangement of Agenda:

RESOLVED: That (1) agenda item 16 be taken with agenda item 12, while appreciating the confidential information in agenda item 16;

(2) all items be considered with the press and public present.

[Note: For ease of reference, the order of the minutes follows the order of the business on the agenda].

63. Appointment of Vice-Chairman:

RESOLVED: To appoint Councillor Manji Kara as Vice-Chairman of the Traffic and Road Safety Advisory Panel for the Municipal Year 2007-08.

64. Minutes:

RESOLVED: That the minutes of the meeting held on 27 February 2007 be taken as read and signed as a correct record.

65. **Public Questions:**

RESOLVED: To note that no public questions were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 16 (Part 4E of the Constitution).

66. **Petitions:**

RESOLVED: To note the receipt of the following petition which was referred to the Head of Property and Infrastructure for consideration:

- (i) Petition requesting that a push-button crossing be installed at the crossing at Harrow View, Headstone Gardens and Headstone Drive.
Presented by Councillor Bill Stephenson and signed by 181 people.

67. **Deputations:**

RESOLVED: To note that no deputations were received at this meeting under the provisions of Advisory Panel and Consultative Forum Procedure Rule 15 (Part 4E of the Constitution).

68. **Appointment of Advisers to the Panel 2007/2008:**

The Panel considered a report of the Director of Legal and Governance Services.

RESOLVED: That the following non-voting advisors be appointed to the Panel for the 2007/08 Municipal Year:

- Mr Alan Blann, representing CTC/Right to Ride
- Mr Eric Diamond, representing the North West London Chamber of Commerce
- Mr Len Gray, representing Pedestrians' interests
- Mr Anthony Wood, representing Harrow Public Transport Users' Association

69. **EDF Site, Substation Adjacent to 102 Roxeth Green Avenue, South Harrow: Reference from the Strategic Planning Committee Meeting held on 14 March 2007:**

The Panel received a reference from the meeting of the Strategic Planning Committee held on 14 March 2007.

An officer explained that ongoing development in the area was occurring and may be the cause of mud on the road and the source of speeding concerns but was not the cause of the poor surface in Stanley Road. This was a maintenance issue that needed to be addressed by the Council. In response to Members' questions, the officer explained that he was not aware of Section 106 agreements that would provide funding to improve the surface quality of Stanley Road.

The Chairman queried whether, in view of continuing developments, something could be done to keep Stanley Road clean and to control the speed of vehicles, which used the road. In response, an officer confirmed that there were planning conditions and planning and highway enforcement powers available to ensure some level of control. Inevitable development work would give rise to some disruption but the relevant departments within the Council would endeavour to keep it under control.

RESOLVED: That the above be noted.

70. **Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone CA phase 1 - Objections to Traffic Orders:**
(See Recommendation 1)71. **Wealdstone controlled parking zone – Review, possible extension and associated restrictions – Zone C & Zone CA phase 2 – Consultation Results:**
(See Recommendation 2)72. **Progress Update on Key Traffic Schemes:**

The Panel received an information report of the Head of Property and Infrastructure, which provided an update on a number of key traffic management projects.

Headstone Drive/Harrow View/Headstone Gardens junction improvements

A Councillor who was not a Member of the Panel expressed concern that revised improvements to the junction had not been taken forward as quickly as hoped. The Member noted that he was looking for support from the Panel to find a satisfactory solution for residents.

An officer explained that a revised layout had been developed that appeared to allow pedestrian facilities to be introduced without increasing congestion overall but there were concerns about predicted queuing on Headstone Drive. Further work was needed to address this. The revised layout was also significantly more expensive than the scheme previously developed and funding had not been available to take forward such a proposal. Advantage would be taken of a cycling scheme currently being developed at the junction to finalise the crossing proposals and develop a scheme for which joint funding from Transport for London (TfL) Walking and Cycling budgets would be sought in 2008/09. The Chairman queried whether modern technology could be used to address the queuing problem. An officer explained that it could possibly bring small improvements in capacity (in the order of a few percentage points) but it was not possible to put an accurate figure on this due to current modelling limitations.

An adviser to the Panel expressed the view he was also concerned that improvements to the junction had not been taken forward as quickly as hoped. Another Member queried whether funding could be diverted from other schemes. In response, the officer explained that TfL funding was ring fenced to particular schemes.

Kenton Lane Local Safety Scheme

A Member stated that he was concerned with the effect of double yellow lines on businesses. Officers advised that, in the light of petitions received concerning two areas of double yellow lines, the scheme had been modified as far as was possible without compromising the safety and effectiveness of the scheme.

20mph zone on Harrow on The Hill

An adviser expressed concern over the scheme and in particular, concern over vertical deflections. An officer confirmed that extensive consultation had taken place over the scheme. The Chairman commented that he thought that vertical deflections in this particular case were necessary and that a Harrow on the Hill Ward Councillor, the Harrow on the Hill Forum and Harrow School had asked for an update on the scheme. A Member expressed concern over the cost of a 20mph scheme on Harrow on the Hill.

An officer explained that it was a legal requirement that 20mph zones contain traffic calming measures. The aim was to employ sufficient measures to bring the average speed down to 20mph.

In response to comment by an adviser about 20mph scheme elsewhere not containing traffic calming features, an officer explained that there were two types of 20mph control: 20mph zones and 20mph speed limits. There was no requirement for 20mph speed limits to contain traffic calming measures but they were only recommended where speeds were already very low. Guidelines suggested that they should only be used where speeds were already below 24mph. Any proposal to use them where speeds were higher than this was likely to be strongly opposed by the police who would be faced with significant increased enforcement difficulties. However, an officer agreed to further investigate the possibility of a 20mph limit for Harrow on the Hill.

Wembley Event Day parking

A Member stated that they hoped that TfL would consider a double decker car park at Stanmore station due to Stanmore station's direct rail link to Wembley Stadium. An adviser to the Panel stated that they had been impressed by the London Borough of Brent's signage concerning Wembley event days and hoped Harrow would adopt Brent's techniques. The Chairman confirmed that the Council was in touch with other local authorities such as Brent and Barnet and hoped to establish some long-term solutions in consultation with them and that they were considering options such as park and ride.

In further discussion on proposals for Wembley Event Day Parking, Members and Advisers expressed the following opinions:

- parking in Stanmore had become a problem;
- there were possible business opportunities when considering the provision of parking in Harrow for those visiting Wembley Stadium;

- the forecourt of Stanmore Station had insufficient capacity to accommodate coaches operating from a Park and Ride facility;
- access to Stanmore Station car park needed to be improved to prevent congestion;
- signage in Stanmore with regard to event parking at Wembley Stadium needed to be improved;
- Queensbury and Canons Park had also experienced parking problems on event days at Wembley Stadium and that a Park and Ride could perhaps be used to address this problem.

An officer explained that they hoped to deter people from parking in Stanmore. In response to a question by a Member, an officer stated that Tow-Away Zones were only necessary in exceptional circumstances.

Re-opening of Wealdstone High Street

An adviser to the Panel asked for an update on the proposed Town Centre Manager. An officer advised that the funding offer made by TfL to cover the cost of a Town Centre Manager was actively being taken up. An officer confirmed the timetable for consultation on the re-opening of Wealdstone High Street.

Petts Hill Bridge and Highway Improvements

A Member expressed the view that he was concerned about a funding shortfall for the scheme and that he hoped that increased funding would be available. An adviser to the Panel stated that he agreed with this view. An officer advised that options to meet the funding shortfall had been discussed among the schemes' funding partners but agreement could not be reached. Tender costs for the bridge replacement works were due back in October 2007 and would allow the final outturn price to be more firmly identified. It was hoped that, in light of this firmer pricing information, more positive discussions could take place and increased funding contributions could be agreed.

RESOLVED: That the report be noted.

(Note: The meeting having commenced at 7.30 pm, closed at 10.00 pm)

(Signed) COUNCILLOR JOHN NICKOLAY
Chairman

LONDON BOROUGH OF HARROW
TRAFFIC AND ROAD SAFETY ADVISORY PANEL

28 NOVEMBER 2007

Petition from residents re: Residents Parking for Warren Fields in Aran Drive

1. A petition with 9 signatures was submitted by residents of the Warren Fields Block facing Aran Drive in Stanmore, HA7 4JQ to the Traffic Management Department on the 6th July 2007, requesting that they are included in the parking scheme relating to Aran Drive instead of Valencia Road.
2. A verbal update will be given at the meeting of the Traffic and Road Safety Advisory Panel to be held on the 28 November 2007.

Background Documents:

Petition from residents of Aran Drive.

Contact: Paul Tenconi, Democratic Services Officer
Direct Dial: 020 8424 1264.
E-mail: paul.tenconi@harrow.gov.uk

This page is intentionally left blank

LONDON BOROUGH OF HARROW
TRAFFIC AND ROAD SAFETY ADVISORY PANEL

28 NOVEMBER 2007

Petition requesting Controlled Parking in The Gardens and other roads near to West Harrow Station:

1. A petition with 115 signatures was submitted on the 8 November 2007 by residents to the Traffic Management Department requesting controlled parking in The Gardens and other roads near to West Harrow Station.
2. A verbal update will be given at the meeting of the Traffic and Road Safety Advisory Panel to be held on the 28 November 2007.

Background Documents:

Petition requesting controlled parking in The Gardens and other roads near to West Harrow Station.

Contact: Paul Tenconi, Democratic Services Officer
Direct Dial: 020 8424 1264.
E-mail: paul.tenconi@harrow.gov.uk

This page is intentionally left blank

LONDON BOROUGH OF HARROW
TRAFFIC AND ROAD SAFETY ADVISORY PANEL

28 NOVEMBER 2007

Petition opposing changes to the parking arrangements in the bay adjacent to 264 to 298 Headstone Lane (immediately south of Headstone Lane station)

1. A petition with 12 signatures was submitted by residents on the 19 November 2007 to the Traffic Management Department opposing changes to the parking arrangements in the bay adjacent to Nos. 264 to 298 Headstone Lane (immediately south of Headstone Lane station).
2. A verbal update will be given at the meeting of the Traffic and Road Safety Advisory Panel to be held on the 28 November 2007.

Background Documents:

Petition opposing changes to the parking arrangements in the bay adjacent to Nos. 264 to 298 Headstone Lane (immediately south of Headstone Lane station).

Contact: Paul Tenconi, Democratic Services Officer
Direct Dial: 020 8424 1264.
E-mail: paul.tenconi@harrow.gov.uk

This page is intentionally left blank

LONDON BOROUGH OF HARROW
TRAFFIC AND ROAD SAFETY ADVISORY PANEL

28 NOVEMBER 2007

Petition Re: Parking Chaos in Hooking Green

Reference from Council – 18 OCTOBER 2007

1. At the meeting of Council held on 18 October 2007, a petition was submitted by Councillor Mrs Sasi Suresh which contained 65 signatures of residents, drawing attention to the inconsiderate parking in Hooking Green and requesting the introduction of double yellow lines around the edge of the Green. The petition stood referred to the Traffic and Road Safety Advisory Panel for consideration.
2. A verbal update will be given at the meeting of the Traffic and Road Safety Advisory Panel to be held on the 28 November 2007.

Background Documents:

Petition presented to Council on 18 October 2007.

Minutes of the Council meeting held on 18 October 2007.

Contact: Paul Tenconi, Democratic Services Officer

Direct Dial: 020 8424 1264.

E-mail: paul.tenconi@harrow.gov.uk

This page is intentionally left blank



Meeting:	Traffic and Road Safety Advisory Panel
Date:	28 th November 2007
Subject:	Opening Wealdstone High Street to Traffic - Consultation results and objections to traffic orders
Key Decision: (Executive-side only)	Yes
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	Appendix A – Leaflet distribution area Appendix B – Consultation Leaflet Appendix C – Consultation Questionnaire Appendix D – Overall consultation response Appendix E – Consultation response from Businesses Appendix F – Consultation response from Residents Appendix G – Final highway layout details Appendix H – Final overall concept including public realm improvements Appendix I – Traffic Order Schedules

Section 1 – Summary and Recommendations

This report sets out the findings of public consultation on proposals to open Wealdstone High Street to traffic, considers the response to the traffic orders and gives recommendations on the details of the scheme to be implemented.

Recommendations (for decision by Cabinet):

The Panel recommends that:

Officers be authorised to make the traffic orders set out in paragraph 2.4.1 of the report, the details of which be delegated to officers, and to implement the scheme to open Wealdstone High Street to traffic as set out in Appendices G and H, and

to carry out public realm improvements set out in paragraphs 2.3.12, 2.3.13 and 2.3.16 of the report subject to confirmation of additional funding from TfL and confirmation of affordability.

Reason: (For recommendation)

To regenerate Wealdstone Town Centre and promote new business

Section 2 – Report

2.1 Background

- 2.1.1 Members were advised via previous panel briefings on 27 February and 25 September 2007 that a preferred option for re-opening Wealdstone High Street to traffic had been developed. Through dialogue with key stakeholders the main areas of concern were identified and a mutually acceptable solution was agreed that would minimise implementation difficulties.
- 2.1.2 The essentials of the preferred scheme will introduce general traffic in a northbound direction whilst maintaining two-way bus and cycle flow, introduce on-street parking on the High Street and side roads, where possible, and extend the 20mph zone northwards to encompass the area between Gordon Road and George Gange Way and also to include Gladstone Way. Restriction on traffic entering Gordon Road from the High Street will be lifted to ease access to the proposed parking bays in Gordon Road.
- 2.1.3 In addition to the commitment to provide greater traffic access a need was also identified to improve the appearance of the High Street area. Public consultation has been carried out to seek the views of the local community on the public realm improvements they would like to see put in place alongside the basic traffic changes mentioned in paragraph 2.1.2 above.

2.1.4 To keep the implementation timescale for the scheme to a minimum the traffic orders needed to make the modifications to the various traffic restrictions currently in place were advertised in parallel with the public consultation exercise. The purpose of this report is to set out the findings of the public consultation exercise and report the outcome of the traffic order process allowing the Panel to make recommendations on the final detail of the scheme as a whole.

2.2 Current situation/Why a change is needed

2.2.1 At the moment Wealdstone High Street is closed to general traffic with exceptions for buses, cycles and loading. Local traders have felt for a long time that closure of the High Street has resulted in a loss of passing trade and has reduced the vitality of the area.

2.2.2 The re-introduction of traffic to the High Street aims to restore vibrancy to Wealdstone town centre by providing short-stay, easy to find parking for visitors, improving the street environment and maintaining an effective bus service whilst at the same time deterring the use of the street by general through traffic.

2.2.3 The proposals will help to meet the following visions and corporate priorities:

- Regenerate district centres and promote new business
- Satisfy our customers
- Ensure people feel safe and secure
- Transform our living and working environment

2.3 Consultation

2.3.1 Initial work on the development of public realm improvements to transform Wealdstone town centre concluded that major change would not be affordable in the short term within the budget available. Instead a series of discrete public realm improvements were developed to complement the highway works associated with the re-opening of the High Street to traffic which could build into a longer-term public realm improvement plan.

2.3.2 Some of those discrete elements were in themselves likely to be costly and the complete package of proposals developed would similarly not be affordable. As a result a “shopping list“ of proposals was put together from which people were asked to choose their preferences by indicating the level of priority they attached to each. Those elements that achieved the highest ranking would be implemented up to the available budget.

2.3.3 A leaflet providing details of the highway layout revisions needed to re-introduce traffic together with the shopping list of public realm improvements was prepared to publicise the proposals. A questionnaire was included on which people could express their preferences. The leaflet and questionnaire together with a pre-paid

envelope for replies was distributed to all properties within the highlighted area shown in Appendix A. The leaflet itself is shown in Appendix B and the questionnaire in Appendix C. The leaflets were distributed on the 3rd and 4th October 2007. Approximately 3300 were delivered in total. The deadline for the return of questionnaires was 26th October giving a minimum of 3 weeks for people to respond.

- 2.3.4 Consultation documents were also sent by post to key stakeholders and statutory consultees such as ward councillors, emergency services, bus operators, Harrow Association for Disabled People etc. This was doubled up via email distribution to alleviate difficulties that might have arisen from a postal strike going on at the time.
- 2.3.5 In parallel with this exercise unmanned exhibitions showing the scheme in greater detail were set up in the Wealdstone Centre and on the Middlesex Floor of the Civic Centre. Large-scale plans were on display from Monday 8th to Friday 26th October during normal opening hours at each location. Additionally at the Wealdstone Centre the exhibition was manned on 11, 12 and 13th October with staff on hand to answer questions. The exhibitions were publicised via the leaflet, on-street posters and by means of a press release.
- 2.3.6 Details of the scheme were also available on the council's website allowing people to respond on-line.
- 2.3.7 Overall responses to the questionnaire are set out in Appendix D in graphical form. There are three elements to the response. The ranking of the discrete public realm design features in part 1. Responses to three suggested public realm option packages that featured a number of complementary design features (part 2) and general comments made about the proposals grouped into common themes (part 3). Separate analysis of the responses from businesses and residents is provided in Appendices E and F respectively for information but they are not discussed separately in addition to the overall response as, for the most part, they show the same result.
- 2.3.8 Total numbers of responses were 276 overall with 27 from businesses and 249 from residents. This represents an overall response rate of 8.4%. Whilst this is rather low for consultations on average it is not unexpected for this type of exercise. Typically schemes that have a more direct personal impact (such as CPZs) have a higher response rate.
- 2.3.9 The overall response is repeated in tabular form below for the discrete public realm design features. They are ranked in order of preference and guide costs for each of the features are provided to demonstrate what will be affordable from the available budget. The scoring system assigns a value ranging from 1 where very low priority was indicated on the questionnaire up to 5 where very high priority was indicated. The values are totalled for each feature and divided by the total number of responses to give an average score for each feature weighted according to the priorities expressed. The maximum possible score is 5 and is achievable only if every response gave that item a very high priority. At the other end of the scale the minimum score is 1 where every response would have indicated very low priority.

