

Traffic and Road Safety Advisory Panel AGENDA

DATE: Wednesday 3 June 2015

TIME: 7.30 pm

VENUE: Council Chamber, Harrow
Civic Centre

MEMBERSHIP (Quorum 3)

Chair: Councillor Barry Kendler

Councillors:

Jeff Anderson
Jerry Miles
Nitin Parekh

Susan Hall
Ameet Jogia
Mrs Vina Mithani

Advisers: To Be Appointed

Reserve Members:

- | | |
|---------------------------|-------------------|
| 1. Sachin Shah | 1. Manjibhai Kara |
| 2. Kairul Kareema Marikar | 2. Lynda Seymour |
| 3. Krishna Suresh | 3. John Hinkley |
| 4. Ghazanfar Ali | |

Contact: Manize Talukdar, Democratic & Electoral Services Officer
Tel: 020 8424 1323 E-mail: manize.talukdar@harrow.gov.uk

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 disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from:

- (a) all Members of the Panel;
- (b) all other Members present.

3. APPOINTMENT OF VICE CHAIR FOR THE 2015/16 MUNICIPAL YEAR

To appoint a Vice Chair for the 2015/16 Municipal Year.

4. MINUTES (Pages 5 - 16)

That the minutes of the meeting held on 12 February 2015 be taken as read and signed as a correct record.

5. PUBLIC QUESTIONS *

To receive any public questions received in accordance with Executive Procedure Rule 50 (Part 4D of the Constitution).

Questions will be asked in the order notice of them was received and there be a time limit of 15 minutes.

[The deadline for receipt of public questions is 3.00 pm, Friday 29 May 2015. Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

6. PETITIONS

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Executive Procedure Rule 48 (Part 4D of the Constitution).

7. DEPUTATIONS

To receive deputations (if any) under the provisions of Executive Procedure Rule 49 (Part 4D of the Constitution).

8. APPOINTMENT OF ADVISERS TO THE PANEL 2015/16 (Pages 17 - 20)

Report of the Director of Legal & Governance.

9. INFORMATION REPORT: PETITIONS (Pages 21 - 26)

Report of the Corporate Director of Environment & Enterprise.

10. INFORMATION REPORT: 2015/16 TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 27 - 52)

Report of the Corporate Director of Environment & Enterprise.

11. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL

*** DATA PROTECTION ACT NOTICE**

The Council will audio record item 4 (Public Questions) and will place the audio recording on the Council's website, which will be accessible to all.

[**Note:** The questions and answers will not be reproduced in the minutes.]

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TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

12 FEBRUARY 2015

Chair:	* Councillor Barry Kendler	
Councillors:	* Susan Hall * Ameet Jogia * Jerry Miles	* Mrs Vina Mithani * Nitin Parekh * Aneka Shah
Advisers:	Ms N Baker * Mr L Gray	* Dr Anoop Shah * Mr A Wood
In attendance: (Councillors)	Ms Pamela Fitzpatrick Jean Lammiman Barry Macleod-Cullinane	Minute 48 Minute 48 Minute 48

* Denotes Member present

42. Attendance by Reserve Members

RESOLVED: To note that there were no Reserve Members in attendance.

43. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 8 – Controlled Parking Zones and Parking Schemes – Annual Review

Councillor Barry Macleod-Cullinane declared a non-pecuniary interest in that he was a Ward Councillor for Harrow-on-the Hill and his mother lived in Torrington Drive. He would remain in the room whilst the matter was considered and voted upon.

Councillor Jean Lammiman declared a non-pecuniary interest in that she was a Ward Councillor for Hatch End. She would remain in the room whilst the matter was considered and voted upon.

Councillor Ms Pamela Fitzpatrick declared a non-pecuniary interest in that she was a Ward Councillor for Headstone South. She would remain in the room whilst the matter was considered and voted upon.

All Agenda Items

Councillor Susan Hall declared a non-pecuniary interest in that she was a Ward Councillor for Hatch End Ward. She would remain in the room whilst the matters were considered and voted upon.

Councillor Ameet Jogia declared a non-pecuniary interest in that he lived in the area of Headstone Lane Station, was a Ward Councillor for Canons Ward and was a regular visitor to the Lohana centre. He would remain in the room whilst the matters were considered and voted upon.

Councillor Barry Kendler declared a non-pecuniary interest in that he was a Ward Councillor for Edgware Ward. He would remain in the room whilst the matters were considered and voted upon.

Councillor Jerry Miles declared a non-pecuniary interest in that he was a Ward Councillor for Roxeth Ward. He would remain in the room whilst the matters were considered and voted upon.

Councillor Mrs Vina Mithani declared a non-pecuniary interest in that she was a Ward Councillor for Kenton West Ward. She would remain in the room whilst the matters were considered and voted upon.

Councillor Nitin Parekh declared a non-pecuniary interest in that he was a Ward Councillor for Edgware Ward. He would remain in the room whilst the matters were considered and voted upon.

44. Minutes

RESOLVED: That the minutes of the ordinary meeting held on 2 October 2014 and the special meeting held on 10 December 2014 be taken as read and signed as a correct record.

45. Public Questions

To note that 4 public questions had been received and responded to and in line with the statement made by the Chairman, the recording had been placed on the website.

46. Petitions

RESOLVED: To note the receipt of the following petitions, which were referred to the Corporate Director of Environment and Enterprise for consideration:

Petition containing 48 signatures, presented by a Resident of on behalf of residents of Somerset Road, Harrow with the following terms of reference:

‘We, the residents of Somerset Road, Harrow, petition the Traffic and Road Safety Advisory Panel to conduct an urgent review to implement a Controlled Parking Zone on Somerset Road, Harrow during the hours of 10.00 am to 11.00 am and 2.00 pm to 3.00 pm Monday to Friday in line with the Controlled Parking Zone that is due to be implemented on neighbouring roads in North Harrow.

This petition is being lodged as the introduction of Controlled Parking Zones in the neighbouring roads will result in parking displacement onto Somerset Road and will be to the detriment of the residents of Somerset Road.’

Petition containing 32 signatures, presented by Councillor Ameet Jogia on behalf of residents of Lake View and Dukes Avenue, Harrow, with the following terms of reference:

‘Attached is a list of residents who we have surveyed and who are concerned by the parking issues faced by residents on Lake View and Dukes Avenue, caused largely by abandoned vehicles, commuter parking, congestion and obstructive parking. We have conducted our own short survey of the issue in the area and call upon the Council to review the parking situation on the estate, and mainly Lake View and Dukes Avenue and help us, the residents, with coming up with solutions to alleviate the problems mentioned.

Attached is a copy of the survey and also the letter which was submitted to the affected residents.’

Petition containing 35 signatures, presented by Councillor Susan Hall on behalf of residents of Malvern Gardens, Harrow, with the following terms of reference:

‘We, the undersigned are enormously disappointed that, at the meeting of the Traffic and Road Safety Advisory Panel on 2 October 2014, an amendment was made to the recommendation regarding Malvern Gardens and Winchester Road. Specifically, that the recommendation of a Monday-Sunday 8 am-midnight controlled parking zone was amended to only cover Monday-Sunday 6 pm-midnight.

This last-minute change to the recommendation was made without consideration for the wishes of the many residents of these roads, and is contrary to what we have requested the Council impose for a number of years. We therefore petition the Panel to reconsider its decision, and reinstate the original recommendation for a Monday-Sunday 8 am-midnight controlled parking zone for these roads.’

47. Deputations

RESOLVED: To note that none were received.

RECOMMENDED ITEMS

48. Controlled Parking Zones and Parking Schemes - Annual Review

The Panel received a report of the Corporate Director of Environment and Enterprise which set out information regarding the identification, prioritisation, development and implementation of parking management schemes in Harrow. It also included information about requests for parking schemes received by the Council and recommended a programme of work for 2015/16.

An officer tabled an amended copy of Appendix C to the report and provided a brief overview of the report.

A Member back benching stated that in recent months, increasing numbers of residents had contacted both him and a fellow Harrow on the Hill Ward Councillor regarding the effects of displaced commuter parking in Whitmore Road and in the vicinity of Harrow on the Hill. The displaced parking was as a result of the Controlled Parking Zone (CPZ) in West Harrow. The main issues related to blocked driveways, cars unable to pass each other due to parking on both sides of the road, difficulty of access for emergency and refuse vehicles and inconsiderate and hazardous parking generally. He urged the Panel to take on board residents' views and review this situation as a matter of urgency and implement parking controls in those streets.

Another Member back benching stated that parking controls should be introduced in service roads in the vicinity of Hatch End to deter all-day parking in those roads. All-day parking was having a detrimental effect on local businesses. The introduction of parking controls would allow the flow of traffic and support local traders, who were in favour of controls. Shoppers and visitors to the area now benefited from 20-minutes free parking. The Member also requested that parking restrictions in the vicinity of St Anselm's Church be limited to mornings only. The church served as a community and cultural centre as well as a place of worship and was therefore in regular daily use. She referred to a petition received at a previous Panel meeting which had requested that parking controls be restricted to mornings only, the parking bay outside the church be removed and a dropped kerb be implemented at the rear of the church. She also stated that there should be some latitude for the church officers to park outside the church.

Another Member back benching stated that she and fellow Ward Councillors had received a large number of representations from residents regarding displaced parking in Somerset Road, as detailed in the earlier petition submitted by residents of Somerset Road. She urged the Panel to carry out an early review of Somerset Road.

A Member stated that she had received emails from residents living in the top half of Whitmore Road, regarding dangerous and inconsiderate parking in the road and requested parking controls be introduced there. The emails were from 34 of the 47 properties located at the top end of Whitmore Road. In her view, these emails could form part of the statutory consultation which would enable the scheme to be implemented sooner. Referring to the petition she had presented earlier on behalf of residents of Malvern Gardens, she stated that the recommendations which had been agreed by residents at the consultation stage, should now be implemented. She added that, in her view, these recommendations should not have been omitted from the Queensbury CPZ, which had been agreed at the October 2014 Panel meeting.

Following questions and comments from Panel Members, an officer advised that:

- the recently opened Tesco Express store in Canons Park Parade had a delivery plan, however, deliveries continued to be made outside scheduled times, which was impacting negatively on local residents and businesses. An officer advised that careful consideration was necessary by the council to impose additional restrictions on loading times as any objections would need to be resolved through a public enquiry led by an independently appointed inspector. It would be better to focus on negotiations with Tesco to improve compliance with their delivery plan. Some already approved parking restrictions in the road had not yet been fully implemented outside the store and officers recommend waiting to see what the impact of these would be on the situation and to review it later in the year;
- typically, it could take in the region of 9-12 months to remove the parking restrictions in Becmead Road and this would be funded from the Neighbourhood Improvement Scheme funds (NIS). Removal of the restrictions would lead to displaced parking in surrounding streets, and officers would need to consult residents of those streets;
- the proposed schemes had been scored and ranked by officers in accordance with the Traffic Section's Transport Programme Entry procedure, which had been agreed by the Panel in 2012. It would be for Members to prioritise those schemes they wished to see taken forward.

The Chair suggested that he would ask the Leader of Harrow Council to request the Council's Chief Executive, to write or speak to a senior executive from the Tesco Ltd to express the Council's concern over Tesco-Canons Park not acting as a good neighbour and to obtain an agreement from Tesco as to their future conduct in Canons Park.

The Chair moved a motion, which was seconded and agreed unanimously:

'That the Panel agree the following amendments to the officer recommendation:

1. Recommendation 1 be amended in light of the earlier petitions received from residents of Malvern Gardens and Somerset Road and Priority Scheme 5, in conjunction with other reviews, be considered by the Portfolio Holder for Environment, Crime and Community Safety, the Chair of the Traffic and Road Safety Advisory Panel and traffic officers and be agreed as a Portfolio Holder Decision;
2. Priority Schemes 1-4 and schemes 6 & 7 be implemented;
3. £60k allocated for Local Safety Parking Schemes, be subject to further consultation with the Chair of the Traffic and Road Safety Advisory Panel;
4. all of the above be subject to confirmation of the capital funding allocation by Cabinet and agreed by full Council.

Following a question from a Member, the Chair stated that he anticipated that a decision on Scheme 5 would be made by Easter 2015.

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

That

- (1) All schemes, except Hatch End, listed on the proposed list of parking management schemes for 2015/16 as shown in Appendix B of the officer report, be agreed, subject to confirmation of the capital funding allocation at Cabinet;
- (2) officers be authorised to carry out scheme design and consultation on all schemes, except Hatch End, as shown in Appendix B of the officer report;
- (3) officers be authorised to implement the following area based schemes listed in Appendix B, except Hatch End, subject to further reports being provided on the outcomes of public and statutory consultation and receiving the Panel's recommendation to proceed;
- (4) Local Safety Parking Schemes, be subject to further consultation with the Chair of the Traffic and Road Safety Advisory Panel;
- (5) The Hatch End Controlled Parking Zone scheme, Malvern Road and Somerset Road petitioners' requests for schemes, in conjunction with other reviews, be considered by the Portfolio Holder for Environment, Crime and Community Safety, the Chair of the Traffic and Road Safety Advisory Panel and traffic officers and be agreed as a separate Portfolio Holder Decision;
- (6) any substantive requests to undertake a parking review on existing parking schemes be referred to, and considered by the Panel for inclusion in the annual programme of work.

Reason for Recommendation: To recommend the Parking Management Schemes programme for the 2015/16 financial year.

49. Local Transport Funding schemes 2015/16

The Panel received a report of the Corporate Director of Environment and Enterprise which set out the proposed programme of schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London (TfL) in 2015/16.

Following a brief overview of the report by an officer, Panel Members made the following comments and asked the following questions:

- that the speed restrictions planned for St Paul's Avenue, Earlsmead School, Merlin Crescent as well as minor road safety measures with a reduced allocation of £10k be prioritized for implementation. And the Panel agree, subject to confirmation of LTF funds being available for the 2016/17 programme, that the Panel also prioritise the scheme planned for The Ridgeway for implementation in 2016/17;
- would it be possible to reduce the amount of money allocated for some of the larger schemes and re-distributed it in such a way so that all the proposed schemes could be completed?
- road markings and signage around the borough were in need of re-refresh and should be prioritised as they had safety and traffic flow implications;
- was there any TfL funding available for bus priority schemes?

An officer advised that:

- it would be possible to amend the amounts allocated to each scheme within the £100k allocation to enable all the schemes to be progressed;
- the Council had invested in renewing road markings and signage in key areas around the borough. This activity was funded from Revenue rather than Capital Funds. There was a specific programme of works and funds allocated for this work in 2015/16;
- 2 bus priority schemes, one in Rayners Lane and the other on Eastcote Lane, had been budgeted for.

The Chair moved a motion, which was seconded and agreed unanimously, as follows:

1. that Schemes 1, 2 and 5 be prioritised and the amount allocated for Scheme 5 be reduced to £10K;
2. that traffic officers be authorised to initiate Schemes 3 and 4 following consultation with the Portfolio Holder for Environment, Crime and

Community Safety and the Chair of the Traffic and Road Safety Advisory Panel, without exceeding the £100k budget.

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

That the local transport schemes included in the 2015/16 programme are:

1. Schemes 1 and 2;
2. Scheme 5 with the amount allocated reduced to £10K;
3. Schemes 3 and 4 are initiated following consultation with the Portfolio Holder for Environment, Crime and Community Safety and the Chair of the Traffic and Road Safety Advisory Panel, without exceeding the £100k budget.

Reason for Recommendation: In order for the Council to spend the £100k allocated by Transport for London on prioritised local transport schemes within the 2015/16 financial year.

50. Controlled Parking Schemes - Review of scheme development process

The Panel received a report of the Corporate Director of Environment and Enterprise which set out details of a review of the scheme development process for parking management schemes and recommended changes to improve this process.

An officer highlighted the following aspects of the report:

- the review of the consultation documents and materials used by the traffic and highways section had highlighted a number of issues that needed to be reviewed, and consultation materials had been amended and updated accordingly;
- the only recurrent issue highlighted by residents had been the level at which a majority view was established. It may be easier to justify a majority, if a higher 60% level of support was required in the road by road analysis of consultation responses. It was proposed that future schemes be assessed on this basis.

Panel Members made the following comments:

- residents should be encouraged to engage with consultations and the importance of putting their views across should be emphasised to them;
- the rationale behind the increase of what constituted a majority to 60% should be explained to residents;

- consultation documents should clearly state that the decisions regarding proposed parking and traffic schemes were made by Councillors and not traffic officers. This would ensure that officers were not unfairly criticised or held responsible by residents for decisions made by Councillors;
- paragraph 2.10 of the officer report should be amended to state that TARSAP Advisors were also invited to attend stakeholder meetings;
- where possible, consultation documents should be expressed in plain English and the difference between a public and a statutory consultation should be made clear. All of the above measures would lead to increased engagement by residents;
- parking issues were well managed under the current programme, however, a more structured approach should be taken for traffic-related issues;
- residents sometimes claimed not to have received consultation documents. Would it be possible for Ward Councillors to engage in door-knocking and advise residents about current consultations in their area?