Table 1 – Overall Response on Public Realm Design Features

Design Feature	Score	Rank	Cost	Cumulative Cost
Develop a new lighting strategy	3.86	1	£25,000	£25,000
Plant new trees	3.70	2	£25,000	£50,000
Highlight pedestrian crossing points in high quality materials	3.65	3	£14,000	£64,000
Provide paved parking and loading bays for occasional pedestrian use	3.48	4	£9,000	£73,000
Repave the entire central section of the High Street in one high quality uniform material	3.37	5	£180,000	£253,000
Develop a new signage strategy (finger posts)	3.28	6	£3,000	£256,000
Repave footways throughout in concrete slab paving	3.15	7	£320,000	£576,000
Provide feature lighting for the clock towers	3.11	8	£50,000	£626,000
Repave Holy Trinity Church space in a high quality material	2.84	9	£180,000	£806,000
Provide additional raised tables on side roads	2.8	10	£14,000	£820,000

2.3.10 To clarify what public realm features might be affordable from the above list the following table shows a breakdown of the total budget available (£706,000).

Table 2 – Budget Breakdown

Scheme Element	Cost
Scheme development (fees, consultation, order making etc.)	£100,000
Public Utility Diversions	£120,000
Traffic Signals	£53,000
Highway works (incl. contract preparation and supervision)	£353,000
Public realm features	£80,000
Total	£706,000

A total sum of £80,000 is available for public realm improvements once the other fixed costs are taken from the total budget. Clearly this will only cover a small amount of the work listed in Table 1

- 2.3.11 The two highest ranking features, lighting improvements and tree planting, also feature prominently in the other parts of the questionnaire response. The response on the public realm options in Appendix D part 2 show a fairly even split between Option B which is focused on planting and Option C which is focused on lighting. Of the additional comments set out in Appendix D part 3 which can be addressed within the scheme the two highest scores are for better lighting and more trees. The high score against personal security/improved safety again emphasises the desire to see lighting improvements as the comments made generally centred on lighting concerns.
- 2.3.12 As their total cost falls within the available budget **it is recommended that lighting improvements and planting should be a key element of the public realm improvements.** However the way in which these issues are addressed needs to be carefully targeted. The lighting levels in Wealdstone High Street are already in excess of normal street lighting standards and discussions with the CCTV unit confirms that the lighting meets their surveillance/security needs. It is therefore recommended that, rather than make wide-ranging changes to the general lighting level that would increase energy consumption, increase light pollution and set a precedent for similar changes elsewhere, an on-street review be carried out after dark to identify localised dark pockets that need to be dealt with. The price quoted in the table above reflects this recommendation. With tree planting similar caution needs to be exercised to avoid blocking the view of the CCTV cameras and to avoid creating areas of poor lighting. The presence of underground services will further limit options in this regard. Detailed surveys will be carried out during the final design process to deal with these issues.
- 2.3.13 **As items 3 and 4 on the list in Table 1 (highlighting of pedestrian crossing points and paving of parking and loading bays) also fall within the total budget it is also recommended that they be taken forward.**
- 2.3.14 To meet the needs of wheelchair users, from whom several comments were received, the basic scheme includes raising vehicle accesses to footway level to provide a level, even surface. Though it ranks at number 10 in the table it is also recommended that a raised table be provided at the entry to Gordon Road to provide a comprehensive treatment throughout the High Street area for wheelchair users. The highway proposals include removal of the entry restrictions at Gordon Road to give convenient access to the new parking bays here. The entry feature will also help to deter possible use of Gordon Road as a short cut through to Cecil Road. With further investigation of the lighting and planting issues, and some rationalisation of the areas of highlighting needed at crossing points, it may also be possible to include this element.
- 2.3.15 Finger post signing directing visitors to local destinations (Crown Court, leisure centre etc) is a low cost item with a high ranking. It is also recommended that this be retained through the final design stage while firm costings are developed.

2.3.16 It is therefore further recommended that items 6 and 10 in Table 1 be developed through the final design stages when final detailed costing will be available to confirm affordability.

2.3.17 The recommended final concept incorporating the public realm recommendations mentioned above and the highway layout changes needed to open the High Street to traffic is shown in Appendix H. Full details of the highway layout changes are shown in Appendix G.

2.4 Traffic Orders

2.4.1 Traffic orders, notices and other legal processes are needed for the following to bring about the preferred scheme for re-opening the High street to traffic:

- To remove existing restrictions and allow all northbound traffic to use the High Street between Palmerston Road and George Gange Way
- To remove the restrictions on vehicles using Canning Road between the High Street and the service road at the rear of Nos 50 to 72 High Street and extend the eastbound one-way working in Canning Road to Gladstone Way
- To allow vehicles to make the right turn from Palmerston Road into the High Street
- To revoke the prohibition on left turns into and out of the car park between Nos 17 and 19 High Street
- To prohibit the right turn by vehicles other than local buses and pedal cycles from Gordon Road into the High Street
- To remove restrictions on traffic entering Gordon Road from the High Street
- To limit southbound traffic flow on the High Street between George Gange Way and Palmerston Road to Local buses and pedal cycles and to similarly limit the right and left turns from George Gange Way into the High Street
- To prohibit vehicles heading northbound in the High street from U-turning
- Extension of the 20mph zone to include the length of High Street from Gordon Road northwards to its junction with George Gange Way. The zone will also be extended to include Gladstone Way to create a more coherent zone overall. The removal of the mini-roundabout at the Canning Road/Gladstone Way junction removes the current clear demarcation point signifying the easterly limit of the zone.
- To remove the bus lane on the west side of the High Street adjacent to Nos 9 to 17
- To revise the existing and introduce free loading places which would operate at the given times listed in schedule 1 of Appendix I
- To introduce pay and display parking bays in the lengths of road specified in Schedule 2 of Appendix I. The parking places would operate between 8am and 6.30pm on Mondays to Saturdays, except those located outside Nos. 51 to 57 which would operate between 10am and 6.30pm, so as to allow loading and unloading in the morning. The parking charges would be at the rate of 30p for 20 minutes increasing to a charge of £10 for over 3 hours.
- To amend waiting and loading restrictions to accommodate the loading and parking places proposed – as set out in schedule 3 of Appendix I

- To relocate the disabled parking places in Canning Road and introduce a new disabled bay in the High Street as detailed in schedule 4 to Appendix I
- To construct a full width road hump in Gordon Road at its junction with the high Street with a length of 6 metres
- To convert part of the southerly footway of Canning Road between George Gange Way and the High Street to a cycle track.
- To mark a route for cyclists on the area of Headstone Drive alongside the Holy Trinity Church

The effect of the above will be to create 16 on-street parking bays on the High Street and adjacent side roads 3 of which will be reserved for disabled badge holders. 5 bays will be available exclusively for loading. The proposals are shown in detail in Appendix G

2.4.2 In line with the relevant regulations the traffic orders and notices above were advertised in the Harrow Times and London Gazette stipulating the statutory 21 day period over which objections could be made to the proposals. Advertisements first appeared on 25 October 2007 and the objection period ended on 14 November 2007. Over the same period the associated legal documents and plans were placed on deposit at the Civic Centre for public inspection and street notices were posted on site. Statutory consultees were given notice by post.

2.4.3 No objections have been received to the orders and notices.

2.4.4 A letter was received from the Public Carriage Office welcoming the opening of the High Street to northbound traffic and asking if consideration had been given for taxis to have an exemption similar to buses and cycles that would allow them to travel southbound through the High Street. A response was issued advising that it had been considered but rejected because of the enforcement difficulties it raised. It is essential that there is an effective deterrent to southbound traffic illegally entering the High Street, raising the accident risk and creating congestion. The intention is to enforce the right turn restrictions at the George Gange Way/High Street junction using the CCTV system and new enforcement powers available to the council that allow the enforcement of moving traffic offences using camera evidence. Allowing smaller, less easily identifiable vehicles to enter will make the task of enforcement by CCTV camera very difficult and challenges and appeals by other types of hire vehicle are likely to become frequent. Given that the High Street will be open to all traffic northbound, taxis will have easy access via a minor detour and **it is recommended that the traffic order for the entry restrictions proposed at the George Gange Way/High Street junction together with the other traffic restrictions and regulations set out above be made without change.**

2.5 Remaining Risks

2.5.1 The George Gange Way/High Street junction is on the Strategic Road Network and TfL's Network Assurance Team (NAT) must approve any aspect of the scheme that will have an impact here. Delays by TfL's Traffic Signals unit in checking the signal modelling work means that

this approval has not yet been given. However, the proposed turning restrictions here and junction layout modifications will significantly ease traffic flow. Difficulties with obtaining NAT approval are not therefore anticipated.

- 2.5.2 Lead-in times of 6 and 10 weeks have been quoted for telecom and gas main works respectively. This may delay some aspects of the scheme but other work will be able to continue in parallel with this. Works orders will be issued to the relevant companies to ensure that the works are programmed to begin at the earliest time possible.

2.6 Financial Implications

- 2.6.1 A budget of £650,000 is available in the 2007/08 financial year from Harrow Capital together with a carry forward of £6000 from 2006/07. TfL have offered a further contribution of £50,000 towards the cost of the public realm improvements but this has still to be confirmed. This gives a provisional total budget of £706,000. Whilst the main highway works can be afforded from the main Harrow budget the public realm improvements cannot go ahead until the TfL contribution has been firmly committed.
- 2.6.2 In addition to the £50,000 contribution mentioned above TfL will also make available £30,000 per year in 2007/08 and 2008/09 to fund a Town Centre manager post to promote regeneration.

2.7 Legal Implications

- 2.7.1 The traffic orders referred to under paragraph 2.4.1 can be made under sections 6, 7, 45, 46, 49, 84 and 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.
- 2.7.2 Road Humps can be provided by notice under Sections 90A and 90C of the Highways Act 1980.
- 2.7.3 Conversion of part of a footway to a cycle track can be made using powers available under sections 65(1) and 66(4) of the Highways Act 1980.

2.8 Performance Issues

- 2.8.1 The proposals for Wealdstone High Street will contribute positively towards the mayor of London's vision for the capital:
- Making London a fair city by benefiting the urban fabric, visual amenity and environment particularly in town centres.
 - Making London a fair city by improving safety and personal security

Section 3 - Statutory Officer Clearance

<p>Name: Barry Evans....</p> <p>Date: 16 November 2007</p>	<input checked="" type="checkbox"/>	<p>on behalf of the Chief Financial Officer</p>
<p>Name: Adekunle Amisu</p> <p>Date: 16 November 2007</p>	<input checked="" type="checkbox"/>	<p>on behalf of the Monitoring Officer</p>

Section 4 - Contact Details and Background Papers

Contact: Bill Heale
Principal Engineer, Traffic Management
Tel: 020 8424 1065

Background Papers:

Traffic and Road Safety Advisory Panel 25th September 2007, Agenda Item 14 – Information report – Progress update on key traffic schemes.

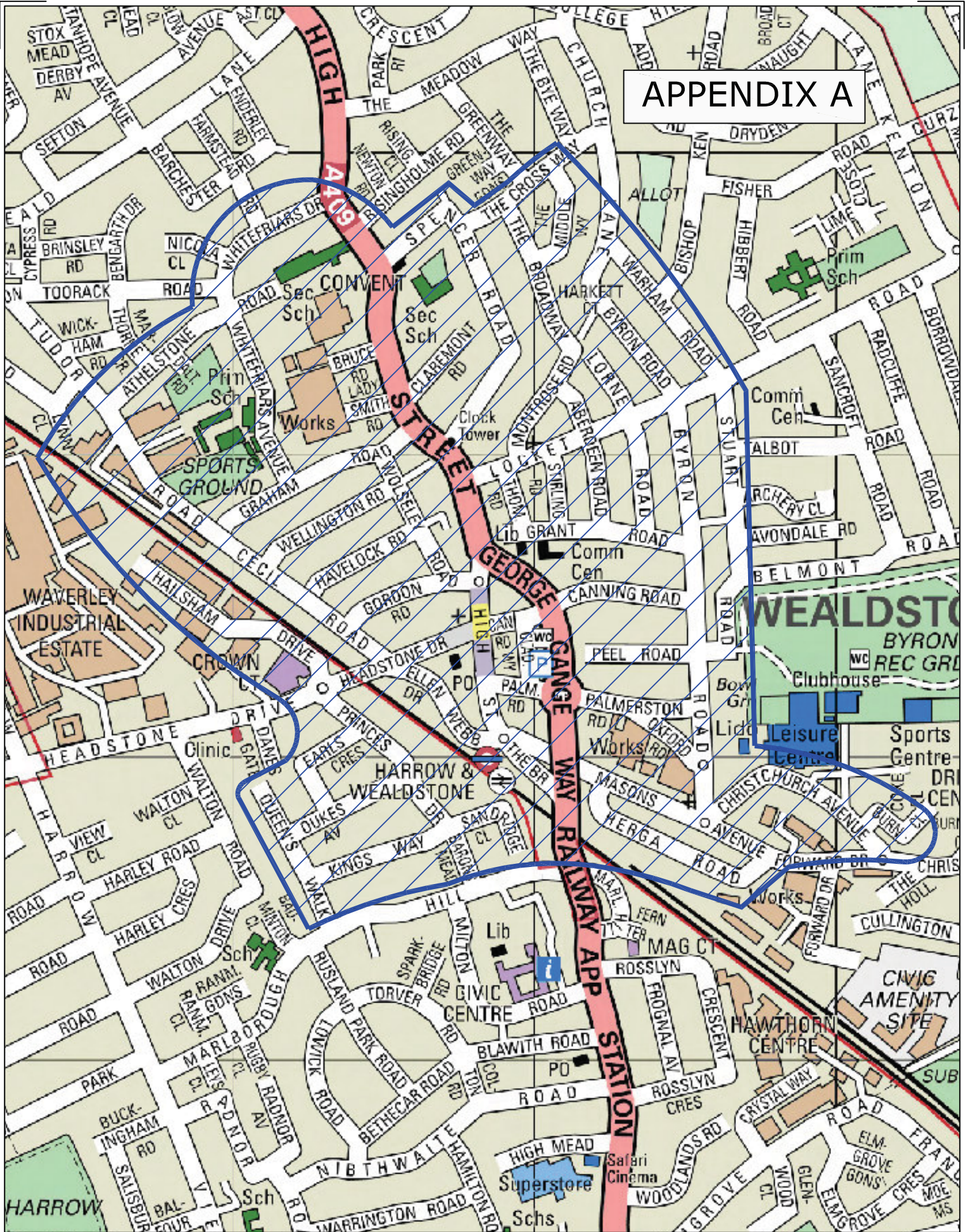
Traffic and Road Safety Advisory Panel 27 February 2007, minute no.57

If appropriate, does the report include the following considerations?

1.	Consultation	YES
2.	Corporate Priorities	YES

This page is intentionally left blank

APPENDIX A



Opening Wealdstone High Street to Traffic Public Consultation Leaflet Distribution Area

Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow 100019206.

COMMUNITY and ENVIRONMENT SERVICES

Opening Wealdstone High Street to Traffic

PUBLIC CONSULTATION
Improvements to the Public Realm



WE NEED YOUR VIEWS





Wealdstone High Street

Introduction

At the moment Wealdstone High Street is closed to general traffic between its junctions with Palmerston Road and Gordon Road; with exemptions for buses, cycles and loading. Local traders have felt for a long time that the closure of the High Street has resulted in a loss of passing trade. This has reduced vitality and has had a negative impact on Wealdstone Town Centre.

We propose to re-introduce traffic to Wealdstone High Street to restore vibrancy to Wealdstone Town Centre. We will do this by providing short-stay, easy to find parking for visitors, improving the street environment and maintaining an effective bus service on the High Street, at the same time as deterring the use of the street by general through-traffic. Harrow Council and their partners, AccordMP will produce the designs and carry out the work. We have consulted key organisations including the police, London Buses and local traders and propose to provide on-street parking and re-open the High Street northbound-only to traffic, between its junctions with Palmerston Way and George Gange Way. Buses and cyclists will still be allowed to travel southbound. We aim to reopen the High Street during 2008.

We have identified different ways to improve the area and we now want to find out how you – the residents, workers and businesses in Wealdstone – would like your Town Centre High Street to look.

As a resident or business that may be affected by the improvements, we are seeking your views on the proposals

This leaflet tells you about the proposed Town Centre improvements and will ask for your comments about available choices for Wealdstone High Street. The options, shown on the plan at the end of this leaflet, provide different styles of footway, parking/loading areas and pedestrian crossing points. We also have to make decisions about street furniture and landscaping. These measures will affect how the High Street looks and feels. We have enclosed a questionnaire so that you can give us your feedback.

Why are we re-introducing traffic northbound?

There are two main reasons why we want to introduce northbound traffic to Wealdstone High Street:

- To increase vitality

The reintroduction of traffic to Wealdstone High Street will allow access to the High Street for shoppers with cars, helping to improve the local economy.

- To maintain and improve traffic flows

We have considered different options for the traffic flow and our study found that a one-way northbound system for motorists will minimise 'rat running' where vehicles use the High Street to bypass other congested areas. This should keep the High Street clear for those wishing to visit its shops and businesses.



Wealdstone High Street

What actual measures are proposed for this scheme?

We are realigning the kerb to provide 7 short-stay parking spaces and 4 marked loadings bays on the High Street, along with 9 parking spaces split between Gordon Road and Canning Road and a further loading bay on Canning Road. Of these, 4 spaces will be for disabled badge holders. Parking charges will cost the same as the existing Pay & Display facilities in Wealdstone Town Centre (Monday – Saturday 8am to 630pm: 30p per 20 minutes, increasing to £10 for 3 hours). We will change the current traffic restrictions on Wealdstone High Street as follows:

- to allow access for northbound traffic at the same time as preventing southbound traffic other than cycles and buses;
- to extend the 20mph zone north to the junction with George Gange Way, maintaining a safe environment;
- to remove the entry restrictions to Gordon Road, improving access for proposed parking spaces; and
- to open Canning Road for access, creating a route to the multi-storey car park from the High Street.

These are designed to improve access for users of the High Street without attracting general through traffic that could lead to congestion.

We also want to enhance the public space on the High Street to achieve a high-quality, vibrant Town Centre. Transport for London has contributed some money for these improvements but funding is limited. Your feedback is important to help us understand which features you like most.

What are the choices?

We would like your feedback on options for improving the area; A, B and C. We can build any of the options at the same time as carrying out the main works without causing delay to the opening of the High Street to traffic. The proposals, which are shown on the plans overleaf, are;

A

This option would improve the High Street environment, with footways resurfaced in concrete slabs from The Bridge to George Gange Way. The public space by Holy Trinity Church will be resurfaced in high quality granite material.

B

This option would improve the pedestrian crossing facilities by providing additional raised tables on side roads and by highlighting crossing areas. Parking and loading bays will be paved and can be easily used by pedestrians when they are not in use by vehicles. We will plant new trees which would make the Town Centre more attractive.

C

This option involves improved lighting and signage, new street furniture, tree planting and high quality paving materials used in the public space by Holy Trinity Church.

Traffic improvements



- 1 remove guardrailling where possible
- 2 right turn lane for buses & cycles only
- 3 retain raised table
- 4 parking spaces parallel to kerb
- 5 new pedestrian crossing
- 6 proposed entry treatment allowing pedestrians to cross at footway level
- 7 remove planters & reduce street clutter
- 8 on-street loading bays
- 9 new east/west cycle way facility

Wealdstone High Street

This layout highlights the proposed **traffic improvements** for Wealdstone High Street along with options for the public realm improvements as set out below.

public realm options

a or b or c



Repave High Street footways

Repave Holy Trinity Church space

Feature lighting of the two clock towers

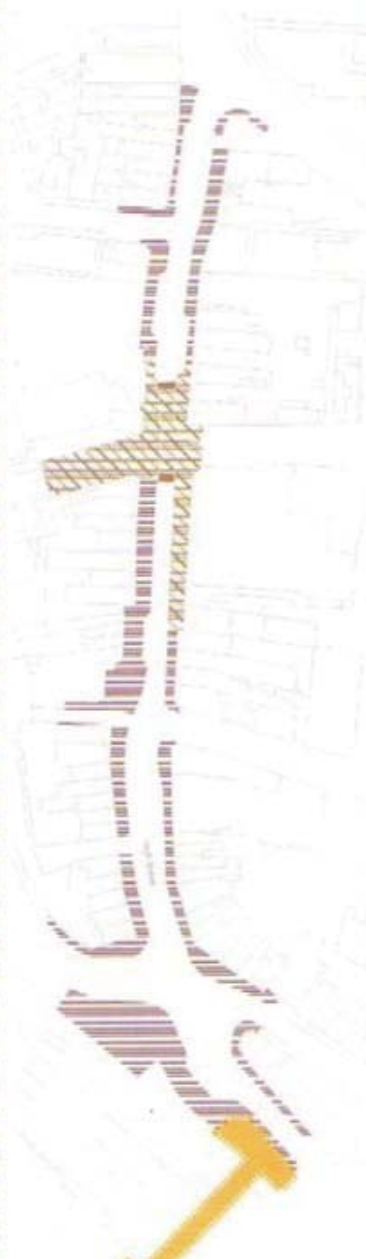
Additional raised tables on side roads and highlighted crossings

Pave loading and parking bays

Tree planting strategy throughout the town

Repave central section of the High Street into one uniform material

Lighting , Signage and Planting features throughout the entire town centre



Wealdstone High Street

Why can't you put it back to how it used to be?

With today's traffic levels, it would have a severely negative impact on the Town Centre. So the High Street can allow two-way traffic flows, buses and parking, the footways would have to be extensively narrowed and pedestrians would suffer. It is also very likely that the High Street would be used by 'rat-runners' trying to avoid traffic on George Gange Way, causing high levels of congestion in the High Street.

Is this all you can do to help Wealdstone Town Centre?

No. We are committed to improving the High Street. These proposals are the first step. We will also use money provided by Transport for London over the next 2 years to employ a Town Centre Manager. This will promote regeneration and identify opportunities to benefit Wealdstone and its businesses. We'll have more information about this role at a later stage.

Can I see the proposals in more detail?

Yes. There is an outline plan of proposals over the page. We are also having a public exhibition of the plans at these two locations between 8 and 26 October:

- **The Wealdstone Centre;** Wealdstone High Street (open Monday – Thursday 930am to 8pm, Friday – Saturday 930am to 5pm). Between the 11 and 13 October our staff will man this exhibition.
- **Harrow Civic Centre;** Station Road, on the Middlesex Floor Reception Area (open 9am to 5pm).

N.B. We recently carried out a separate consultation about changing parking controls on the side roads around Wealdstone town. Most people who responded were in favour and we will soon introduce these changes. For more information, see plans at the Wealdstone Centre exhibition.

What happens next?

We need your help to make the right decisions. Your views are key to our designs and will directly influence how Wealdstone Town Centre will look next year. Please fill in the enclosed questionnaire and return it to us in the freepost envelope provided by Friday 26 October 2007. We will then introduce the measures which receive most support and which fall within the budget limits. We are planning to start work at the start of January 2008.

N.B. We will consider everyone's feedback but won't be able to reply to you individually.

Who do I contact to find out more?

Chris Gibney (Project Engineer)	(020) 7803 2718	christopher.gibney@accordmp.com
Bill Heale (Harrow Council Principal Engineer)	(020) 8424 1065	william.heale@harrow.gov.uk



working in partnership with



PUBLIC CONSULTATION QUESTIONNAIRE

Opening Wealdstone High Street to Traffic - Improvements to the Public Realm

Please take a few minutes to fill in this questionnaire, fold and return it to us in the freepost envelope provided. We will use your responses to decide how to improve Wealdstone High Street when the scheme is built in 2008.

You can also submit your questionnaire online by visiting www.harrow.gov.uk and following the links; 'Consultation' then 'Consultation – service delivery' and then 'Wealdstone High Street Consultation'.

1

Please fill in your details below:

I am a.....	Resident	<input type="checkbox"/>
	Business	<input type="checkbox"/>
Name (of business if applicable)...		
Property Name or Number.....		
Street Name.....		
Town.....		
Postcode.....		

2

This table shows the options for improvement which we described in the consultation leaflet, Please indicate with a ✓ whether you think this measure is a high or low priority.

Design feature	Very low priority	Low priority	No opinion	High priority	Very high priority
Repave footways with concrete slab paving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Repave the Holy Trinity Church space in a high quality material	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Repave the entire central section of the High Street in one high quality uniform material	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



working in partnership with



Provide additional raised tables on side roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Highlight pedestrian crossing points in high quality materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide paved parking and loading bays	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Plant new trees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Develop a new lighting strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide feature lighting for the clock towers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Develop a new signage strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3

Unfortunately, our budget means that we can not make all these improvements, so we have also looked at ways we can combine the features. Please let us know which of the three 'strategy' options presented in the consultation leaflet you prefer overall.

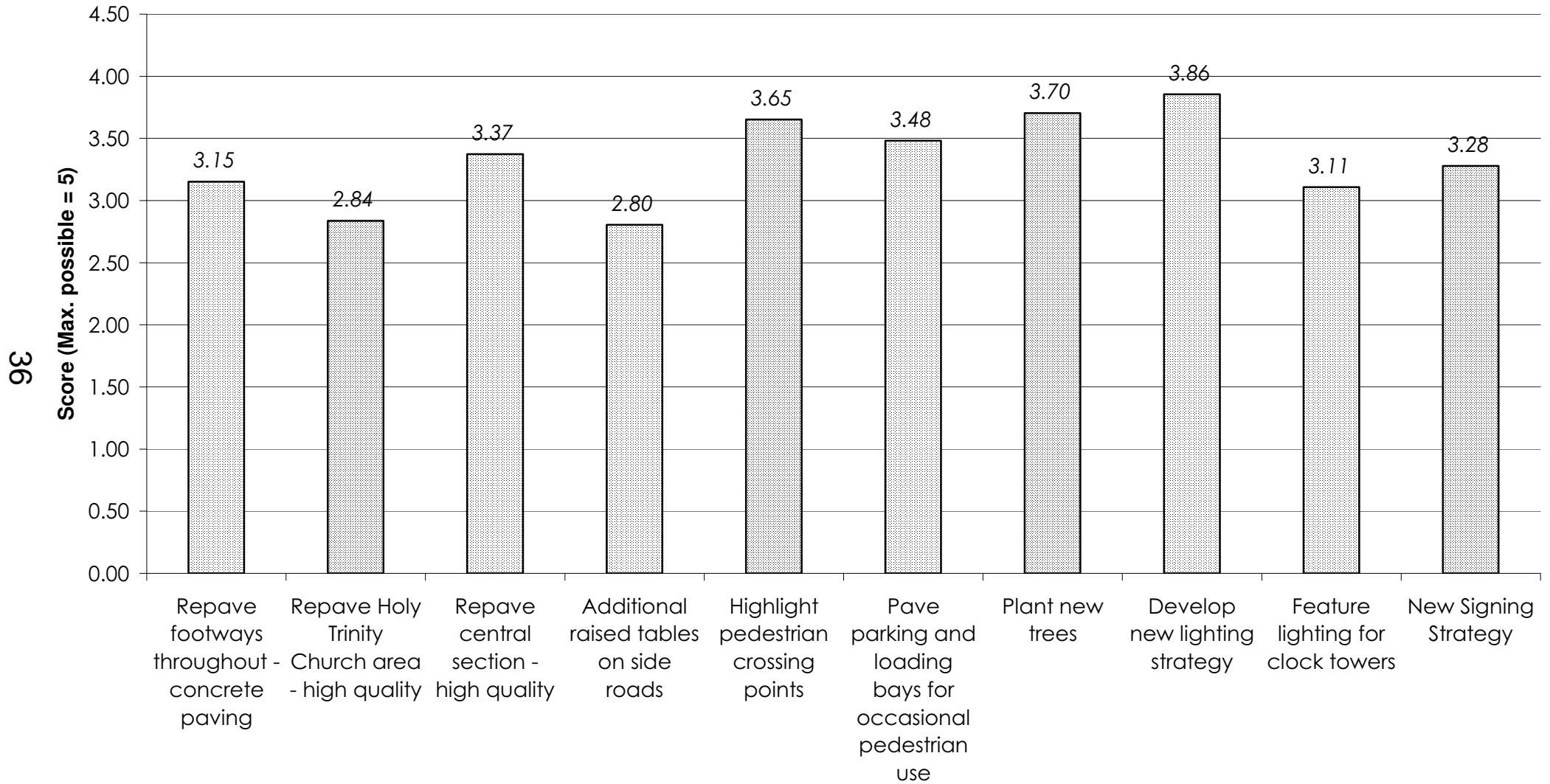
- Option A
- Option B
- Option C

4

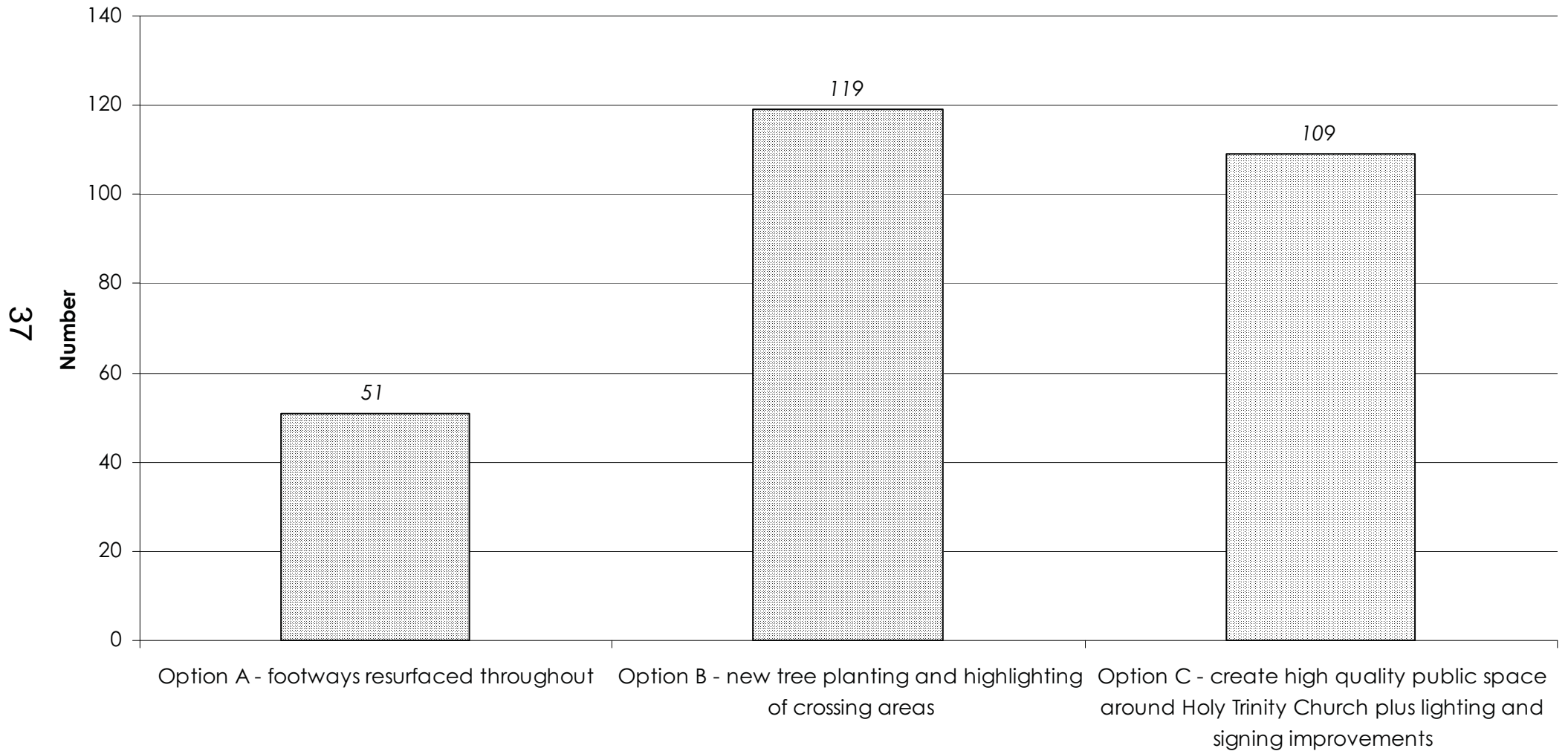
If you have any additional comments about the scheme, please let us know in the space below.

Thank you for your help. Subject to funding, we will carry out the improvements which receive the most support.

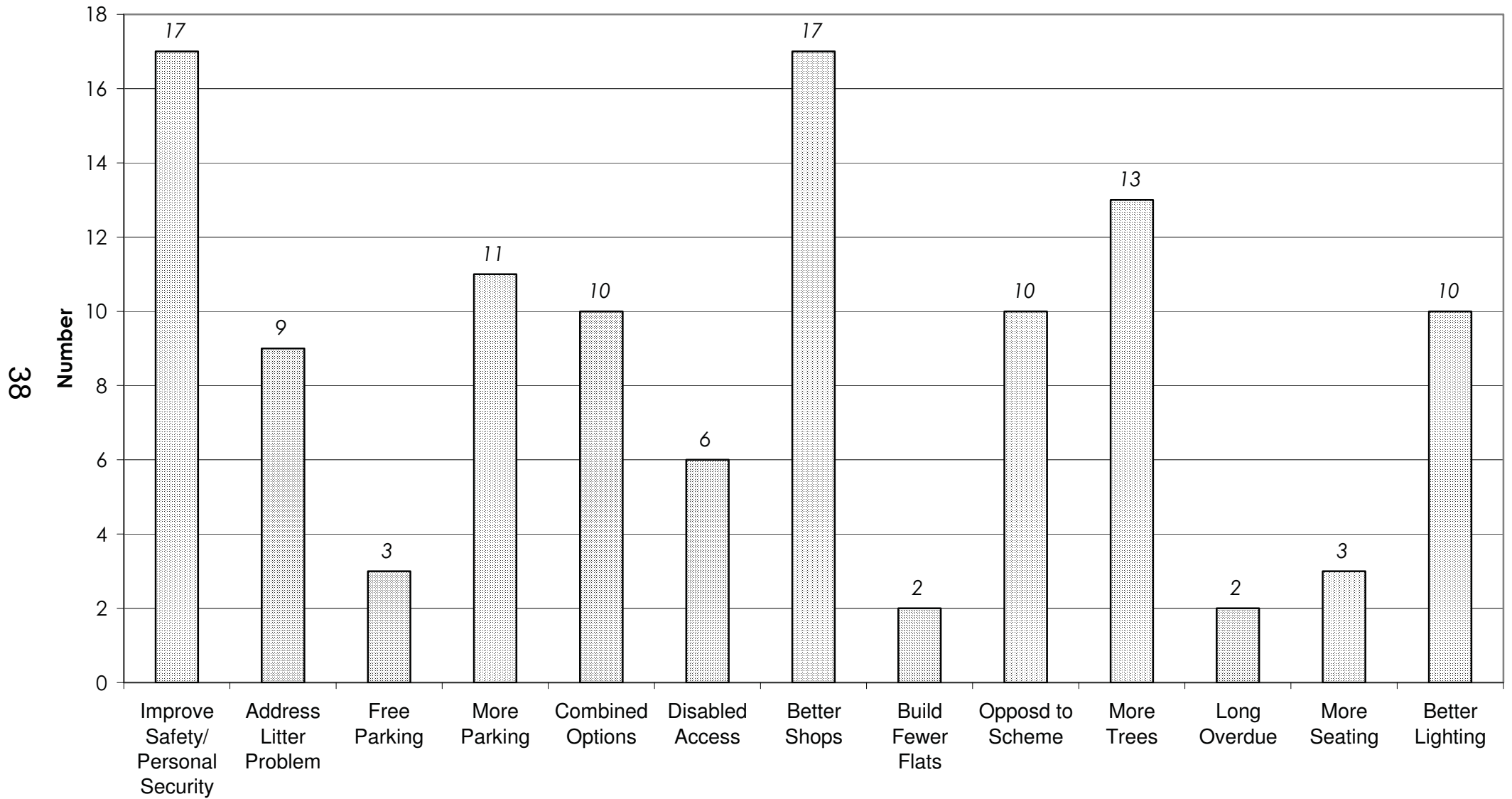
Opening Wealdstone High Street to Traffic
Overall Consultation Response on Public Realm Design Features
(total responses 276)