The Chair stated that an assessment of whether the current balance of work between parking and traffic issues was appropriate. The Consultation process needed to be open and transparent and much of it was prescribed in law. Ward Councillors had an ambassadorial responsibility in this, and could help officers encourage resident engagement and respond to their queries.

An adviser stated that all day parking controls were detrimental to community life as they prevented traders, residents, visitors, doctors and district nurses, etc from parking in residential areas. Conversely, one-hour restrictions were successful in deterring commuter parking and allowed life to go on.

An officer advised that the hours of operation of Brent council's CPZs was 10.00 am-3.00 pm. This allowed enforcement officers a 4-5 hour window to carry out enforcement action. Traffic officers were investigating alternative models for the timings of parking restrictions.

A Member proposed a motion which was seconded and agreed unanimously that:

The phrase 'early in 2015/16' be omitted from Recommendations 2 and 3 and be replaced with 'as soon as practicable'.

Resolved to RECOMMEND: (to the Portfolio Holder of Environment, Crime and Community Safety)

That

- (1) the scheme development process be amended as shown in Appendix B;
- (2) a meeting be held with the Chair of the Traffic And Road Safety Advisory Panel and the Portfolio Holder for Environment, Crime and Community Safety to approve a standard format for public consultation and statutory consultation documents, as soon as practicable;
- (3) a meeting be held with the Chair of Traffic And Road Safety Advisory Panel and the Portfolio Holder for Environment, Crime and Community Safety to approve a standard set of scheme options suitable for the most common parking issues reported to TARSAP, as soon as practicable.

Reason for Recommendation: To assist the Panel to make recommendations on parking management schemes which are transparent, objective and reflect the majority view of communities.

RESOLVED ITEMS

51. Information Report Petitions

The Panel received a report of the Corporate Director of Environment and Enterprise which report set out details of the petitions that had been received since the last meeting of the Panel and provided details of the Council's investigations and findings where these had been undertaken.

RESOLVED: That the report be noted.

52. Information Report: Traffic and Parking Schemes Programme update

The Panel received a report of the Corporate Director of Environment and Enterprise which provided an update on progress with the 2014/15 traffic and parking schemes programme of works. This included schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme.

Following a brief overview of the report, an officer provided the following responses to Panel Members' questions:

- it may be possible to carry out localised patching to repair sections of Marsh Lane that were in need of re-surfacing and introduce pedestrian crossings;

- there had been a number of accidents involving pedestrians on Marsh Lane / Pinner High Street and the existing zebra crossings are location close to each other. It is therefore proposed that the footways would be widened to alleviate overcrowding and the zebra crossings would be slightly repositioned.

RESOLVED: That the report be noted.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.22 pm).

(Signed) COUNCILLOR BARRY KENDLER
Chair

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**REPORT FOR: TRAFFIC AND ROAD
SAFETY ADVISORY PANEL**

Date of Meeting:	3 June 2015
Subject:	Appointment of Advisers to the Panel 2015/16
Key Decision:	No
Responsible Officer:	Hugh Peart, Director of Legal and Governance Services
Portfolio Holder:	Councillor Graham Henson, Portfolio Holder for Environment, Crime & Community Safety
Exempt:	No
Decision subject to Call-in:	Yes (following consideration by the Portfolio Holder)
Enclosures:	Appendix 1 – Nominations Received

Section 1 – Summary and Recommendations

This report advises Members about the appointment of advisers to the Panel for the 2015/16 Municipal Year. Members are requested to consider the report and agree the nominations for the 2015/16 Municipal Year.

Recommendations: That the Panel recommend to the Portfolio Holder for Environment, Crime & Community Safety that the nominations for Advisers to the Panel set out at appendix 1, be agreed.

Reason: (For recommendation)

To appoint advisers to the Panel for the 2015/16 Municipal Year, to assist in the work of the Panel.

Section 2 – Report

2.1.1 Rule 35.4 of the Executive Procedure Rules of the Constitution provides for a Panel to recommend to the Executive that advisers be appointed to assist in the work of the Panel either generally or on specific matters.

2.2 The Panel appointed advisers to assist with its work for the Municipal Year 2014/15 and this term has now expired. Existing advisers have been contacted and asked to confirm whether their nominating organisation wishes them to continue to act as advisers to the Panel for the 2015/16 Municipal year.

2.3 The following advisers nominating organisations have confirmed that these individuals wish to stay on as advisers to the Panel for the 2015/16 Municipal year:

- (1) Mr Len Gray, representing Pedestrians' Interests, nominated by Living Streets;
- (2) Mr Anthony Wood, representing the interests of public transport users and nominated by Harrow Public Transport Users' Association (HPTUA);
- (3) Dr Anoop Shah, representing cyclists interests and nominated by Harrow Cyclists
- (4) Nicky Baker, nominated by the Harrow Association of Disabled People.

Financial Implications

2.4 None.

Risk Management Implications

2.5 If not appointed, the Panel may not have access to external expert advice from suitably qualified persons when conducting its business.

Equalities implications

2.6 Contributes to the Council's fulfilment of its Public Sector Equality Duty.

Corporate Priorities

2.7 Contributes to the following Corporate Priority: 'Making a difference for communities', by enabling representation from the voluntary & community sector in Harrow on an advisory panel of the Executive.

Section 3 - Statutory Officer Clearance

Name: Steve Tingle	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 21.5.15		
Name: bob Huffam	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 26.5.15		

Section 4 - Contact Details and Background Papers

Contact: Manize Talukdar, Democratic & Electoral Services Officer
Tel: 020 8424 1323

Background Papers: The Council's Constitution, Report to TARSAP meeting held on 23 June 2011, Portfolio Holder Decision (PHD) 002/11

Appendix 1 – Nominations Received

1. **Living Streets** - Key national charity established in 2001 but formerly known as the Pedestrians Association which was established in 1929. It has published papers on walking and has a network of local groups to assist working with local authorities.

Website - <http://www.livingstreets.org.uk>

Nominee

Mr Leonard Gray - has served on the Panel since 2006.

2. **Harrow Public Transport Users Association (HPTUA)** - Established group looking after all public transport users interests within the Borough of Harrow.

Further info -

http://www.harrow.gov.uk/info/200078/public_transport/1704/harrow_public_transport_users_association/1

Nominee

Mr Anthony Wood, Chairman of the HPTUA, has served on the Panel since 2006.

3. **Harrow Cyclists** - The Harrow Cyclists are a cycle campaign group whose aim is to encourage cycling in north west London. The group organise the following activities: a rides calendar; social nights; working with the council to make Harrow roads more bike friendly; helping with bicycle maintenance.

Website - <http://www.harrowcyclists.org.uk/>

Nominee

Dr Anoop Shah – Has served on the Panel since 2013.

4. **Harrow Association of Disabled People** – Works to promote and bring about inclusion and equality for all disabled people in all areas of life.

Nominee

Ms Nicky Baker – has served on the Panel since 2014.

Website - <http://www.had.org.uk/>

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting: 3rd June 2015

Subject: Petitions:

1. Queensbury area – Request to have hours changed to the original proposed hours of control
2. Elmcroft Crescent – Request for mirror and to extend the double yellow lines.
3. Wemborough Road / Weston Drive – Request for 20 mph zone.

Responsible Officer: Caroline Bruce - Corporate Director,
Environment & Enterprise

Exempt: No

Wards affected: Queensbury, Kenton East, Headstone
North, Belmont

Enclosures: None

Section 1 – Summary and Recommendations

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council's investigations and findings where these have been undertaken.

FOR INFORMATION

Section 2 – Report

Petitions 1 – Queensbury Parking zone - petition

- 2.1 A petition was presented to the February meeting of TARSAP from residents of Malvern Gardens, Queensbury containing 35 signatures. The petition states:

“We the undersigned are enormously disappointed that, at the meeting the meeting of the Traffic and Road Safety Advisory Panel on 2nd October 2014, an amendment was made to the recommendation regarding Malvern Gardens and Winchester Road. Specifically, that the recommendation of a Monday – Sunday 8am to midnight controlled parking zone was amended to only cover Monday – Sunday 6pm to midnight.