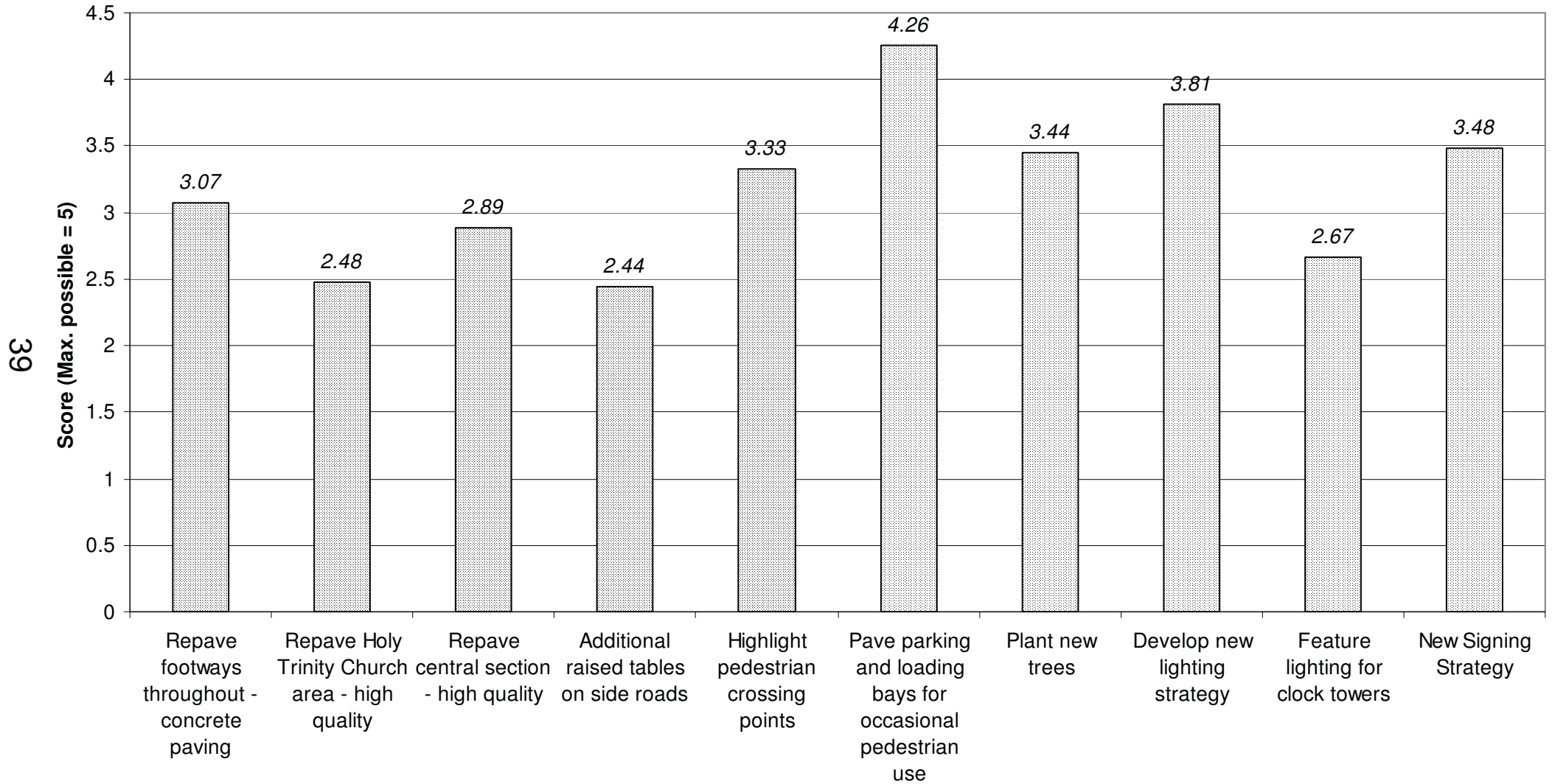
Opening Wealdstone High Street to Traffic
Overall Consultation Response to Public Realm Options
(Total responses 276)



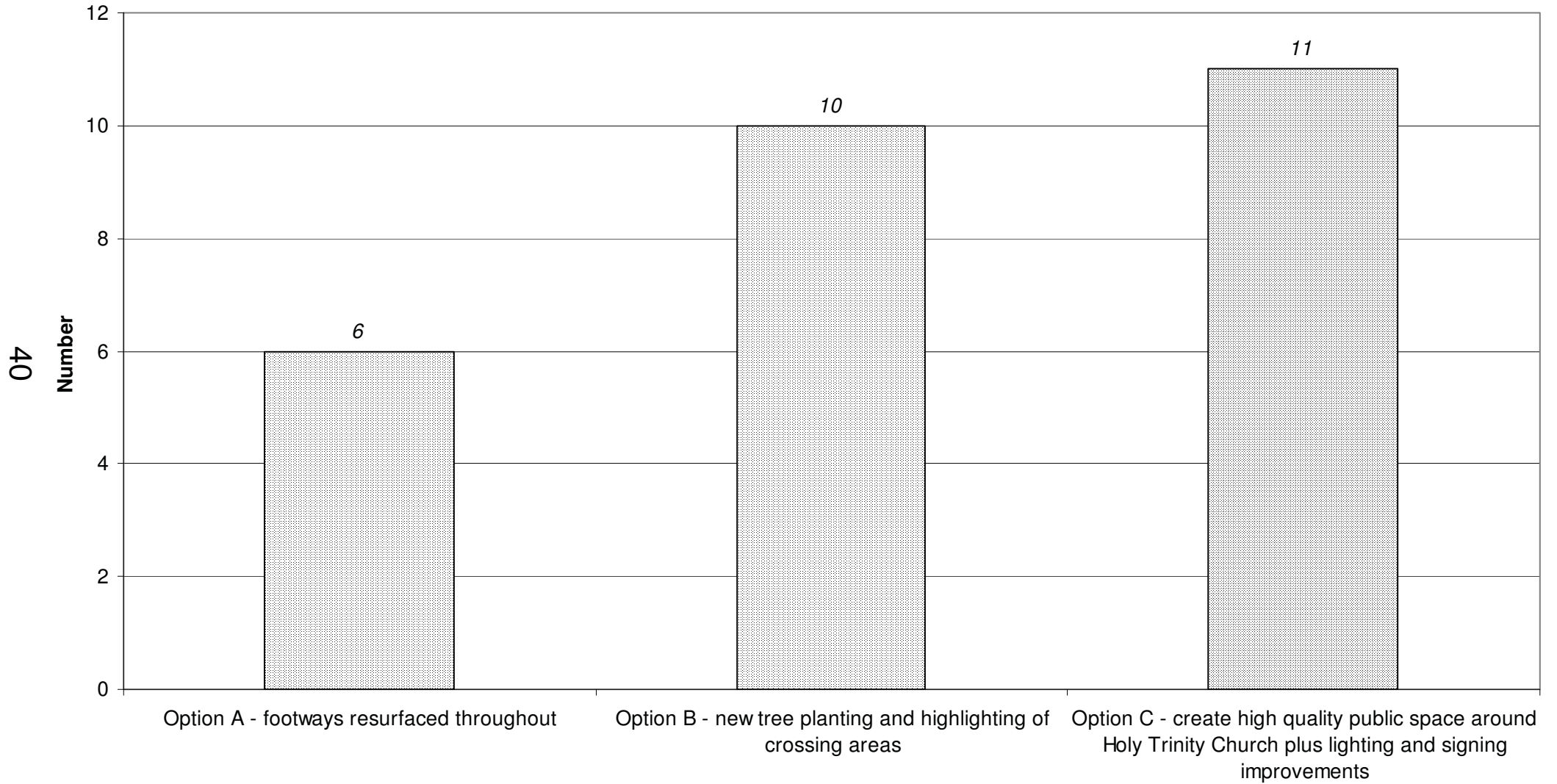
**Opening Wealdstone High Street to Traffic - Consultation
Additional Comments Made About Scheme - Overall Response**



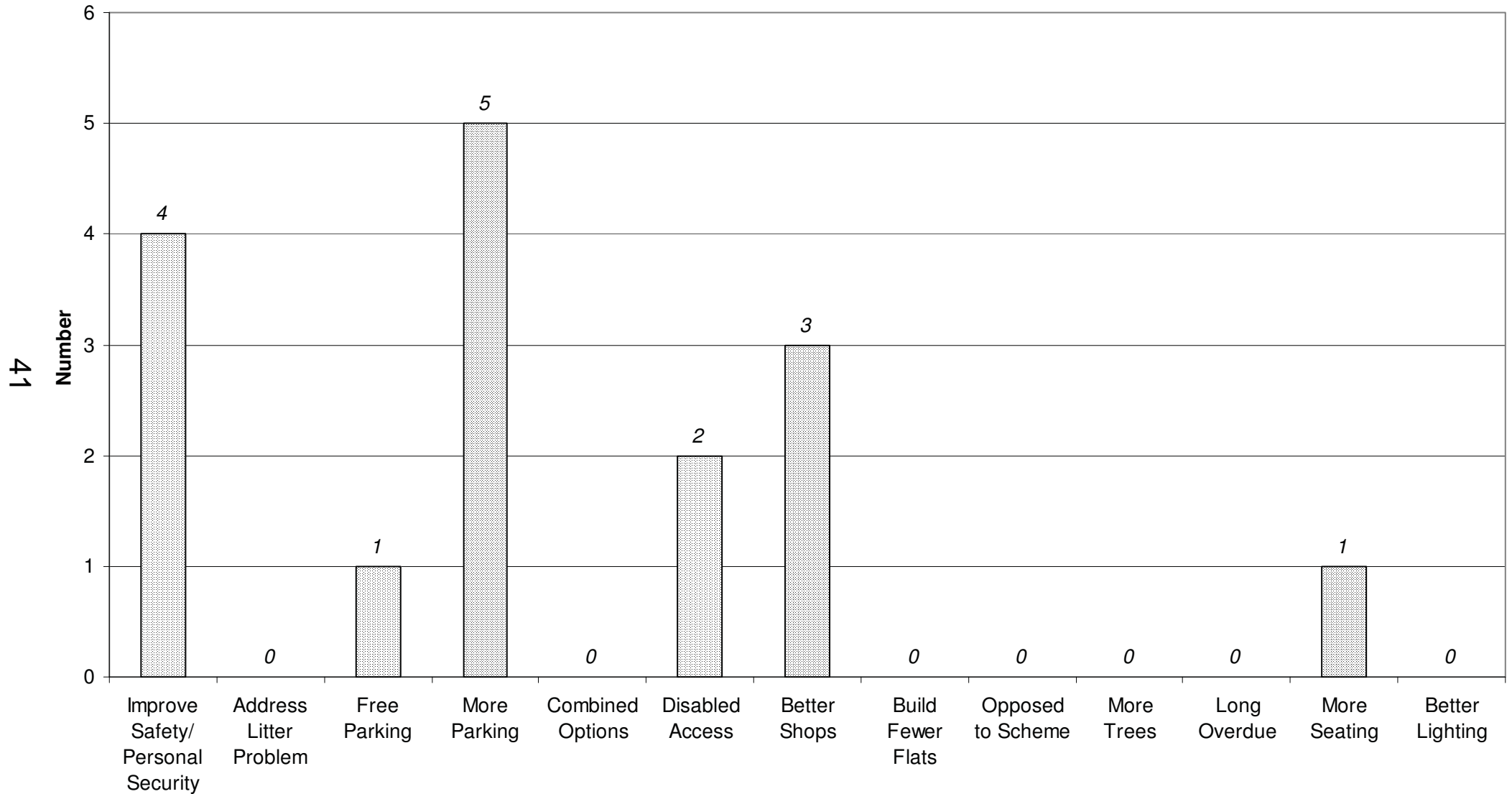
Opening Wealdstone High Street to Traffic - Consultation
Business response on Public Realm Design Features
(Total responses 27)



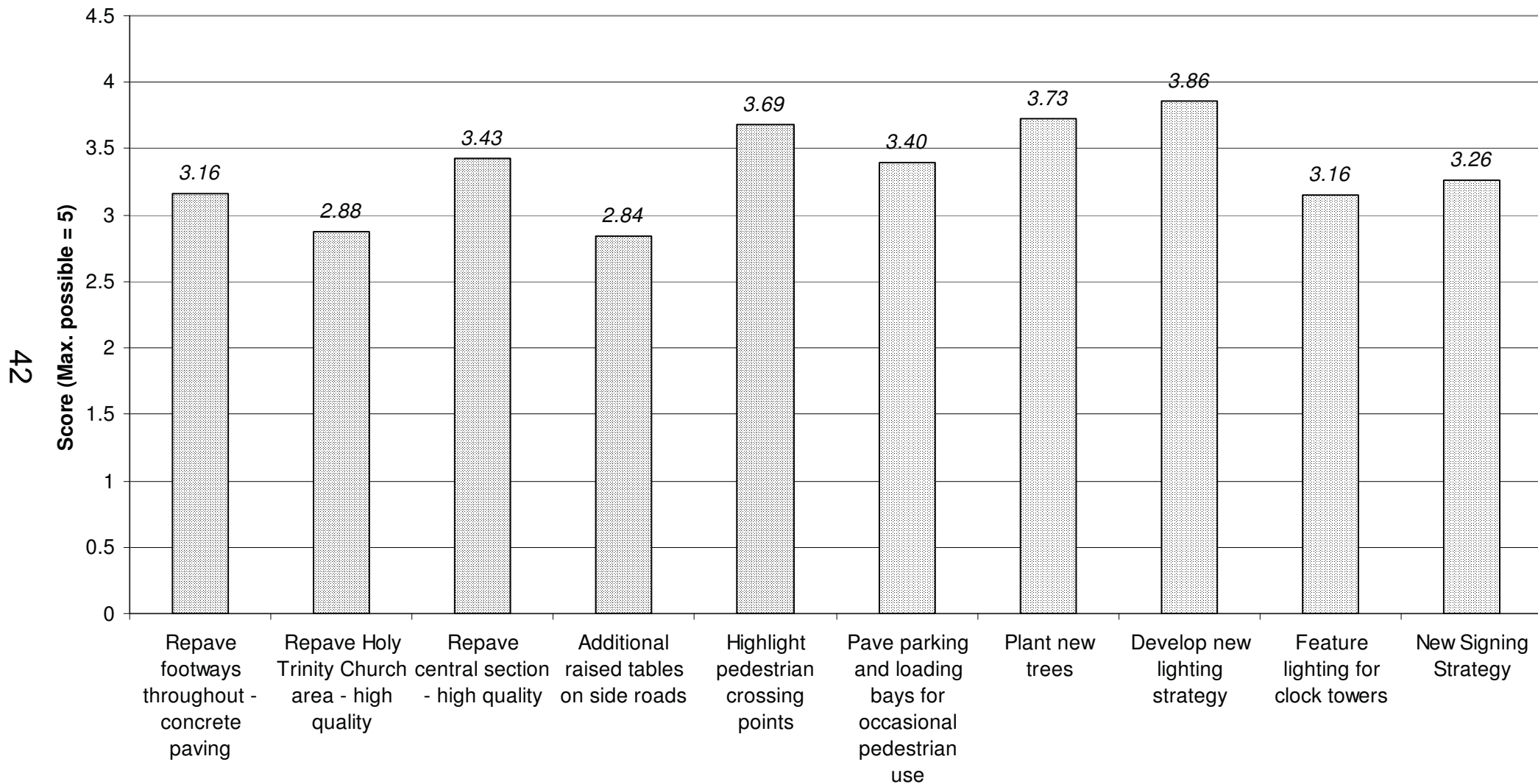
**Opening Wealdstone High Street to Traffic - Consultation
Business Response to Public Realm Options**
(Total responses 27)



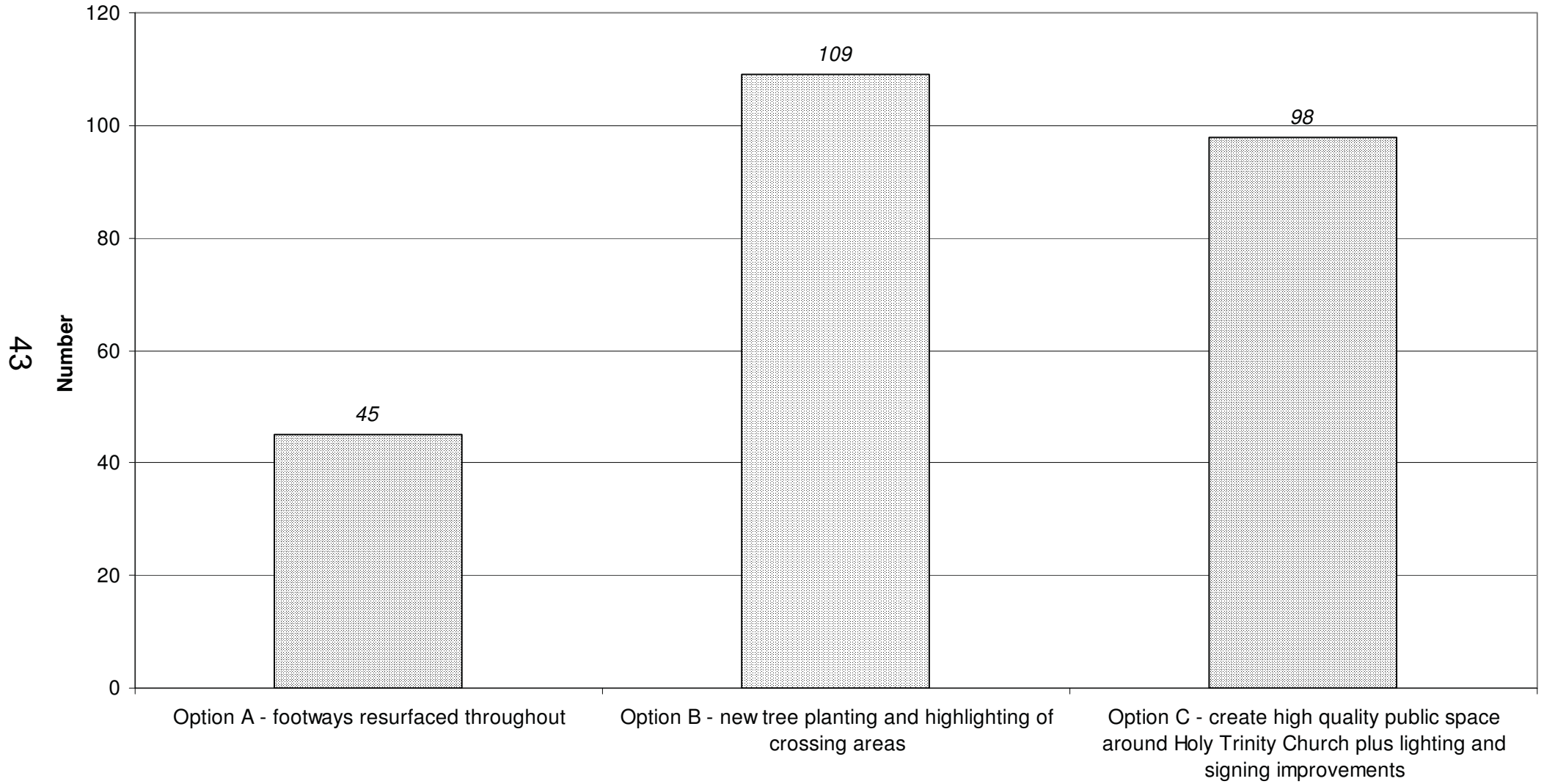
Opening Wealdstone High Street to Traffic - Consultation Comments Made About Scheme by Businesses



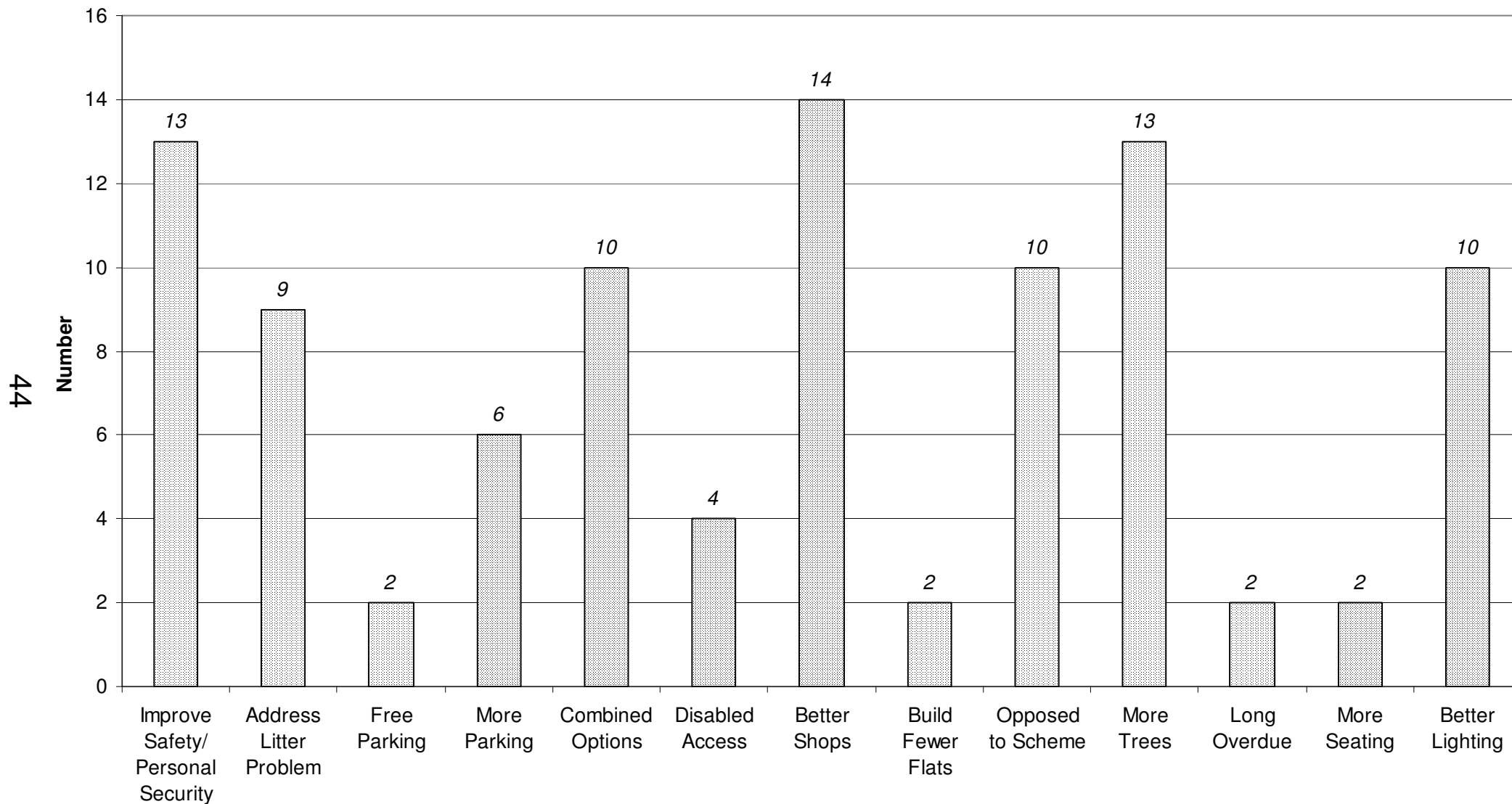
Opening Wealdstone High Street to Traffic - Consultation
Residents Response to Public Realm Design Features
(Total responses 249)

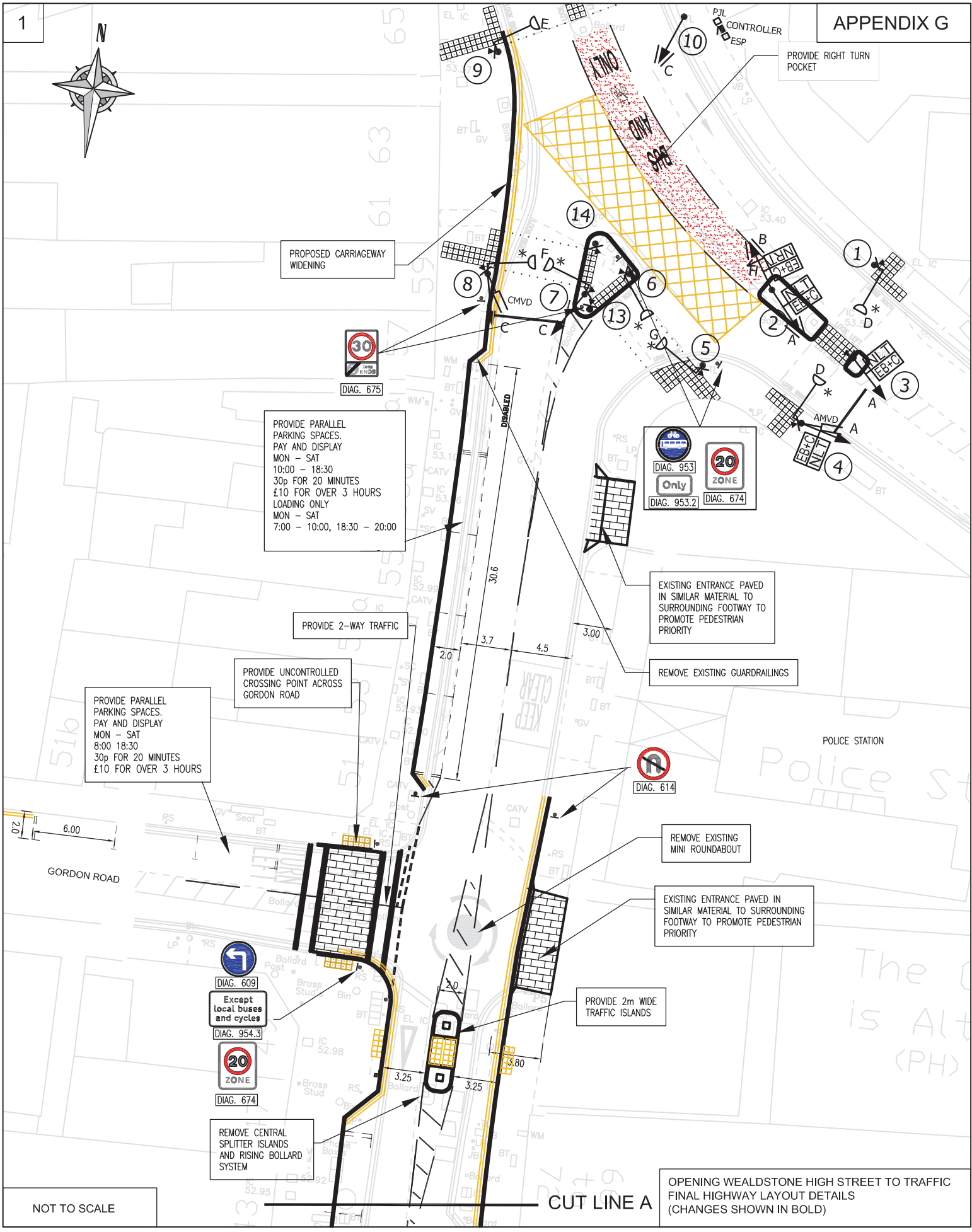


Opening Wealdstone High Street to Traffic - Consultation
Residents Response to Public Realm Options
(Total responses 249)



Opening Wealdstone High Street to Traffic - Consultation Comments made about Scheme by Residents





PROPOSED CARRIAGEWAY WIDENING

PROVIDE PARALLEL PARKING SPACES. PAY AND DISPLAY
MON - SAT
10:00 - 18:30
30p FOR 20 MINUTES
£10 FOR OVER 3 HOURS
LOADING ONLY
MON - SAT
7:00 - 10:00, 18:30 - 20:00



DIAG. 675



DIAG. 953

20 ZONE

DIAG. 953.2

DIAG. 674

PROVIDE PARALLEL PARKING SPACES. PAY AND DISPLAY
MON - SAT
8:00 - 18:30
30p FOR 20 MINUTES
£10 FOR OVER 3 HOURS

PROVIDE UNCONTROLLED CROSSING POINT ACROSS GORDON ROAD

PROVIDE 2-WAY TRAFFIC

EXISTING ENTRANCE PAVED IN SIMILAR MATERIAL TO SURROUNDING FOOTWAY TO PROMOTE PEDESTRIAN PRIORITY

REMOVE EXISTING GUARDRAILINGS



DIAG. 614

REMOVE EXISTING MINI ROUNDABOUT

EXISTING ENTRANCE PAVED IN SIMILAR MATERIAL TO SURROUNDING FOOTWAY TO PROMOTE PEDESTRIAN PRIORITY

PROVIDE 2m WIDE TRAFFIC ISLANDS

REMOVE CENTRAL SPLITTER ISLANDS AND RISING BOLLARD SYSTEM

OPENING WEALDSTONE HIGH STREET TO TRAFFIC
FINAL HIGHWAY LAYOUT DETAILS
(CHANGES SHOWN IN BOLD)

NOT TO SCALE

CUT LINE A

CUT LINE A



PROVIDE PARALLEL PARKING SPACES. PAY AND DISPLAY MON - SAT 8:00 - 18:30 30p FOR 20 MINUTES £10 FOR OVER 3 HOURS

RE ALIGN KERB TO ALLOW EXTRA ROAD WIDTH

REMOVE PLANTER

PROVIDE ON STREET LOADING BAY (DIAG No. 1028.3)

LOADING ONLY

LOADING ONLY

REMOVE PLANTER

PROVIDE UNCONTROLLED CROSSING POINT ACROSS HIGH STREET

PROVIDE UNCONTROLLED CROSSING POINT ACROSS CANNING ROAD

PROPOSED CARRIAGEWAY WIDENING

CORDUROY TACTILE PAVING TO PROVIDE WARNING OF CYCLE TRACK CROSSING POINT

PROPOSED CYCLEWAY DEMARCATION BY CONTRASTING NATURAL TONES

PROPOSED TWO-WAY OFF CARRIAGEWAY CYCLE TRACK

RETAIN EXISTING JUNCTION TABLE

INCREASE RADIUS OF KERB TO ALLOW SERVICE VEHICLE ACCESS

REMOVE PLANTERS



DIAG. 614

EXISTING BUS STOPS TO 46

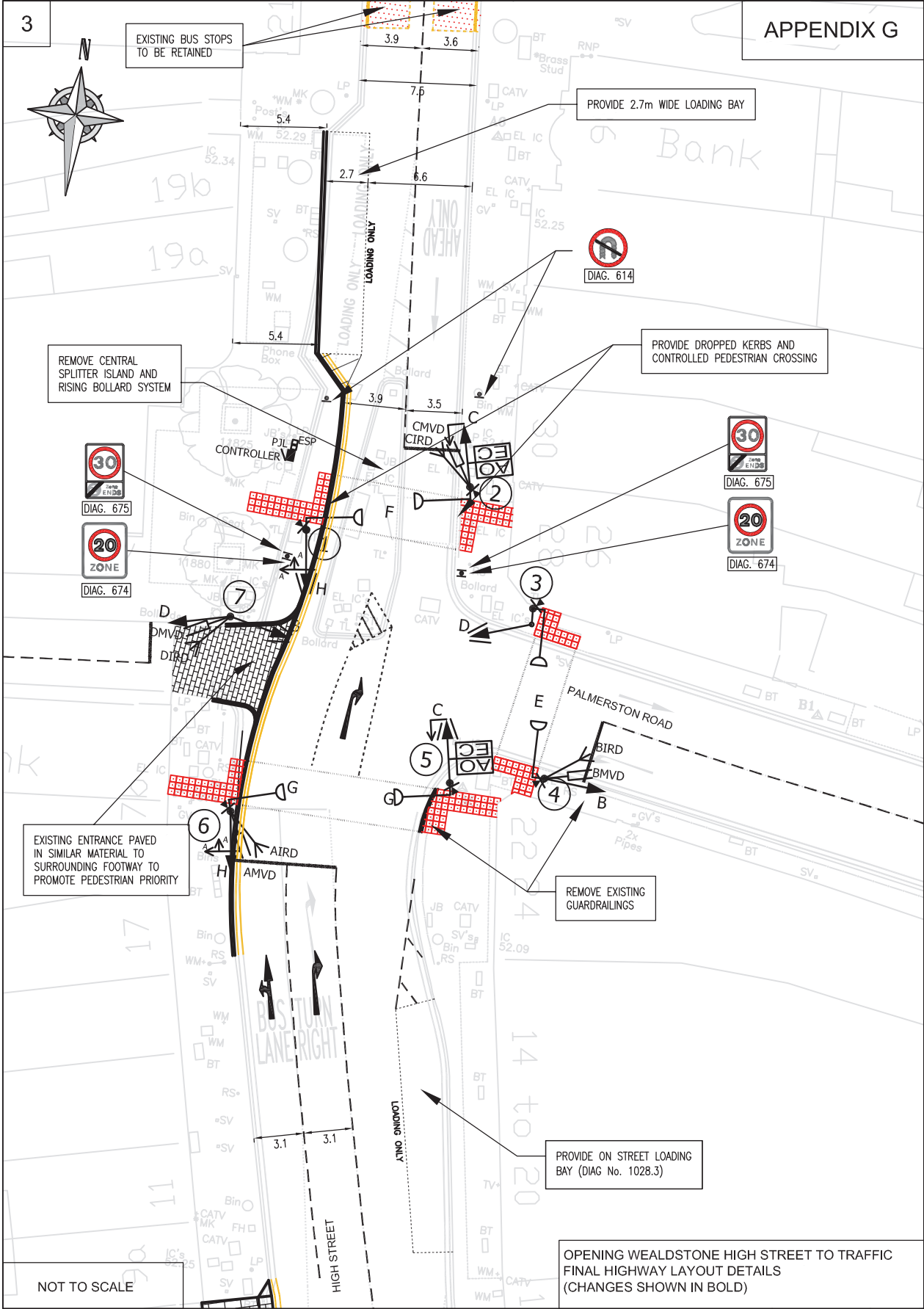
BUS STOP

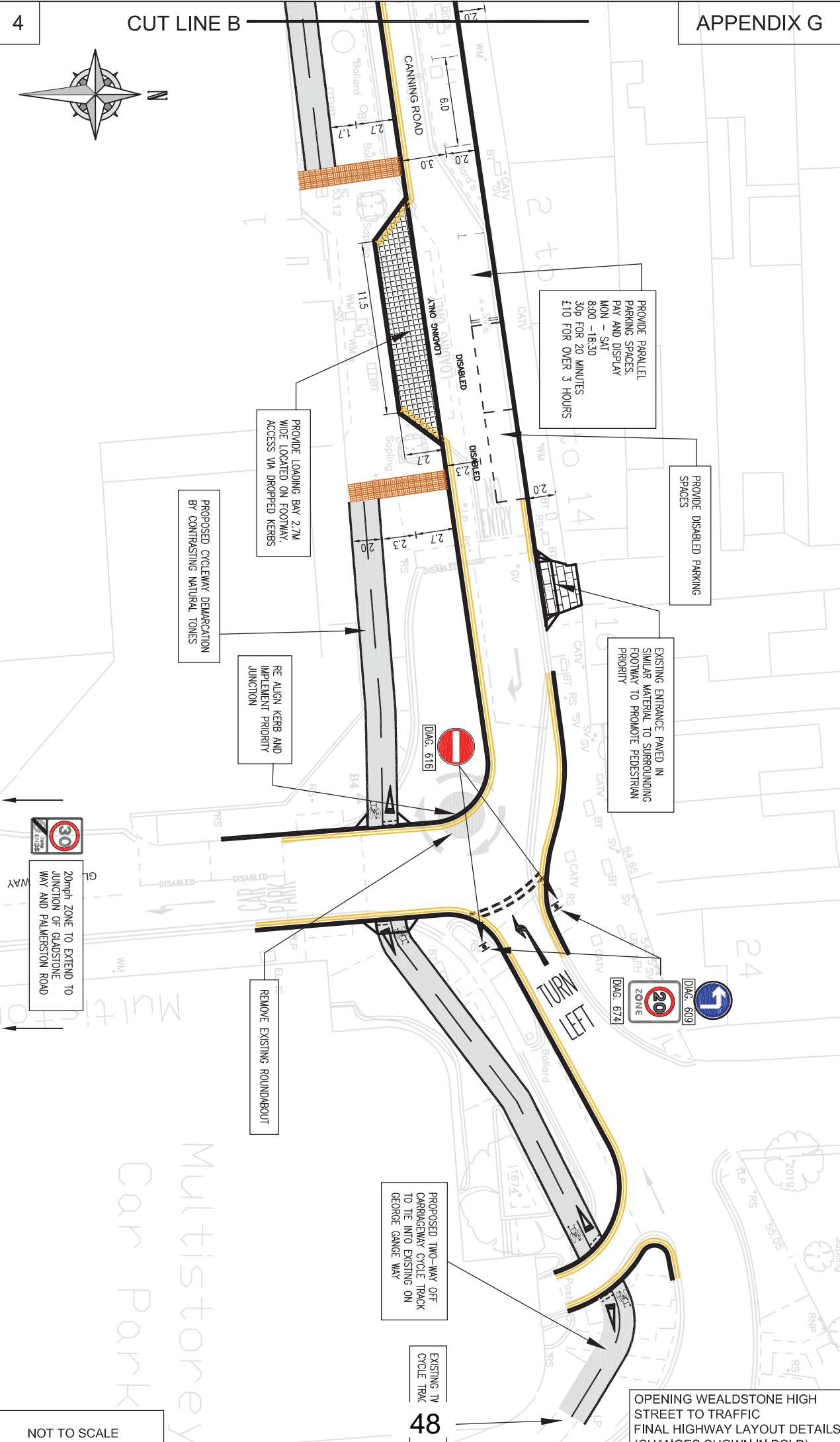
BUS STOP

OPENING WEALDSTONE HIGH STREET TO TRAFFIC FINAL HIGHWAY LAYOUT DETAILS (CHANGES SHOWN IN BOLD)