This last minute change to the recommendation without consideration for the wishes of many residents of these roads, and is contrary to what we have requested the council impose for a number of years. We therefore Petition the Panel to reconsider its decision, and reinstate the original recommendation for a Monday – Sunday 8am – midnight controlled parking zone for these roads”.

- 2.2 Members of the Panel were able to consider this issue as a part of the annual parking programme item which was also on the agenda for the February meeting. This set out all the current parking pressures currently on the network and gave members the opportunity to consider the priorities for the 2015/16 programme of work. The Panel did not prioritise the changes requested by the petitioners for Malvern Gardens and they have not been included in the 2015/16 programme.

Petition 2 – Elmcroft Crescent – Road safety petition

- 2.3 A petition containing 125 signatures was presented to the council in March 2015. The petition states:

“We the undersigned ask Harrow Council to fulfil their duty of care to the residents of Elmcroft Crescent and make the following safety improvements.

- 1) At the junction of Elmcroft Crescent and Headstone Lane install a mirror to provide sight from Elmcroft Crescent onto Headstone Lane; additionally extend the yellow lines to further aid sight.*
- 2) At exit from Elmcroft Crescent onto George V Avenue place yellow lines round the corner on both sides of the road and install a mirror.”*

- 2.4 The council has not permitted mirrors to be erected on the public highway because they do have negative safety implications. It was possible to make an application to the Department for Transport (DfT) for a mirror through a special authorisation because mirrors are classed as a type of sign, however, the DfT now no longer accept any applications and it is not possible to put mirrors on the highway.
- 2.5 The council’s reasons for not using mirrors are that they can give a false sense of speed and distance when assessing approaching traffic which may be misinterpreted by drivers and pedestrians and prejudice rather than improve road safety. They can also cause glare at night from drivers head lights and are not conducive to adverse weather conditions which can hinder rather than help improve road safety. In addition they are prone to vandalism.
- 2.6 Double yellow lines were implemented at the junction of Elmcroft Crescent and George V Avenue and Headstone Lane as part of the North Harrow CPZ. Although the Highway Code states that drivers should not park within 10m of a junction, this distance is used as a starting point and the actual distance required may be less than 10m and is determined by using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance.
- 2.7 The double yellow lines at the junction do comply with this recommendation and would appear sufficient to improve visibility at this junction and therefore it is not proposed to extend the existing waiting restrictions.

Petition 3 – Wemborough Road and Weston Drive - Request for 20 mph zone

- 2.8 A petition containing 181 signatures was presented to the cabinet in April. The petition states:

“We, the residents of Wemborough Road and Western Drive, would like to bring to your attention the vehicle accidents along the route especially at the junction of Western Drive and Wemborough Road. We accept that Harrow Council has made several unsuccessful attempts to make the junction safe, but more needs to be done before someone is seriously injured or killed.

We urge Harrow Council to implement appropriate speed reduction measures (such as speed cushions, 20 mph speed restriction etc.) to reign in speeding motorists before more damage is done to property limb or life.

We welcome the full support of our ward councillors in this matter.

- 2.9 The problems highlighted in the petition are unfortunately typical of many locations throughout the borough. As a result a considerable number of similar requests are received by the council for speed reducing measures to address these concerns.
- 2.10 The funding available for these types of measures is used specifically to achieve a reduction in the number of road traffic accidents involving personal injury. This is in line with the Governments revised road safety strategy targets to reduce the number of killed or seriously injured accidents nationally by 40% by the year 2020.
- 2.11 The number of sites that can be considered for accident remedial schemes is limited by the available budget and therefore each site is reviewed against a set assessment method for considering traffic calming requests agreed by the Panel in 2012. This objective method of assessing requests has allowed Harrow to prioritise roads so that the worst accident and traffic problems can be dealt with first. In terms of road safety this has helped us to become one of the safest London boroughs
- 2.12 A review of the most up to date personal injury accident data for the Wemboorough Road / Weston Avenue junction has indicated that there were two slight injury accidents at the junction within the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas. This level and severity of personal accidents would not warrant intervention at this stage as these roads would be considered to have an acceptable road safety record in comparison to other sites in the borough where serious or fatal accidents have occurred.
- 2.13 The panel are advised that the council has introduced safety measures to highlight the bend at this junction in the past. These measures include traffic islands, chevron signs, a speed activated sign and road markings. With regards to having a 20 mph zone on Wemboorough Road under Department for Transport (DfT) guidance, when a 20 mph zone is introduced it is generally supported by physical measures (humps, kerb build outs etc), this requires statutory consultation with the Police, the emergency services, other key stakeholders and members of the public.
- 2.14 In this case it is council policy not to implement traffic calming measures such as road humps on borough distributor roads such as Wemboorough Road or Weston Drive as they could affect statutory response times for the emergency services and impact on bus journey times. In addition the

implementation of a 20 mph zone could transfer traffic to nearby local residential roads.

- 2.15 In recognition of the concerns raised by the petitioners officers will raise the issue of speeding traffic with the Police at our next regular Traffic Liaison meeting and we will arrange for a site visit to ascertain whether there are any other engineering measures such as speed activated signs or additional road markings or signs which may be suitable in this case.

Section 3 – Further Information

- 3.1. The purpose of this report is to inform the Panel about any new petitions received since the last meeting. No updates on the progress made with previous petitions will be reported at future meetings as officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any updates.

Section 4 – Financial Implications

- 4.1. There are no direct financial implications. Any suggested measures in the report that require further investigation would be taken forward using existing resources and funding.

Section 5 - Equalities implications

- 5.1 Was an Equality Impact Assessment carried out? No.
- 5.2 The petitions raise issues about existing schemes in the traffic and transportation works programme as well as new areas for investigation. The officer's response indicates a suggested way forward in each case. An equality impact assessment (EqIA) will be carried out in accordance with the current corporate guidance if members subsequently decide that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions.

Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man



on behalf of the
Chief Financial Officer

Date: 17/05/15

Ward Councillors notified:

YES

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips

Tel: 020 8424 1437, Fax: 020 8424 7662, E-mail: barry.philips@harrow.gov.uk

Background Papers:

Previous TARSAP reports

Public and statutory consultation documents highlighted in the report

**REPORT FOR: Traffic And Road Safety
Advisory Panel**

Date of Meeting: 3 June 2015

Subject: **INFORMATION REPORT**
2015/16 Traffic and Parking Schemes
Programme update

Responsible Officer: Caroline Bruce- Corporate Director,
Environment & Enterprise

Exempt: No

Wards affected: All

Enclosures:

Appendix A - Parking management
programme 2015/16

Appendix B - Transport for London
programme 2015/16

Appendix C - St Pauls Avenue – 20
mph zone

Appendix D - Earlsmead School – 20
mph zone

Appendix E – Eastcote Lane – zebra
crossing

Appendix F - Merlin Crescent / St
Brides Avenue – Highway
improvements

Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2015 /16 traffic and parking schemes programme of works. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme. The information contained in this report reflects the latest position at the time of writing this report.

FOR INFORMATION

Section 2 – Report

General

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in the 2015/16 programme. This includes schemes funded by Transport for London grant and the Harrow capital programme. **Appendices A and B** provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on certain schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.

Harrow Capital 2015/16

Parking management programmes

- 2.3 All the 2014/15 parking schemes previously agreed at TARSAP have now been implemented and are operational.
- 2.4 The 2015/16 parking program was agreed at TARSAP in February and includes:
- Headstone Lane Station area – Potential CPZ
 - Whitmore Road - Potential CPZ
 - Wealdstone in roads to the north of Whitefriars School – parking review
 - Pinner area – localised parking review
 - Canons Park Station area – localised parking review
 - South Harrow – parking review
 - Hatch End – parking review
 - Somerset Road – parking review

Localised Safety Parking Schemes Programme (LSPP)

- 2.5 This programme is concerned with isolated and localised sites where minor parking problems occur. Typically remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also

reinforce the well-established principles set out in The Highway Code. This is an on-going rolling programme of works and members will be advised of the locations included in the programme during the course of the year.

2.6 The first batch of sites for 2015 /16 have been assessed against the agreed criteria and designed to include the following locations:

- Alveston Avenue junction with Streatfield Road – Double yellow lines (DYL)
- Camrose Avenue adjacent/opposite Turner Road junction – extension to existing DYL
- College Road outside Harrow Weald Lawn Tennis Club entrance - DYL
- Cotman Gardens opposite Tesco Express – single yellow line with Mon-Sat 7-10am waiting and no loading restrictions
- Eaton Close extension to existing DYL in turning head and DYL to cover both sides of the bend and road leading to garages
- Harkett Close extend DYL on east side at the junction with Byron Road
- Hutton Lane junction with Mephram Crescent and with Langton Road
- Malpas Drive junction with Cranbourne Drive (Give Way markings)
- Newton Close junction with Alexandra Avenue and further into Newton Close to cover bend
- South Hill Grove junction with Wood End Road
- Welbeck Road junction with Shaftesbury Avenue extend existing DYL on east side up to existing disabled bay
- West Drive junction with Uxbridge Road change existing waiting restrictions to DYL and on Uxbridge Road opposite/adjacent West Drive change waiting restriction to Mon-Sat 7am to 7pm.