NOT TO SCALE

CUT LINE B





PROVIDE PARALLEL PARKING SPACES: PAY AND DISPLAY MON - SAT 8:00 - 18:30 30p FOR 20 MINUTES £10 FOR OVER 3 HOURS

PROVIDE DISABLED PARKING SPACES

EXISTING ENTRANCE PAVED IN SIMILAR MATERIAL TO SURROUNDING FOOTWAY TO PROMOTE PEDESTRIAN PRIORITY



DIAG. 616

PROVIDE LOADING BAY 2.7M WIDE LOCATED ON FOOTWAY. ACCESS VIA DROPPED KERBS

PROPOSED CYCLEWAY DEMARCATION BY CONTRASTING NATURAL TONES

RE ALIGN KERB AND IMPLEMENT PRIORITY JUNCTION



20mph ZONE TO EXTEND TO JUNCTION OF GLADSTONE WAY AND PALMERSTON ROAD



DIAG. 609



DIAG. 674

TURN LEFT

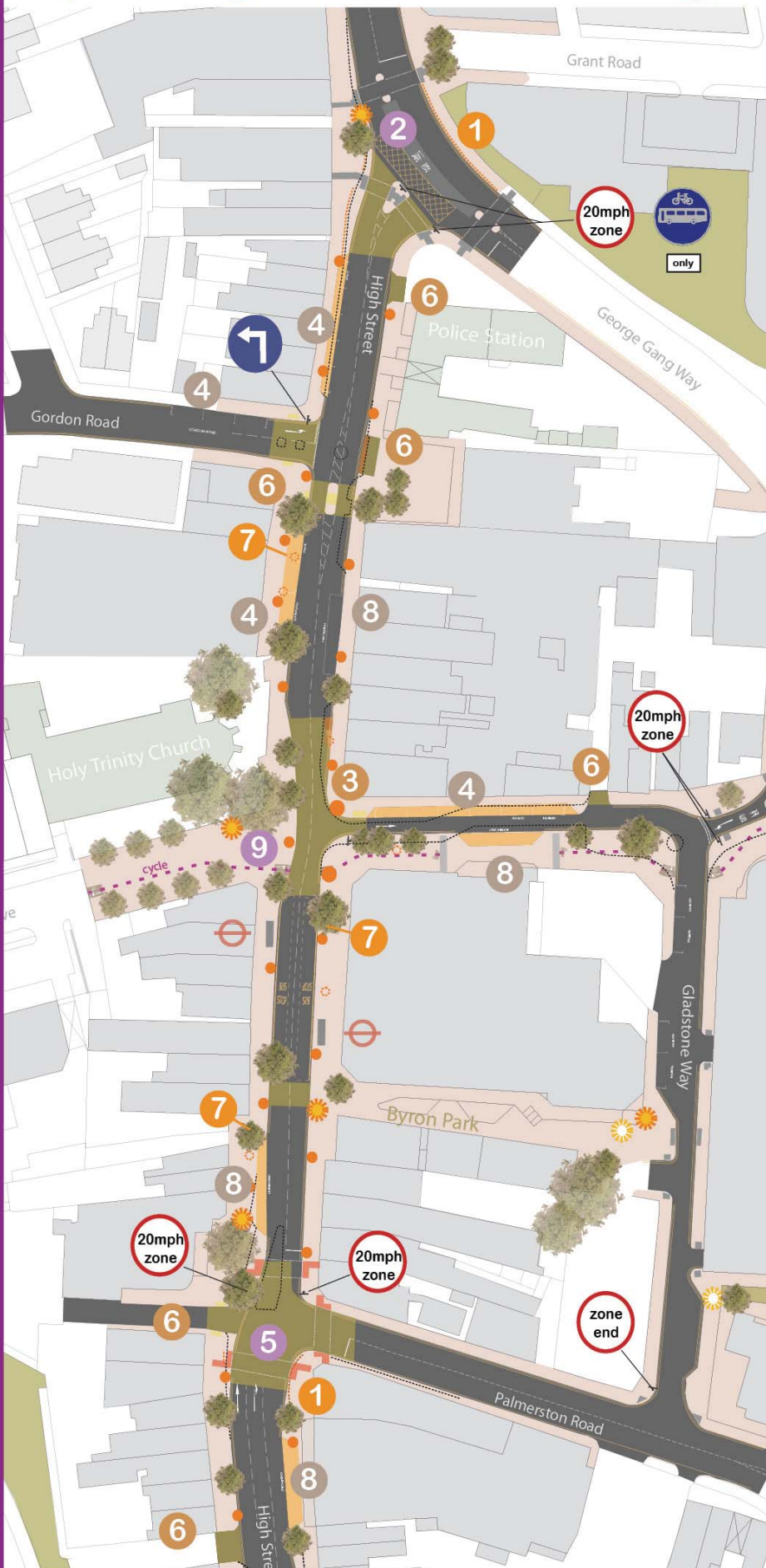
REMOVE EXISTING ROUNDABOUT

PROPOSED TWO-WAY OFF CARRIAGEWAY CYCLE TRACK TO THE INTO EXISTING ON GEORGE GANICE WAY

EXISTING TV CYCLE TRAC

Opening Wealdstone High Street

Traffic + public realm improvement



Traffic

- 1 remove guardrailling where possible
- 2 widen right turn lane for buses & cycles only
- 3 retain raised table
- 4 parking spaces parallel to kerb
- 5 new pedestrian crossing
- 6 proposed entry treatment to improve wheelchair access & allow pedestrians to cross at footway level
- 7 remove planters & reduce street clutter
- 8 on-street loading bays
- 9 new east/west cycle way facility

Public Realm

- Highlighted pedestrian crossings
- Paved loading and parking bays
- Tree planting strategy throughout the town centre
- Signage features in the town centre and at the station
- Localised street lighting review and improvements

TRAFFIC ORDER SCHEDULES

Schedule 1 – proposed loading places

Canning Road

the south side, in the marked lay-by between a point 11.00 metres west of a point opposite the extended western kerb-line of the service road to the rear of Nos. 50 to 72 High Street, Wealdstone and a point 11.50 metres west of that point (At any time);

High Street, Wealdstone

(a) the west side, in the marked lay-by between a point 1.00 metre north of a point opposite the party wall of Nos. 30 and 32 High Street, Wealdstone and a point 14.00 metres north of that point (At any time);

(b) the west side, between a point 2.60 metres south of a point opposite the northern wall of Nos. 62/64 and High Street, Wealdstone and a point 6.60 metres south of that point (At any time);

(c) the east side, between a point 2.00 metres north of a point opposite the party wall of Nos. 12 and 14 to 20 High Street, Wealdstone and a point 2.20 metres south of a point opposite the party wall of Nos. 14 to 20 and 22 to 24 High Street, Wealdstone (10am to 4pm Monday to Saturday);

(d) the east side, between a point 1.80 metres south of a point opposite the northern wall of Nos. 62/64 High Street, Wealdstone and a point 15.00 metres south of that point (At any time).

Schedule 2 – proposed pay and display parking places

Canning Road

the north side, between a point 6.00 metres east of a point opposite the western wall of Nos. 50/52 High Street, Wealdstone and a point 24.00 metres east of that point.

Gordon Road

the north side, between a point 6.00 metres west of a point opposite the eastern wall of No. 51 High Street, Wealdstone and a point 18.00 metres west of that point.

High Street Wealdstone

(a) the west side, between a point 2.40 metres north of a point opposite the party wall of Nos. 35 to 43 and 47, and a point 12.00 metres south of that point;

(b) the west side, between a point 1.80 metres north of a point opposite the party wall of Nos. 55a and 57 High Street, Wealdstone and a point 2.00 metres south of a point opposite the party wall of Nos. 51 and 53 High Street, Wealdstone.

Schedule 3a – proposed waiting restriction amendments

Gordon Road

the north side, between a point 4.80 metres east of a point opposite the party wall of Nos. 5 and 7 Gordon Road and its junction with High Street, Wealdstone. At any time

High Street, Wealdstone

the west side,

(a) between a point 1.80 metres north of a point opposite the party wall of Nos. 55a and 57a High Street, Wealdstone and a point 2.00 metres south of a point opposite the party wall of Nos. 51 and 53 High Street, Wealdstone; 7am -10am
and
6.30pm – 8pm
Mon - Sat

(b) between a point 2.00 metres south of a point opposite the party wall of Nos. 51 and 53 High Street, Wealdstone and its junction with Ellen Webb Drive; At any time

Schedule 3b – proposed loading restriction amendments

High Street, Wealdstone

the west side,

(a) between a point 3.70 metres south of a point opposite the party wall of Nos. 67 to 71 and 73 High Street, Wealdstone and a point 1.00 metre north of a point opposite the southern wall of No. 57 High Street, Wealdstone; At any time

(b) between a point 2.00 metres south of a point opposite the party wall of Nos. 51 and 53 High Street, Wealdstone and a point 2.40 metres north of a point opposite the party wall of Nos. 43 and 47 High Street, wealdstone; At any time

(c) between a point 6.00 metres north of a point opposite the southern wall of Nos. 35 to 43 High Street, Wealdstone and a point opposite the party wall of Nos. 11 and 13 High Street, Wealdstone; At any time

(d) between a point opposite the party wall of Nos. 96 and 98 High Street, Wealdstone and a point 2.00 metres south of a point opposite the party wall of Nos. 14 to 20 and 22/24 High Street, Wealdstone; At any time

(e) between a point 2.00 metres south of a point opposite the party wall of Nos. 14 to 20 and 22/24 High Street, Wealdstone and a point 6.00 metres north of a point opposite the party wall of Nos. 10 and 12 High Street, Wealdstone; 7am – 10am
and
4pm – 7pm
Mon - Sat

(f) between a point 6.00 metres north of a point opposite the party wall of Nos. 10 and 12 High Street, Wealdstone and its junction with Mason Avenue.

At any time

Schedule 4 – proposed disabled parking places

Canning Road

the north side, between a point 4.60 metres south-west of the extended western kerb-line of the service road at the rear of Nos. 50 to 72 High Street, Wealdstone, and a point 12.00 metres west of that point.

High Street, Wealdstone

the west side, between a point 1.40 metres north of a point opposite the party wall of Nos. 55a and 57a and a point 6.60 metres north of that point.



Cabinet/Committee:	Traffic and Road Safety Advisory Panel
Date of Circulation:	28th November 2007
Subject:	INFORMATION REPORT – Progress update on key traffic schemes.
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No

SECTION 1 – SUMMARY

This information report is presented to members to up date them regarding progress on a number of traffic management projects, as follows:

- Kenton Lane – Local Safety Scheme
- Harrow on the Hill – 20 mph zone
- Stanmore CPZ - Wembley Event Day parking proposals
- Headstone Drive / Harrow View / Headstone Gardens - junction improvements
- Petts Hill Bridge
- Sustainable Transport Initiatives
- Bus Priority Schemes
- Cycle Programme 2007 / 08
- Camrose Avenue – Local safety scheme

FOR INFORMATION

SECTION 2 - REPORT

2.1 Kenton Lane – Local safety scheme.

- 2.1.1 A recommendation to proceed with the scheme and make the traffic regulation orders (TRO) is set out in a recent Portfolio Holder report for approval. The TRO's have been prepared and will be advertised on the 15th November inviting objections and/or representations for the statutory 21 days period. Subject to receiving any objections, a works instruction will be issued to implement the scheme.

The TRO's will be programmed to be made to coincide with the implementation of the works on site. The works are expected to take about 6 weeks and should be completed by the end of March 2008.

2.2 Harrow on the Hill – 20 mph zone proposals.

- 2.2.1 A detailed consultation exercise with the local community including residents, businesses and the schools is planned for November 2007. A public exhibition is scheduled to take place at the John Lyon School on Saturday 24th and Monday 26th November. Details of the draft consultation leaflet are shown in Appendix A for information.

Subject to the outcome of the consultation the scheme is scheduled to be implemented by the end of March 2008. Details of the results and the final design will be subject to Portfolio Holder approval.

2.3 Stanmore CPZ extension to deal with Wembley events parking.

- 2.3.1 A team has now been set up to project manage the scheme and the preliminary design and inventory surveys are currently underway. The detailed design is due to commence early in the New Year with consultation with the public planned in Spring 2008.
- 2.3.2 Final design of the scheme will depend on the outcome of the consultation and implementation is scheduled for summer 2008. Details of the results and the final design will be subject to Portfolio Holder approval.

2.4 Headstone Drive/Harrow View/Headstone Gardens - junction improvements

- 2.4.1 Following the information report to the last panel meeting on 25 September 2007 it has been confirmed that funding is available from the Cycling budget to combine the cycling and pedestrian crossing proposals at the junction.
- 2.4.2 AccordMP have been commissioned to prepare a revised layout incorporating both proposals and to review the signal modelling to deal

with the queuing concerns on Headstone Drive and address the effects of the layout changes.

- 2.4.3 The final signals details will need to be checked and approved by TfL's traffic signals unit. A request will be made via the Cycling budget manager for time to be allocated in the signals programme in the fourth quarter for this to be carried out. It does depend on a free time slot becoming available (e.g. as a result of another scheme elsewhere not going ahead) and cannot be guaranteed. Should this request be unsuccessful a programme slot will be sought in the first quarter of 2008/09. If the scheme proves to be viable funding will be sought for implementation in 08/09.

2.5 Petts Hill Bridge and Highway Improvements

- 2.5.1 Further to the progress report to the September meeting of the Panel, the tenders have now been received by Network Rail and are currently being evaluated by them. Initial indications, however, are that they are largely in line with Network Rail's previous estimate and therefore there is still likely to be a substantial funding shortfall. A meeting with Network Rail and other stakeholders is being arranged to discuss options to cover the funding shortfall and the Panel will be informed of the outcome in due course.

2.6 Bus Priority Schemes

Kings Road, South Harrow - Parking Lay-bys

Work is currently taking place to install parking lay-bys on Kings Road to remove pinch points. Some delays have occurred due to additional public utility works. Surfacing work is scheduled to finish before the end of January 2008 and some trees will be replanted around March 2008.. Traffic Orders for waiting restrictions will be advertised in the next few weeks.

Common Road Junction with High Road

This comprises a new left turn lane for northbound traffic approaching the junction of Common Road and The Common and the design has been completed and costed. Works are unlikely to start this financial year due to lack of capacity at TfL's traffic signals unit, but it is expected they will start in April 2008.

Shaftesbury Avenue, South Harrow

This involves improvements to an existing, under-performing footway parking/inset bay scheme on Route 140 between Shaftesbury Circle and Northolt Road. Consultation was completed in September 2007 and minor scheme changes were made following consultation results and

recommendations made in safety audits. Implementation is expected to take place in March 2007, subject to necessary approvals.

Cannon Lane j/w Whittington Way

This scheme is to introduce waiting restrictions and inset loading bays on Cannon Lane. Design and utilities enquiries completed and consultation results were generally positive. Following a public meeting, a pay & display option will not be taken forward and additional waiting restrictions will now be included along Cannon Lane at junctions nearby. Portfolio Holder approval will be sought in the near future, with implementation programmed to follow in January-March 2008

Honeypot Lane Bus Lane

This is a study to assess the introduction of a northbound bus lane on Honeypot Lane approaching the Charlton Road roundabout. Design is programmed for 2007/08 and funding for implementation will be requested as part of 2008/09 LIP bid.

Headstone Lane Bus Barrier

The scheme to remove the existing bus barrier and replace it with CCTV camera enforcement is now complete. The camera is now functional and enforcement is underway. 'Before' surveys have been carried out and post-implementation surveys will be carried out in January 2008 to measure changes in compliance.

Rayners Lane/Village Way East/Alexandra Avenue

This is a comprehensive Rayners Lane/Alexandra Avenue improvement scheme to reduce delays for buses and general traffic on Rayners Lane between Alexandra Avenue and Village Way East. Scheme design only programmed for 2007/08 and implementation is planned for 2008/09 subject to identifying a feasible solution.

2.7 Sustainable Transport Events

- 2.7.1 We have an active programme of travel awareness events funded by TfL and all councilors are informed of these through the "Good Going" newsletters that are prepared and sent out by Fuad Omar, the Travel Plan Officer. Following comments on the recent event at the Civic Centre, however, it has been agreed that in addition to the Good Going newsletter, the Portfolio Holder and all members of TARSAP will be notified of individual events nearer the time. It is expected that this will generally be 2 to 3 weeks beforehand and will hopefully give members more details and the opportunity to give their direct support if they wish. A verbal update of future events and the programme will be provided at the meeting.

2.8 LCN + Cycling Programme 2007/08

LCN+ represents a major investment by Transport for London to create a network of approximately 900km of high quality cycle routes by 2009/10. LCN+ is London's primary strategic cycle network on routes that have been identified as having the highest demand for cycling. When fully upgraded the network will provide safer and more comfortable conditions for cycling with improved journey times and clear links through junctions.

The cycle schemes in the 2007/08 programme are listed below:

- Link 87 Headstone Drive / Harrow View
- Link 87 Headstone Drive/ Princes Rd
- Link 87 Headstone Drive/ Cecil Road
- Link 87 Headstone Drive, Wealdstone High St, Canning Rd, George Gange Way, Peel Rd, Stuart Rd, Belmont Rd, Grasmere Gardens
- Link 88 Implementation of CRISP study recommendations
- Link 89 Greenford Rd Sudbury Hill / Harrow Rd
- Link 89 Roxborough Park junction
- Link 89 Greenhill Way access
- Link 89 Pinner Rd between Roxborough Park and North Harrow
- Link 87 Kenton Lane toucan crossing between Grasmere Gardens & Beverley Gardens
- Link 87 Wemborough Rd, Weston Dr, Whitchurch Lane
- Link 87 Station Rd, Pinner Rd, North Harrow
- Link 89 Kenton Rd / Watford Rd A404
- Link 87 Headstone Drive, Wealdstone High St, Canning Rd
- Link 87 Petts Hill Bridge –(unable to develop this scheme in 2007/08 funding allocation £250k)

A budget of £835k was secured from Transport for London (TfL) to develop the above schemes. Unfortunately due to the complexity of Petts Hill Bridge scheme, which is funded from various sources including cycling, the £250k allocation from the LCN+ budget will not be utilised this financial year. The total budget/funding allocation to design, consult and implement cycle schemes listed is therefore £585k.

The majority of the design work is currently underway. In some cases safety audit are still required. Members will be given the opportunity to comment on the individual proposals prior to proceeding with the public consultation.

2.9 Camrose Avenue – Local safety scheme

- 2.9.1 Camrose Avenue is in this year's Local Safety Schemes programme for implementation this financial year following a successful bid to Transport for London to address the high number of personal injury accidents along its length. Details of the 2007/08 programme were circulated to TARSAP members in June.

2.9.2 All the schemes in the Local Safety Schemes programme are localised measures and involve essential and necessary alterations to the highway network to improve the safety of all road users. The scheme development work is focussed on the analysis of personal injury road traffic accidents data supplied by the Metropolitan Police and detailed assessments of how accidents have occurred and the layout of the environment in which they take place.

2.9.3 Public consultation is currently underway. The proposals are shown in **Appendix C 1, 2, 3** and were sent to local ward members for comment prior to distribution and are currently on display on the Middlesex floor. The public consultation ends on the 10th December 2007. It is anticipated that subject to the outcome of the public consultation the scheme will be implemented this financial year 2007/08

SECTION 3 – FURTHER INFORMATION

Appendix A - Harrow on the Hill 20 mph zone consultation leaflet.

Appendix B - LCN+ Network

Appendix C 1,2,3 - Camrose Avenue – local safety scheme

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

Contact:

Barry Philips, Principal Engineer, Traffic and Road Safety, Tel: 020 8424 1649, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Bill Heale, Principal Engineer, Traffic and Road Safety, Tel: 020 8424 1065, Fax: 020 8424 7662, E-mail: william.heale@harrow.gov.uk

Background Papers:

LSS Annual report 2007/ 08

Event Day Parking – Wembley National Stadium and London 2012 Olympic games – feasibility report

Raised speed platform

Raised platforms are a form of flat top road hump and are planned to be located within the zone. In addition some of the existing traffic calming features along the length of the High Street will be raised including the zebra crossings, the carriageway adjacent to the kerb build outs and pedestrian refuges.

They will be raised up to 75mm high, close to level of the adjacent footways. The existing zebra crossing near Grove Hill will be widened to accommodate the large numbers of school children that cross here. This area will also be raised to reduce the speed of vehicles within the zone.

Kerb build outs

Kerb build outs reduce the width of the carriageway and create a narrower environment for vehicles. They also provide a wider footway for pedestrians and reduce the width of the carriageway that pedestrians have to negotiate at crossing places.

59 happens next?

If you have any queries about the scheme, please come along to one of the drop in sessions. A member of our team will be able to answer any questions you may have. The drop in sessions will take place on:

Wednesday 24 November 2007
10.00am – 4.00pm, and on
Monday 26 November 2007
4.00pm – 8.00pm

at the Library at John Lyons School, Middle Road, Harrow on the Hill

Everyone is welcome to attend and comment on the proposals.
Come and have your say!

Your views on the proposal are important to us and therefore ask you to fill in the enclosed questionnaire and return it to us by Friday 7 December 2007 using the prepaid envelope.

We will consider all the comments returned to us, and if appropriate, make changes to the proposed scheme. However, we will not be able to reply to individual submissions due to the large number of responses anticipated.

Any questions?

If you have any comments or queries about the proposed scheme, please contact:

Emma Browning - Project Engineer
by telephone 020 7874 6338 or
email emma.browning@mouchelparkman.com

Mouchel Group
307-317 Euston Road
London NW1 3AD
Tel: 0207 874 6338

or

Barry Philips - Principal Engineer
by either telephone 020 8424 1649 or

Harrow Council
Civic Centre
PO Box 57
Station Road
Harrow HA1 2XF

Thank you for replying to this consultation.



Harrow on the Hill 20mph Zone

This is your opportunity to comment. Your views matter.

We are proposing to introduce a 20mph zone in Harrow on the Hill and are seeking your views on the proposed scheme.

We would be grateful if you could take the time to read this leaflet, fill in the enclosed questionnaire and return it to us by Friday 7 December 2007 using the pre-paid envelope.

insert photo

Please return your questionnaire by 7 December 2007

Background

Harrow Council is proposing to introduce a 20mph zone in your area. Funding for the project has been made available from Transport for London through the council's annual borough spending plan submission, which seeks funds for projects in line with the Mayor for London's Road Transport Strategy.

20mph zones play an important role in achieving the road safety strategy and casualty reduction targets for 2010 set by the Mayor's office. The police, emergency services, transport operators, the Harrow on the Hill Forum and other statutory bodies have been consulted on the proposals through regular meetings and general support for the scheme has been demonstrated.

The scheme has been designed to complement the historic character and environment of Harrow on the Hill. The main aims of the 20mph zone are to:

- Reduce vehicle speeds and make walking and cycling easier and safer within the zone,
- Improve the safety of vulnerable road users such as children and the elderly,
- Improve safety in the vicinity of the school,
- Reduce the number of personal injury traffic accidents,
- Reduce the environmental impact of through traffic.

However, before proceeding further the council is keen to learn local resident's views and comments about the scheme by filling out the enclosed questionnaire.

20mph zones

The main benefit of a 20mph zone is lower traffic speeds, which make walking and cycling easier and safer within the zone. Lower speeds improve road safety and create a safer environment for vulnerable road users such as the elderly and children. This is particularly important for the school children in the area that make up most of the pedestrian traffic throughout the day.

It is understood that for 20 mph zones to be effective, self-enforcing traffic calming measures must be provided in order to deter drivers from exceeding the 20mph speed limit. 20mph zones also reduce personal injury accidents by over half on average and two thirds of those involving children, and prevent 9 out of 10 fatal or serious accidents. Through traffic can be discouraged as a result of introducing traffic calming measures and lower vehicle speeds.

At present there are six 20-mph zones within the London Borough of Harrow, however, over the coming years the council is proposing to implement further zones in the borough where traffic conditions particularly around schools could be improved by their introduction.

The council therefore propose to introduce the zone in the roads surrounding and including Harrow School, John Lyon School, Roxeth and Roxeth Mead Schools.

The scheme includes enhancing some of the existing safety features such as the priority kerb build outs, which were introduced three years ago. The carriageway will be raised at these locations to a maximum height of 75 mm. Outside John Lyon School flat top road humps are proposed. At the existing pedestrian crossings near to Harrow on the Hill school it is estimated that 1.5 million pedestrian movements occur annually. It is therefore proposed to raise and widen the zebra crossing to provide more substantial crossing facilities.

Full details of the proposed scheme are shown on the enclosed drawing. Larger scale plans of the proposed scheme will be on display on the Middlesex floor in council's Civic Centre until Friday 30 November 2007.

Raised Entry treatment

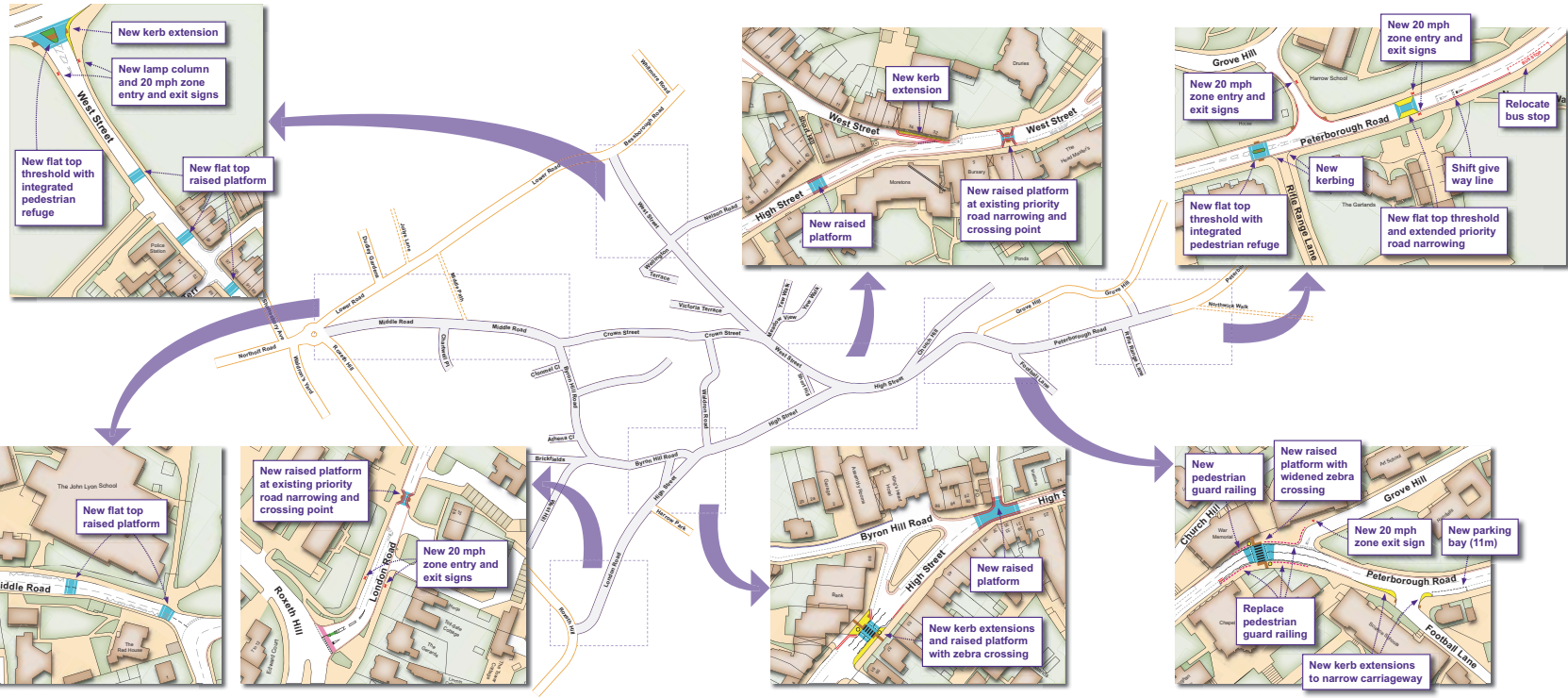
A raised entry treatment is a feature that highlights the entrance to the zone and the change in the speed limit, which are usually located at a junction. The entry treatments will incorporate the 20mph zone signs with "HARROW ON THE HILL" text and the surface will be raised 75mm. These measures will assist pedestrians to cross road junctions safely and reduce the speed of vehicles entering the zone.

Harrow on the Hill 20mph Zone

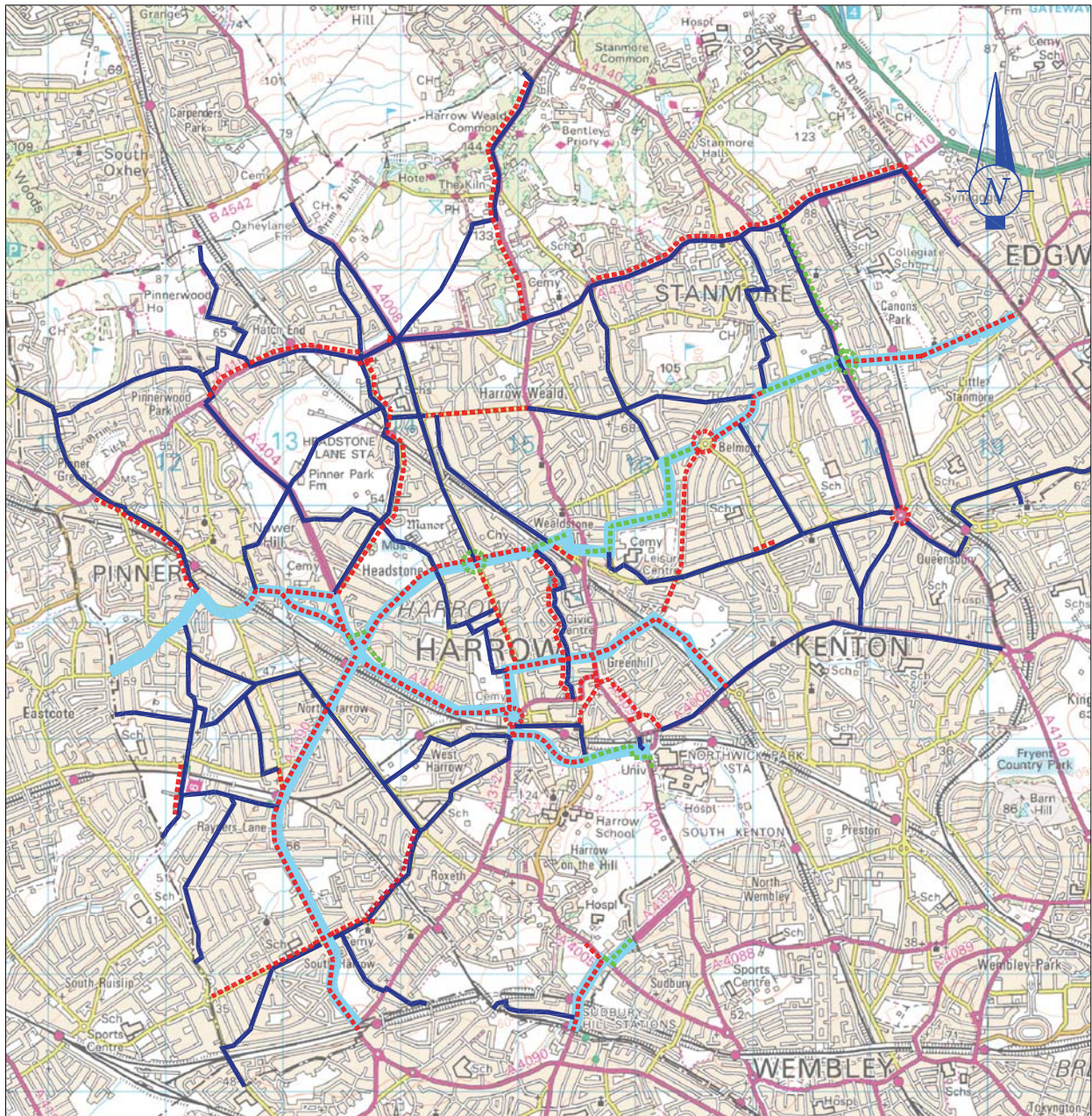
Key

- Proposed 20mph zone
- Pedestrian refuge
- Proposed tactile paving
- Proposed raised platform
- Proposed kerb extension
- Cobbled paving
- Proposed yellow lines
- Existing yellow lines
- Proposed road markings
- Existing road markings
- Pedestrian guard railing
- Belisha beacon
- Proposed 20mph sign

60



APPENDIX B



Notes:

- - - - - Cycle network completed to date Sept 2007
- - - - - Proposed cycle route for completion in 2007–2008 subject to funding
- Local Cycle Network (LCN)
- London Cycle Network Plus (LCN+)

CYCLE ROUTE IN HARROW	LENGTHS COMPLETED TO DATE (m)
TOTAL LENGTH OF LCN+ ROUTE (19794)	14530
TOTAL LENGTH OF LOCAL CYCLE ROUTE (67325)	25081
PROPOSED LCN+ & LCN FOR 2007-2008	3100
TOTAL LENGTH OF CYCLE ROUTES (LCN & LCN+) (87119)	
TOTAL CYCLE ROUTES COMPLETED TO DATE	38161

This map is reproduced from or based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office (c) Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Harrow LA 08641X.