2.7 The informal consultation process and the statutory consultation process are completed in tandem and the results will be discussed with the Portfolio Holder before implementing the final scheme designs.

Transport for London – Local Implementation Plan Programme 2015/16

Walking Projects

2.8 Three new sites are under investigation this financial year. One site along Pinner Road (outside 396) has already been surveyed and meets the criteria for an upgrade from a pedestrian refuge to a zebra crossing. This will be progressed shortly. The two other sites for investigation are:

- Village Way, Rayners Lane
- Roxeth Hill, Harrow on the Hill

2.9 All schemes are scheduled for implementation this financial year.

20 mph zone programme

2.10 There are currently twenty eight zones in Harrow which are concentrated mainly around schools. In the last three years nine new zones have been introduced as

part of our on-going programme of 20 mph zones. Implementing these zones is set out in the council's Transport Local Implementation Plan in order to improve road safety and reduce accidents, rat running and traffic speeds.

- 2.11 All 20 mph zones need to be self-enforcing without relying on police enforcement and so most schemes include traffic calming measures, such as road humps, in order to ensure a majority of motorists comply with the 20 mph speed limit.
- 2.12 There is a budget of £100,000 in 2015/16 for three new 20 mph zones in the streets surrounding:
- Welldon Park School
 - Cedars Schools
 - Whitefriars School- (extension to existing 20 mph zone).
- 2.13 The outline design for these schemes is currently underway.

Local Safety Schemes

- 2.14 This programme of work is focussed on reducing killed and seriously injured accidents throughout the borough and supports the objectives of the Mayor for London's Road Safety Plan to reduce Killed and Seriously Injured accidents by 40% by 2020.
- 2.15 Preliminary design work is also underway at the locations identified below for implementation in next year's local safety scheme programme (2015/16).
- Alexandra Avenue / Eastcote Lane – (4 serious, 3 slight personal injury accidents)
 - High Road (Harrow Weald) – (4 serious, 14 slight personal injury accidents)

Bus Priority - Rayners Lane (between Tranquil Lane and Roxeth Green Avenue).

- 2.16 The scheme targets traffic congestion along this section of Rayners Lane to improve bus journey times and reduce congestion.
- 2.17 Initial site investigations are underway and outline design has commenced.

Bus Priority - Eastcote Lane (Tithe Farm Avenue and Field End Road)

- 2.18 The scheme targets traffic congestion along this section of Rayners Lane to improve bus journey times and reduce congestion.
- 2.19 Initial investigations are underway and outline design has commenced.

Bus Stop Accessibility

2.20 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. The 2015/16 programme will include reviews of the following bus stop locations :

- Kenton Lane - outside the Duck in the Pond public house
- Stanmore Broadway - westbound only.
- Whitmore Road - westbound bus stop (WA)
- High Road, Harrow Weald – northbound outside bus garage
- The Ridgeway, North Harrow – bus stops (NL, NN and NP)
- Kenton Road – eastbound between Hawthorne Rd and Elmwood Avenue and eastbound between Carlton Road and Mayfield Avenue.
- Common Road – near Tanglewood Close
- Edgware High Street – near Whitchurch Lane
- Kenton Lane – near Hunters Grove and Clifton Avenue

Freight Strategy

2.21 The next phase of the freight management strategy is to consider implementing “lorry enforcement points” using weight limit restrictions over short sections of road at strategic locations on the highway network where it is not desirable for heavy goods vehicle traffic to use through routes which are not on the designated freight route network. Our design partners Atkins have recently been commissioned to develop these proposals.

2.22 The “lorry enforcement points” will consist of regulatory signs at either end of the restricted section of road and warning signs placed in advance. Enforcement will be via a CCTV camera in order to enforce the lorry ban. This project is being developed by the Council’s engaged design consultant.

2.23 As part of this project all advance warning signing and signing at the width restrictions will be improved to include metric as well as imperial measurements to comply with national traffic signs guidance.

Legible London

2.24 The pedestrian way finding signs artwork and site locations have been agreed with Transport for London. The sites are in the vicinity of the following underground stations:

- North Harrow
- Hatch End
- Headstone Lane
- Harrow Town Centre

2.25 The art work for the maps is in the design stage.

Station Road (A409 Corridor) - Central Parade and unnamed parade opposite

- 2.26 The council has been successful in securing additional funds from the GLA to continue the work we started last year in improving the Station Road corridor. The work this year will focus on improving the public realm in Central Parade and the unnamed parade opposite.
- 2.27 The proposals therefore will improve pedestrian facilities, create a more pleasant shopping environment and reposition parking by making better use of the road space. The main aims of the scheme are as follows:
- Improve pedestrian facilities
 - Create a more attractive environment
 - Improve footway links between Wealdstone and Harrow town centres
 - Rationalise existing parking
 - Remove the bus by pass
 - Consider additional crossing facilities at the Hindes Road junction
 - Support the local traders and businesses
 - Create an identity for the shops in these parades to align with the Town Centre
- 2.28 The economic development team will be engaging with the local community and outline designs are being designed for consultation later this year.

Cycling schemes

- 2.29 This year's programme is to develop a cycle link from Long Elms to College Road and surveys and initial design is underway.

Mayor for London's cycling vision – Harrow bid for Quiet way cycle routes

- 2.30 Following analysis of information across all of London TfL has recently informed us that they have approved the Harrow Weald (Harrow) to Wembley Park (Brent) via Harrow town centre Quietway route in Harrow to the Route Delivery Plan (RDP) stage.
- 2.31 This route/link will form part of Phase 2 of the Quietways programme. The route/link should complement the local trip generators highlighted in our earlier discussions with TfL, and the onward route on to Brent will aim to generate further cross-borough cycle trips.
- 2.32 In respect of the RDP, it is proposed to hold an inception meeting with the relevant boroughs/managing authorities along each of the routes/links to agree up-front how the process will operate, and to discuss the likely level of support required to develop the relevant proposals.
- 2.33 Sustrans has now been appointed as the Delivery Agent for the Quietways programme and will be available to support the London boroughs and other managing authorities in developing and delivering Phase 2 of the programme. TfL will be in contact shortly to confirm the dates for the route inception meeting.

- 2.34 An original proposal to implement a cycle route from Stanmore (including the Belmont Trail) to the Thames will not be funded through the Quiet Ways programme. However, it is still under consideration as a project via TFL's Major schemes programme.

Local Transport Fund 2014/15 - Stanmore Hill / The Broadway, pedestrian phase

- 2.35 We have recently received confirmation that the scheme can go ahead and we are anticipating works will start end of June. The scheme will be subject to on-going monitoring of bus performance in the area.

Local Transport Fund 2014/15 - Masons Avenue, amendment to existing waiting restrictions

- 2.36 The hours of operation of the new the waiting restrictions was agreed by the previous Portfolio Holder and will operate Mon –Sun from 7am – 7 pm following the results of the statutory consultation. The works have been issued to the highways contractor for implementation.

Local Transport Fund (LTF) 2015-16

- 2.37 The Transport for London (TfL) award for funding in 2015/16 included a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process. This is the final year of the currently agreed programme of investment contained in the LIP.
- 2.38 The local transport fund is to be used by the borough for any local transport schemes they wish to implement. The funds must be used for transport purposes broadly consistent with the Mayor's Transport Strategy and the borough's LIP but no other criteria apply to this allocation. The purpose of this freedom is to give greater independence to the boroughs. Funds can be used for separate projects or to supplement other TfL LIP funded projects.
- 2.39 Members agreed the LTF programme for 2015-16 at the TARSAP meeting in February.

Local Transport Fund 2015/16 - St Pauls Avenue – 20 mph zone

- 2.40 The scheme is designed to reduce vehicle speeds and to create a safe environment to encourage walking and cycling in the area and to reduce the number of vehicles travelling through the area.
- 2.41 Detailed proposals for a 20mph zone in the St Pauls Avenue area have now been designed. Consultation with local residents is planned to commence shortly. **Appendix C** gives details of the area and the proposals.

Local Transport Fund 2015/16 - Earlsmead School – Extension to existing 20 mph zone

- 2.42 The Earlsmead School 20 mph zone scheme was introduced several years ago and has helped to reduce vehicle speeds and accidents in the road surrounding the school.
- 2.43 Since then the council has continued to receive representations from the school and local residents to expand the zone to encompass road slightly further afield but within walking distance of the school.
- 2.44 Members agreed at the last panel meeting to utilise some of the LTF funds to achieve this and as a result detailed proposals for the expansion of the existing zone have been designed.
- 2.45 Consultation with local residents regarding these proposals are planned to commence shortly. **Appendix D** gives details of the extended zone and the scheme proposals.

Local Transport Fund 2015/16 - The Ridgeway (221-263), North Harrow- Provide inset parking bays to relieve congestion

- 2.46 The scheme involves providing inset parking bays to reduce on street parking to improve traffic flow and reduce congestion. Initial studies and design is expected to commence shortly.

Local Transport Fund 2015/16 - Merlin Crescent / St Brides Avenue – Highway improvements

- 2.47 In order to improve the efficiency of the road layout at the junction of Merlin Crescent and St Bride's Avenue the council is proposing to replace the existing traffic island with a mini roundabout. This will enhance the existing traffic calming measures benefitting pedestrians and other road users and stop confusion which can sometimes occur around the traffic island.
- 2.48 The close proximity of two schools generates a significant amount of traffic movement which at peak times can become congested particularly around the traffic island. The mini roundabout will make manoeuvring around the junction easier for drivers along with other road users. In order to implement the above proposals, existing street furniture including lamp columns and traffic signs may be relocated to the nearest appropriate location.
- 2.49 Consultation is planned shortly **Appendix F** shows details of the proposals.

School Travel Plan - Highway schemes

- 2.50 As a part of the school expansion proposals approved by the Planning Committee there are some agreed highway works which are required to mitigate the impact of the development and this work will continue this financial year utilising this budget.

- 2.51 In addition we are planning to improve and upgrade existing walking facilities in the Eastcote Lane area to promote sustainable transport and help pupils accessing Earlsmead and Heathlands School.
- 2.52 A recent assessment has confirmed that the site meets the criteria for a zebra crossing and therefore we are proposing to remove the existing refuge island between Brookside Close and Holyrood Avenue and replace it with a zebra crossing as detailed in **Appendix E**.

Section 3 – Further Information

- 3.1 A regular update is provided at every meeting on progress with the annual programme of traffic and parking schemes. Future reports will provide information to members about any consultations, statutory consultations, portfolio holder decisions and implementation issues since the previous meeting.

Section 4 – Financial Implications

- 4.1 Any schemes and works programmes mentioned in this report are being taken forward using identified resources and funding from TfL Grant, section 106 developer contributions, other external funding such as the GLA's High Street Fund and Harrow Capital in 2015/16.

Section 5 - Equalities implications

- 5.1 All major schemes included in this report, depending on what stage they are at, have been or will be subject to an equality impact assessment (EqIA).
- 5.2 Small to medium sized schemes, depending on what stage they are at, have been or will be subject to a review of equality issues as a part of the design risk assessment stage of the scheme.
- 5.3 In general terms there have been no adverse impacts on any of the specified equality groups from any of the schemes or initiatives mentioned in this report. There are positive impacts on some equalities groups, particularly disability and age.

Section 6 – Council Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 7 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/05/15		

Ward Councillors notified:	NO, as it impacts on all wards
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Section 8 - Contact Details and Background Papers

Contact:

Barry Philips – Team Leader, Traffic & Parking Management
Tel: 020 8424 1649, Fax: 020 8424 7662,
E-mail: barry.philips@harrow.gov.uk

Background Papers:

Local Implementation Plan 2

Appendix A – Harrow Capital, parking management schemes update – 2015/16

This is Harrow's own programme of traffic and parking scheme initiatives which support the delivery of the Local implementation Plan. In 2015/16 this comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	£ K	Status	Contact officer	Planned finish
Headstone Lane Station area – Potential CPZ	To implement parking controls in the streets surrounding the station	50	Development work underway	Barry Philips	Mar 2016
Whitmore Avenue - parking controls	Review of parking controls in the Whitmore Avenue area	40	Development work underway	Barry Philips	Mar 2016
Wealdstone area – roads to the north of Whitefriars School	To implement parking controls in roads surrounding Whitefriars School	40 (40*)	Development work underway	Barry Philips	Mar 2016
Pinner – High Street – parking review	To implement a parking review in Pinner High Street area.	15	Development work underway	Barry Philips	Mar 2016
Canons Park Station – local parking review	To carry out a parking review as agreed at TARSAP in February.	15	Development work underway	Barry Philips	Mar 2016
South Harrow – parking review	Review of parking controls in the South Harrow area as agreed at TARSAP in February	50	Development work underway	Barry Philips	Mar 2016
Hatch End – parking review	Review of parking controls	20	Development work to commence in September	Barry Philips	Mar 2016
Somerset Road – parking review	Review of parking controls following introduction of North Harrow CPZ	10	Development work to commence in September	Barry Philips	Mar 2016
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	60	Ongoing prioritisation / implementation of requests for yellow lines. See main body of report	Barry Philips	Mar 2016

* Funded by s106 agreement

Appendix B – Transport for London, local implementation plan programme update – 2015/16

This is the main programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation for traffic and transportation works related to the LIP in 2015/16 is £1,485k. This is allocated as either capital or revenue within harrow's financial system depending on the nature of the work undertaken.

Corridors, Neighbourhoods and Supporting Measures (including Local Transport Fund)

Scheme	Details	£ k	Status	Contact officer	Planned finish
20 mph zone programme	Implementation / Extension of 20mph zones around schools in the borough	100	Three 20 mph zones are proposed at: <ul style="list-style-type: none"> • Welldon Park School • Cedars School • Whitefriars School 	Barry Philips	Mar 2016
Walking Schemes	Infrastructure schemes designed to improve walking facilities	75	<ul style="list-style-type: none"> • Pinner Road – upgrade existing pedestrian refuge to zebra crossing • Village Way – Pedestrian island • Roxeth Hill – Pedestrian island 	Barry Philips	Mar 2016
Legible London Signing	Pedestrian way finding sign works	50	A transport consultant has been engaged to develop signing around North Harrow, Pinner, Headstone Lane, Hatch End, Harrow Town Centre (Harrow High School)	Barry Philips	Mar 2016
Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	25	On-going investigations to plan and develop bus route improvement works for future programmes of work.	Barry Philips	Mar 2016
Bus priority works	Inset bays, waiting restrictions	175	Two schemes are proposed: <ul style="list-style-type: none"> Rayners Lane (between Tranquil Lane – Roxeth Green Avenue) Eastcote Lane (Alexandra Avenue – Field End Road). 	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
Accessibility Improvements	Provision of Disabled parking bays, Vehicle access markings and dropped kerbs and other physical changes to highway to support mobility impaired people	65	On-going programme of assessing and implementing requests for disabled parking bays, vehicle access road markings and dropped kerbs.	Barry Philips	Mar 2016
Bus stop accessibility schemes	Ongoing programme of works to improve access to bus stops	44	Ongoing programme of making bus stops compliant with current standards and mobility access. Schemes are implemented in batches.	Barry Philips	Mar 2016
Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Funds being used to keep Shopmobility open on the first Saturday of every month. Extra services were run during Christmas period.	Hanif Islam	Mar 2016
Travel Training	This will provide support to those with learning difficulties to use public transport	6	To provide targeted travel training via Harrow Association of Disabled People	Hanif Islam	Mar 2016
Congestion relief studies	Schemes to reduce congestion	60	A5 / Camrose Avenue – junction improvement	Barry Philips	Mar 2016
Cycle training	TfL funded cycle training is offered free to children and adults, who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough.	80	On-going delivery of free cycle training for children and adults	David Corby	Mar 2016
Cycling Schemes	Improvements for cycles to minimise conflict with other traffic where speeds are higher These will enable improved “bikeability” levels	100	The Council’s transport consultant is undertaking design work on the following project: Long Elms – College Road	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
Cycling and Greenways	Provision of new surfacing, signing, cycle parking and environmentally friendly lighting upgrades to form cycle route through parks.	50	In design- work in progress	Barry Philips	Mar 2016
Freight strategy schemes investigation and implementation	The next phase of the project is consider "lorry enforcement points" using weight limit restrictions over short sections of road at strategic locations where it is not desirable for HGV traffic to use through routes off the designated freight route network.	35	All width restriction signing being upgrade to include metric / imperial measurements. Development work is underway to develop lorry control systems to improve compliance with freight movement restrictions. One site for a trial will be developed.	Barry Philips	Mar 2016
Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties' reduction. To address accident hotspots in the borough and improve road safety	100	The Council's transport consultant is undertaking design work on a scheme for High St, Pinner to be implemented this year. Two additional sites are being designed at Alexandra Avenue, Eastcote Lane for implementation in 2015/16.	Barry Philips	Mar 2016
Station Road – Highway Improvements	To create an attractive and safe environment along Station Road A409 corridor for all highway users, with extra focus on pedestrians, buses and cyclists	100	A three year programme of investment worth £300k to improve Station Road. A public consultation on the first phase in Dominion Parade has been undertaken. See Main body of report.	Barry Philips	Mar 2016
Electric vehicles and car clubs	Promote electric charging points and car clubs	50	Reviewing new contract procured by TFL and investigating suitable sites for electric charging points.	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
Promoting sustainability	Initiatives undertaken by travel planning staff to support the wider sustainable transport agenda	50	On-going work to provide: <ul style="list-style-type: none"> • Travel Planning advice for planning applications • Promotion of electric vehicle technology and charging points and Car Clubs • Promotions / Campaigns including - Bike Week, cycling promotions, walking works promotions, integration with smarter travel • Promotion of Active Travel and links with Health and Air Quality 	Barry Philips	Mar 2016
Road safety education and promotions	Various road safety education initiatives for schools and vulnerable road user groups undertaken by Road Safety Officer.	45	Interactive road safety education programs to continue in all schools in Harrow.	David Corby	Mar 2016
School Travel Plan, Highway schemes	Physical measures identified in School Travel Plans to encourage sustainable transport	50	Eastcote Road zebra crossing scheme under development and Earlsmead 20mph zone extension. School expansion 2 schemes close to schools to mitigate the impact of expansion on the surrounding network as agreed at Planning I	Barry Philips	Mar 2016