Project

CYCLE NETWORK IN HARROW

NETWORK MAP

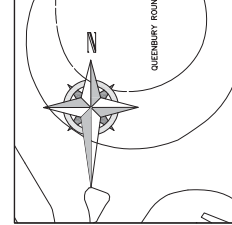
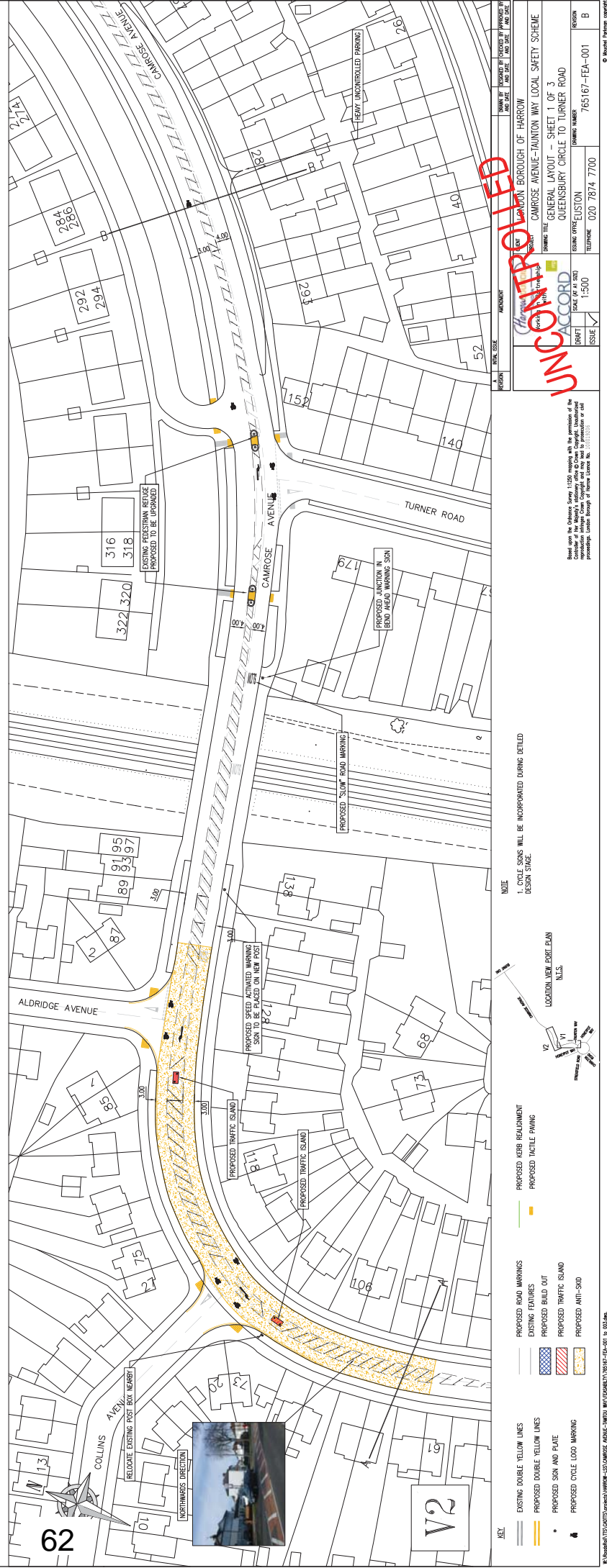
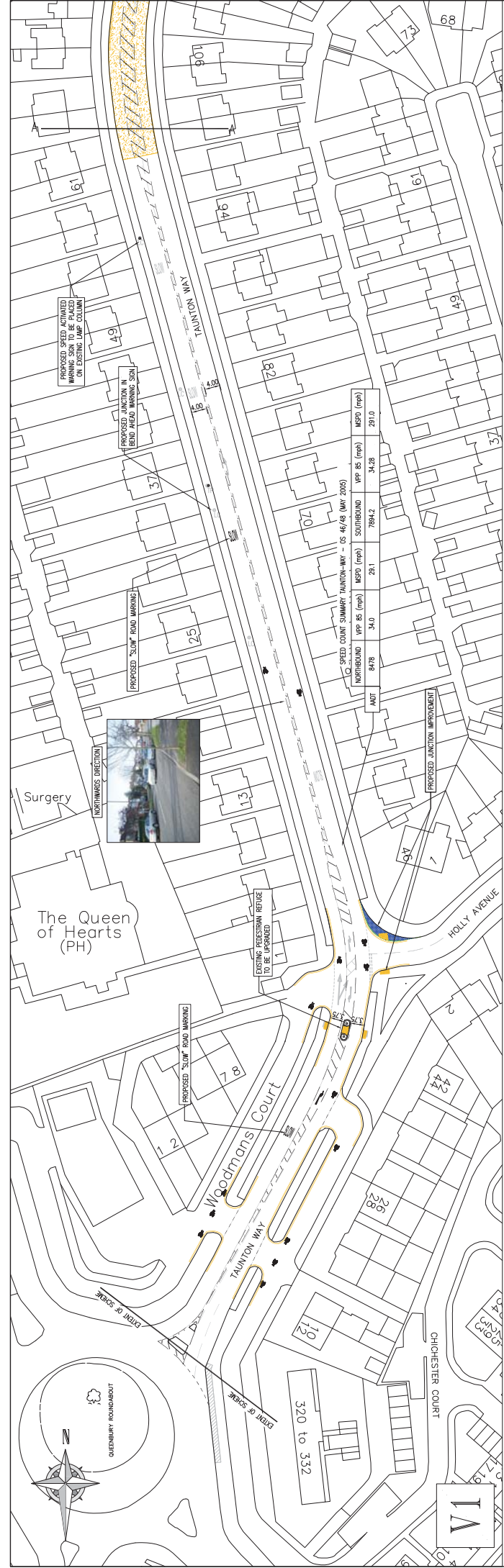
Scale
1 TO 50000

Drawn SAF
Date 04/10/07

Checked
SAF

Drawing no
SAF/001

AutoCAD File
O:\SAF\CYCLESCHMES\LCN\LONDONCYCLE NETWORKROUTEMAP\A4 1 TO 50000 OSMAP.DWG



LEGEND

- EXISTING DOUBLE YELLOW LINES
- EXISTING ROAD MARKINGS
- EXISTING KERB REALIGNMENT
- EXISTING FEATURES
- PROPOSED BUILD OUT
- PROPOSED SIGN AND PLATE
- PROPOSED CYCLE LOGO MARKINGS
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED ROAD MARKINGS
- PROPOSED KERR REALIGNMENT
- PROPOSED TRAFFIC ISLAND
- PROPOSED TRAFFIC ISLAND
- PROPOSED TRAFFIC ISLAND
- PROPOSED TRAFFIC ISLAND
- PROPOSED TACTILE PAVING
- PROPOSED SIGN AND PLATE
- PROPOSED M17-S10

NOTE
1. CYCLE SIGNS WILL BE INCORPORATED DURING DETAILED DESIGN STAGE.

LOCATION VIEW PLAN

SCALE
SCALE (AT A1:500)
DRAWN: 1:500
ISSUE: 1:500

UNCONTROLLED

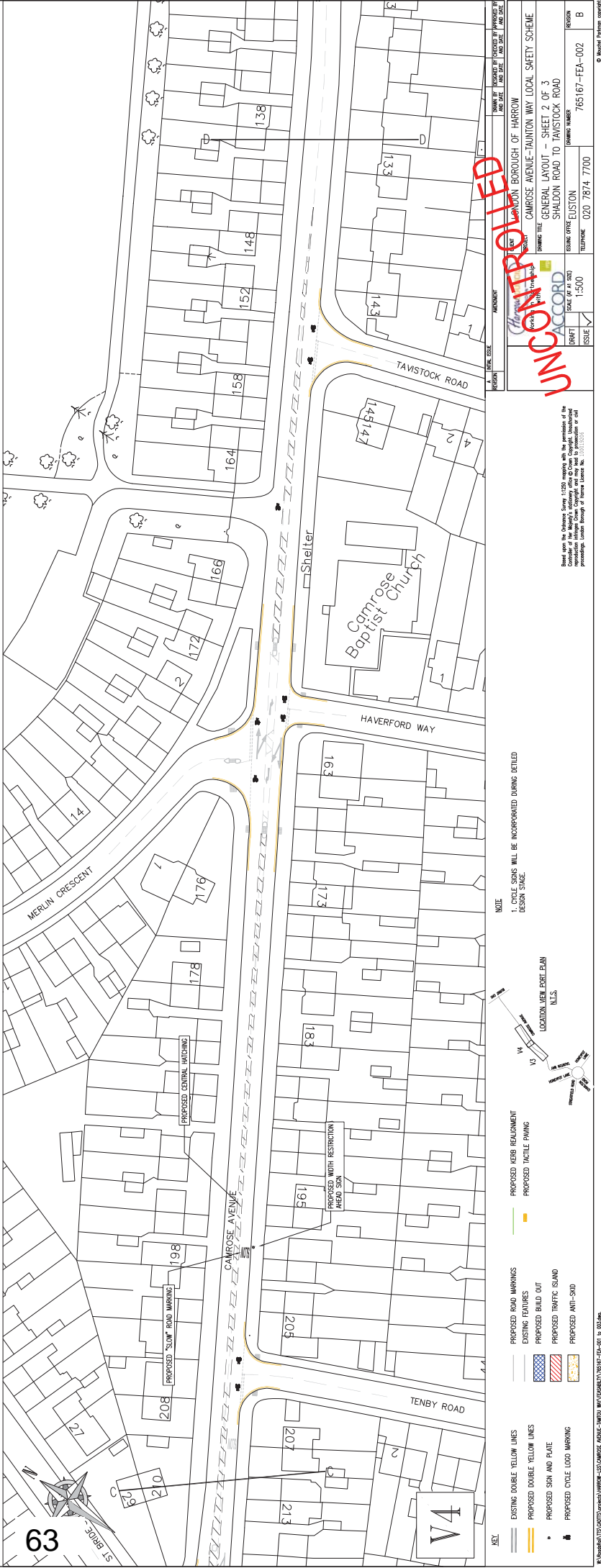
TOWN AND COUNCIL
CAMROSE AVENUE-TAUNTON WAY LOCAL SAFETY SCHEME

GENERAL LAYOUT - SHEET 1 OF 3
QUEENSBURY CIRCLE TO TURNER ROAD

REG. NO.
EUSTON 765167-#EA-001

PHONE
020 7874 7700

Based upon the Ordnance Survey 1:250 map with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright and may not be reproduced in whole or in part without the permission of Ordnance Survey. Licence Number: 100035370



REGION	WILTSHIRE	LOCAL AUTHORITY	WILTON BOROUGH OF HARROW
PROJECT	CAMROSE AVENUE-TAINTON WAY LOCAL SAFETY SCHEME		
DATE	2020		
ISSUE	GENERAL LAYOUT - SHEET 2 OF 3		
SCALE	AS SHOWN		
PROJECT NO.	765167-FA-002		
ISSUE NO.	1:500		
ISSUE DATE	020 7874 7700		
ISSUE BY	EUSTON		
ISSUE FOR	SHALDON ROAD TO TAVSTOCK ROAD		
ISSUE NO.	765167-FA-002		
ISSUE DATE	020 7874 7700		
ISSUE BY	EUSTON		
ISSUE FOR	SHALDON ROAD TO TAVSTOCK ROAD		

UNCONTROLLED

Good work by Wilton's surveyors (15/20) regarding the completion of the road works on Camrose Avenue. The road is now open to traffic and the road is in good condition. The road is now open to traffic and the road is in good condition.

NOTE

1. CYCLE SIGNS WILL BE INCORPORATED DURING DETILED DESIGN STAGE.

LEGEND

- EXISTING DOUBLE YELLOW LINES
- EXISTING ROAD MARKINGS
- EXISTING FEATURES
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED KERB REINFORCEMENT
- PROPOSED TACTILE PAVING
- PROPOSED BUILD OUT
- PROPOSED SIGN AND PLATE
- PROPOSED CYCLE LANE MARKING
- PROPOSED TRAFFIC ISLAND
- PROPOSED ANTI-SLIP
- PROPOSED WITH RESTRICTION AHEAD SIGN
- PROPOSED WITH RESTRICTION AHEAD SIGN
- PROPOSED WITH RESTRICTION AHEAD SIGN

LOCATION MAP

W1, W2, W3, W4, W5, W6, W7, W8, W9, W10, W11, W12, W13, W14, W15, W16, W17, W18, W19, W20, W21, W22, W23, W24, W25, W26, W27, W28, W29, W30, W31, W32, W33, W34, W35, W36, W37, W38, W39, W40, W41, W42, W43, W44, W45, W46, W47, W48, W49, W50, W51, W52, W53, W54, W55, W56, W57, W58, W59, W60, W61, W62, W63, W64, W65, W66, W67, W68, W69, W70, W71, W72, W73, W74, W75, W76, W77, W78, W79, W80, W81, W82, W83, W84, W85, W86, W87, W88, W89, W90, W91, W92, W93, W94, W95, W96, W97, W98, W99, W100, W101, W102, W103, W104, W105, W106, W107, W108, W109, W110, W111, W112, W113, W114, W115, W116, W117, W118, W119, W120, W121, W122, W123, W124, W125, W126, W127, W128, W129, W130, W131, W132, W133, W134, W135, W136, W137, W138, W139, W140, W141, W142, W143, W144, W145, W146, W147, W148, W149, W150, W151, W152, W153, W154, W155, W156, W157, W158, W159, W160, W161, W162, W163, W164, W165, W166, W167, W168, W169, W170, W171, W172, W173, W174, W175, W176, W177, W178, W179, W180, W181, W182, W183, W184, W185, W186, W187, W188, W189, W190, W191, W192, W193, W194, W195, W196, W197, W198, W199, W200, W201, W202, W203, W204, W205, W206, W207, W208, W209, W210, W211, W212, W213, W214, W215, W216, W217, W218, W219, W220, W221, W222, W223, W224, W225, W226, W227, W228, W229, W230, W231, W232, W233, W234, W235, W236, W237, W238, W239, W240, W241, W242, W243, W244, W245, W246, W247, W248, W249, W250, W251, W252, W253, W254, W255, W256, W257, W258, W259, W260, W261, W262, W263, W264, W265, W266, W267, W268, W269, W270, W271, W272, W273, W274, W275, W276, W277, W278, W279, W280, W281, W282, W283, W284, W285, W286, W287, W288, W289, W290, W291, W292, W293, W294, W295, W296, W297, W298, W299, W300, W301, W302, W303, W304, W305, W306, W307, W308, W309, W310, W311, W312, W313, W314, W315, W316, W317, W318, W319, W320, W321, W322, W323, W324, W325, W326, W327, W328, W329, W330, W331, W332, W333, W334, W335, W336, W337, W338, W339, W340, W341, W342, W343, W344, W345, W346, W347, W348, W349, W350, W351, W352, W353, W354, W355, W356, W357, W358, W359, W360, W361, W362, W363, W364, W365, W366, W367, W368, W369, W370, W371, W372, W373, W374, W375, W376, W377, W378, W379, W380, W381, W382, W383, W384, W385, W386, W387, W388, W389, W390, W391, W392, W393, W394, W395, W396, W397, W398, W399, W400, W401, W402, W403, W404, W405, W406, W407, W408, W409, W410, W411, W412, W413, W414, W415, W416, W417, W418, W419, W420, W421, W422, W423, W424, W425, W426, W427, W428, W429, W430, W431, W432, W433, W434, W435, W436, W437, W438, W439, W440, W441, W442, W443, W444, W445, W446, W447, W448, W449, W450, W451, W452, W453, W454, W455, W456, W457, W458, W459, W460, W461, W462, W463, W464, W465, W466, W467, W468, W469, W470, W471, W472, W473, W474, W475, W476, W477, W478, W479, W480, W481, W482, W483, W484, W485, W486, W487, W488, W489, W490, W491, W492, W493, W494, W495, W496, W497, W498, W499, W500, W501, W502, W503, W504, W505, W506, W507, W508, W509, W510, W511, W512, W513, W514, W515, W516, W517, W518, W519, W520, W521, W522, W523, W524, W525, W526, W527, W528, W529, W530, W531, W532, W533, W534, W535, W536, W537, W538, W539, W540, W541, W542, W543, W544, W545, W546, W547, W548, W549, W550, W551, W552, W553, W554, W555, W556, W557, W558, W559, W560, W561, W562, W563, W564, W565, W566, W567, W568, W569, W570, W571, W572, W573, W574, W575, W576, W577, W578, W579, W580, W581, W582, W583, W584, W585, W586, W587, W588, W589, W590, W591, W592, W593, W594, W595, W596, W597, W598, W599, W600, W601, W602, W603, W604, W605, W606, W607, W608, W609, W610, W611, W612, W613, W614, W615, W616, W617, W618, W619, W620, W621, W622, W623, W624, W625, W626, W627, W628, W629, W630, W631, W632, W633, W634, W635, W636, W637, W638, W639, W640, W641, W642, W643, W644, W645, W646, W647, W648, W649, W650, W651, W652, W653, W654, W655, W656, W657, W658, W659, W660, W661, W662, W663, W664, W665, W666, W667, W668, W669, W670, W671, W672, W673, W674, W675, W676, W677, W678, W679, W680, W681, W682, W683, W684, W685, W686, W687, W688, W689, W690, W691, W692, W693, W694, W695, W696, W697, W698, W699, W700, W701, W702, W703, W704, W705, W706, W707, W708, W709, W710, W711, W712, W713, W714, W715, W716, W717, W718, W719, W720, W721, W722, W723, W724, W725, W726, W727, W728, W729, W730, W731, W732, W733, W734, W735, W736, W737, W738, W739, W740, W741, W742, W743, W744, W745, W746, W747, W748, W749, W750, W751, W752, W753, W754, W755, W756, W757, W758, W759, W760, W761, W762, W763, W764, W765, W766, W767, W768, W769, W770, W771, W772, W773, W774, W775, W776, W777, W778, W779, W780, W781, W782, W783, W784, W785, W786, W787, W788, W789, W790, W791, W792, W793, W794, W795, W796, W797, W798, W799, W800, W801, W802, W803, W804, W805, W806, W807, W808, W809, W810, W811, W812, W813, W814, W815, W816, W817, W818, W819, W820, W821, W822, W823, W824, W825, W826, W827, W828, W829, W830, W831, W832, W833, W834, W835, W836, W837, W838, W839, W840, W841, W842, W843, W844, W845, W846, W847, W848, W849, W850, W851, W852, W853, W854, W855, W856, W857, W858, W859, W860, W861, W862, W863, W864, W865, W866, W867, W868, W869, W870, W871, W872, W873, W874, W875, W876, W877, W878, W879, W880, W881, W882, W883, W884, W885, W886, W887, W888, W889, W890, W891, W892, W893, W894, W895, W896, W897, W898, W899, W900, W901, W902, W903, W904, W905, W906, W907, W908, W909, W910, W911, W912, W913, W914, W915, W916, W917, W918, W919, W920, W921, W922, W923, W924, W925, W926, W927, W928, W929, W930, W931, W932, W933, W934, W935, W936, W937, W938, W939, W940, W941, W942, W943, W944, W945, W946, W947, W948, W949, W950, W951, W952, W953, W954, W955, W956, W957, W958, W959, W960, W961, W962, W963, W964, W965, W966, W967, W968, W969, W970, W971, W972, W973, W974, W975, W976, W977, W978, W979, W980, W981, W982, W983, W984, W985, W986, W987, W988, W989, W990, W991, W992, W993, W994, W995, W996, W997, W998, W999, W1000.



SPEED COUNT SUMMARY FOR CAMROSE AVENUE SITE REF: 00021466009 (MAY 2007)

ADOT	8323.4	32.1	27.5	8628.2	VPP 85 (mph)	MSPD (mph)	MSPD (mph)	30.1
WESTBOUND								
EASTBOUND								



64

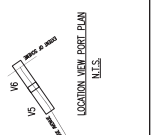
UNCONTROLLED

AMENDMENT: 1500
 DRAWN: [Name]
 CHECKED: [Name]
 DATE: 02/07/14

PROJECT: CAMROSE AVENUE - TAINION WAY LOCAL SAFETY SCHEME
 SHEET: GENERAL LAYOUT - SHEET 3 OF 3
 LOCATION: BACON LANE TO BURNT OAK BROADWAY
 DRAWING NUMBER: 765167-FA-003
 REGION: A

NOTE: 1. CYCLE SIGNS WILL BE INCORPORATED DURING DETILED DESIGN STAGE.

- LEGEND**
- EXISTING DOUBLE YELLOW LINES
 - EXISTING ROAD MARKINGS
 - EXISTING FEATURES
 - PROPOSED BUILD OUT
 - PROPOSED SIGN AND PLATE
 - PROPOSED CYCLE ROAD MARKINGS
 - PROPOSED KERB REALIGNMENT
 - PROPOSED TACTILE PAVING
 - EXISTING ROAD MARKINGS TO BE REMOVED
 - PROPOSED SIGN AND PLATE
 - PROPOSED TRAFFIC ISLAND
 - PROPOSED MIT-SIG



1:500
 SCALE (A1 & A2)
 DATE: 02/07/14