Scheme	Details	£ k	Status	Contact officer	Planned finish
School support	<p>Various initiatives undertaken by travel planning staff:</p> <ul style="list-style-type: none"> • Small grant funding to support travel plans • Walk to School promotions • Schools quarterly newsletter • Theatre in education • School Travel Maps • Cycle repair workshops 	80	<p>Support for school travel plans including requests for grant funding to implement measures to support school travel plans to promote sustainable travel and discourage use of private car to travel to school.</p> <p>Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions</p>	Barry Philips	Mar 2016
Future programme development	Identify future work through assessments and studies.	50	On-going scheme investigation and development work for 2015/16 schemes	Barry Philips	Mar 2016
Travel Planner	Staff funding support	55	An officer is in post and undertaking reviews of School Travel Plans.	Barry Philips	Mar 2016

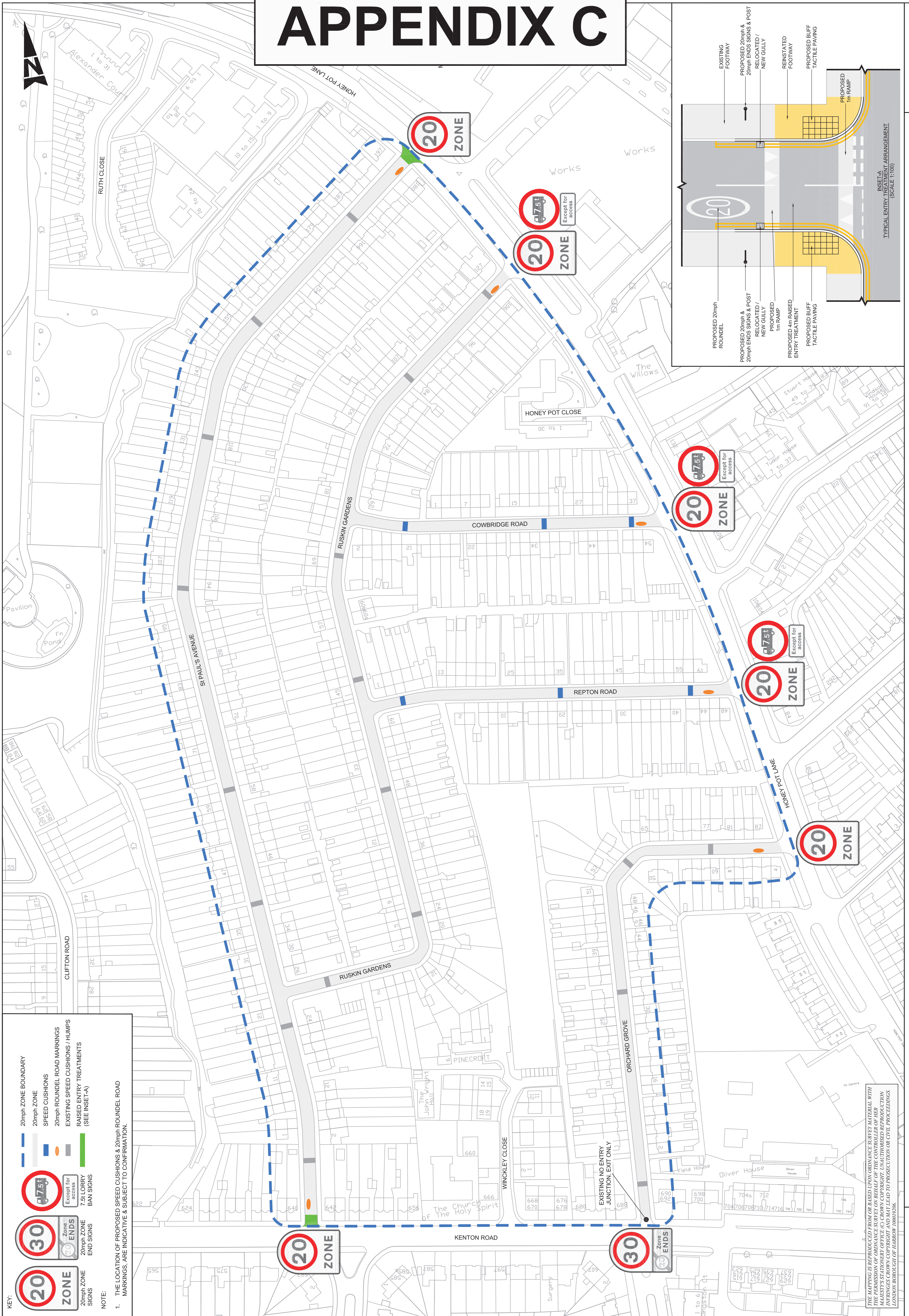
Scheme	Details	£ k	Status	Contact officer	Planned finish
Local Transport Fund	Schemes identified by borough to support the Mayors Transport Strategy	100	<p>Four schemes agreed by TARSAP in February 2015:</p> <ul style="list-style-type: none"> • Earlsmead School – 20 mph zone extension – measures to reduce speeds around the school to include other roads such as Somervell Road and Tregenna Avenue. • St Pauls Ave - 20mph zone – new zone to improve safety and encourage greater use of sustainable transport. • Merlin Crescent / St Brides Ave-mini roundabout • The Ridgeway (221-263), North Harrow – provide inset parking bays to relieve congestion. 	Barry Philips	Mar 2016

Borough Cycling Programme

This is an additional programme funded by Transport for London to support the delivery of the Mayor for London's Cycling Vision. The overall allocation for works and initiatives in 2015/16 is £149k. This programme accords with the objectives of the Council's Transport Local implementation Plan. This funding is allocated as either capital or revenue within harrow's financial system depending on the nature of the work undertaken.

Scheme	Details	£ k	Status	Contact officer	Planned finish
Cycle Training – Adults and Children	This additional funding will expand the current cycle training programme	59	TfL funded cycle training is offered free to children and adults, who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough.	David Corby	Mar 2016
Cycle parking	Implementation of cycle parking at cycle hubs	45	Locations for cycle parking have been identified and the works will be issued in Jan 2015	Barry Philips	Mar 2016
Staffing	Staffing to support delivery of Borough Cycle Programme	45		David Corby	Mar 2016

APPENDIX C

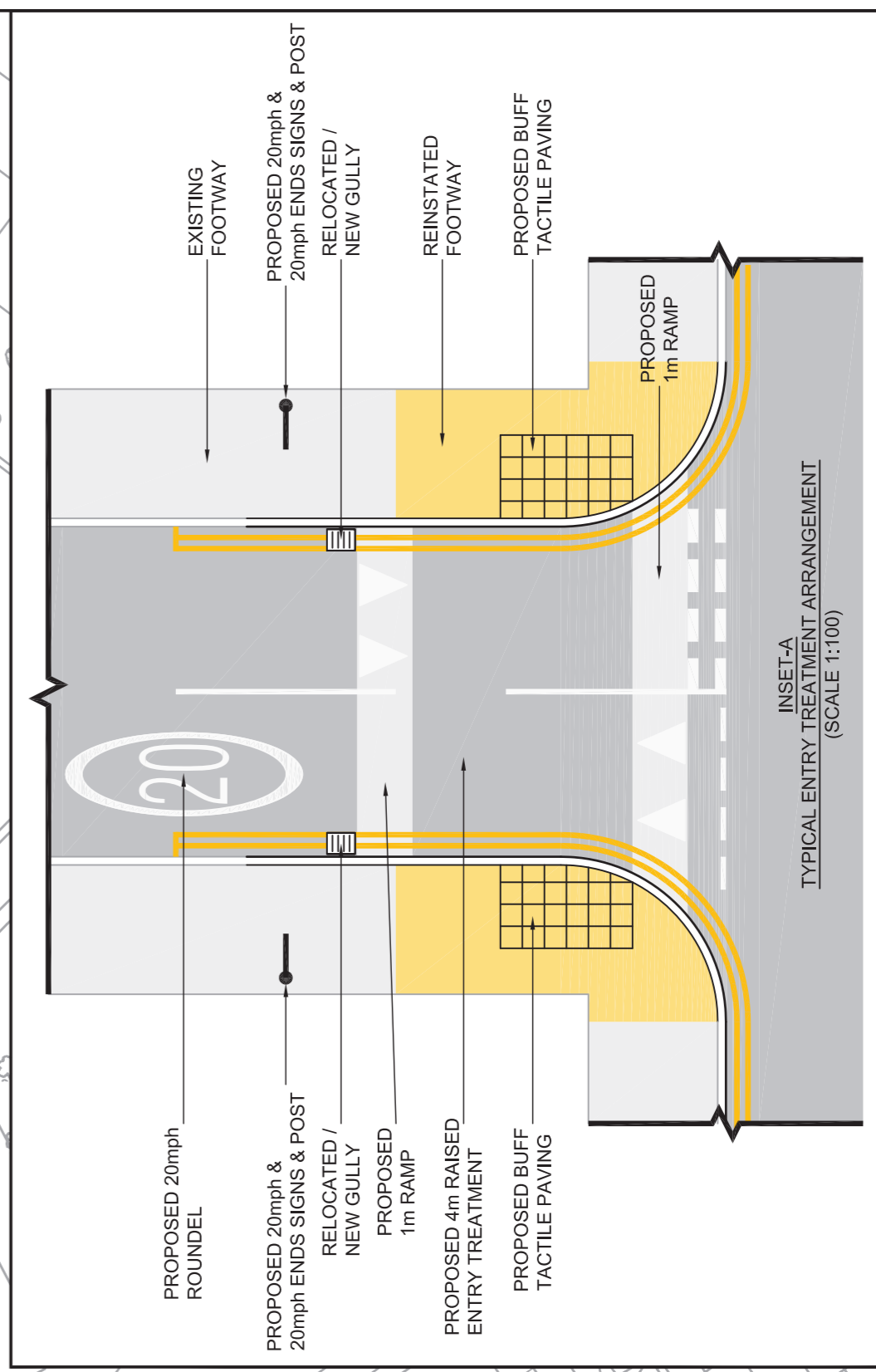


KEY:

- 20mph ZONE BOUNDARY
- 20mph ZONE
- SPEED CUSHIONS
- 20mph ROUND EL ROAD MARKINGS
- EXISTING SPEED CUSHIONS / HUMPS
- EXISTING ENTRY TREATMENTS
- RAISED ENTRY TREATMENTS (SEE INSET-A)

NOTE:

- THE LOCATION OF PROPOSED SPEED CUSHIONS & 20mph ROUND EL ROAD MARKINGS, ARE INDICATIVE & SUBJECT TO CONFIRMATION.

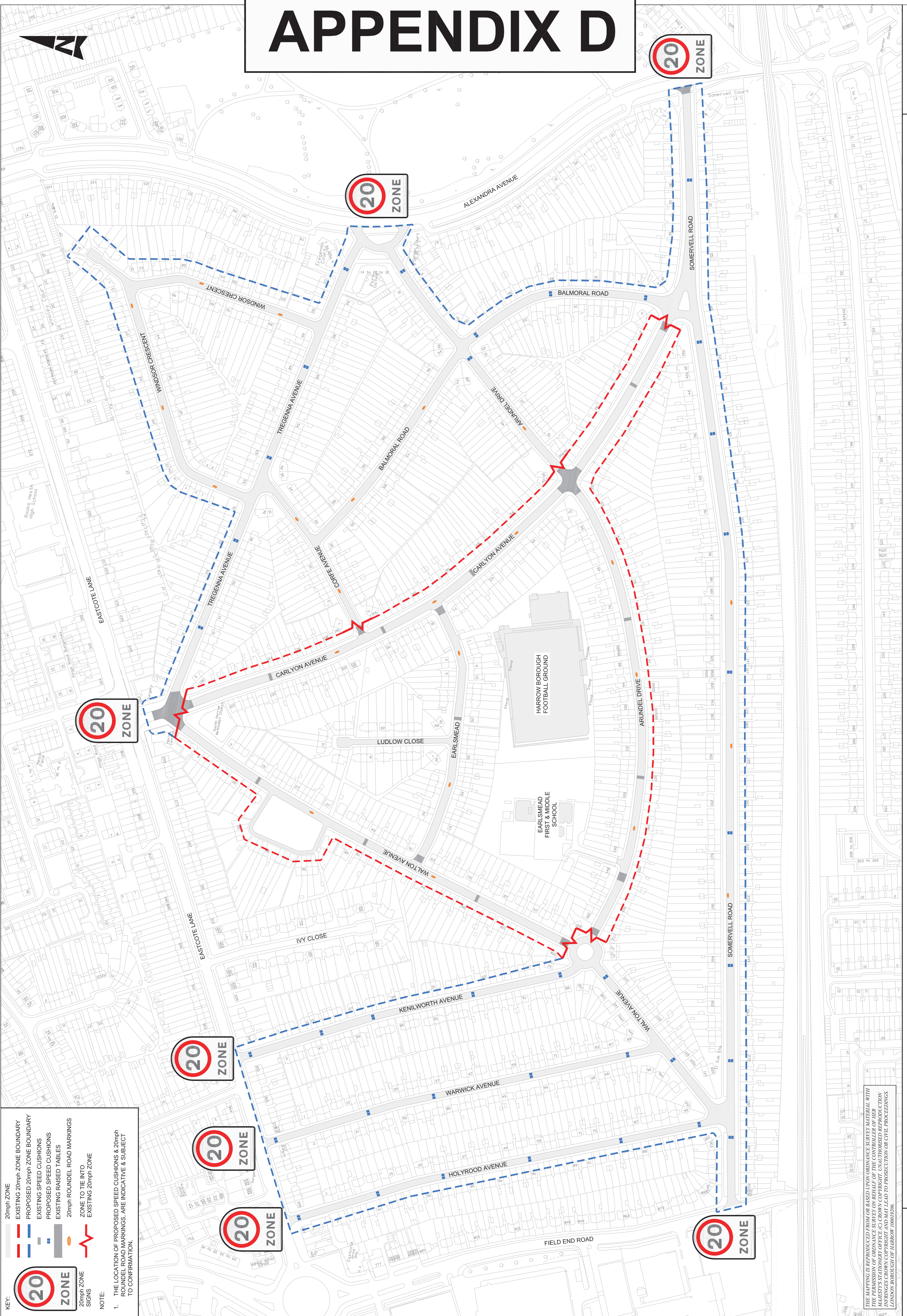


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APPENDIX D



KEY:

- 20mph ZONE
- EXISTING 20mph ZONE BOUNDARY
- PROPOSED 20mph ZONE BOUNDARY
- EXISTING SPEED CUSHIONS
- PROPOSED SPEED CUSHIONS
- EXISTING RAISED TABLES
- EXISTING RAISED TABLES
- 20mph ROUND-EL ROAD MARKINGS
- ZONE TO TIE INTO
- EXISTING 20mph ZONE

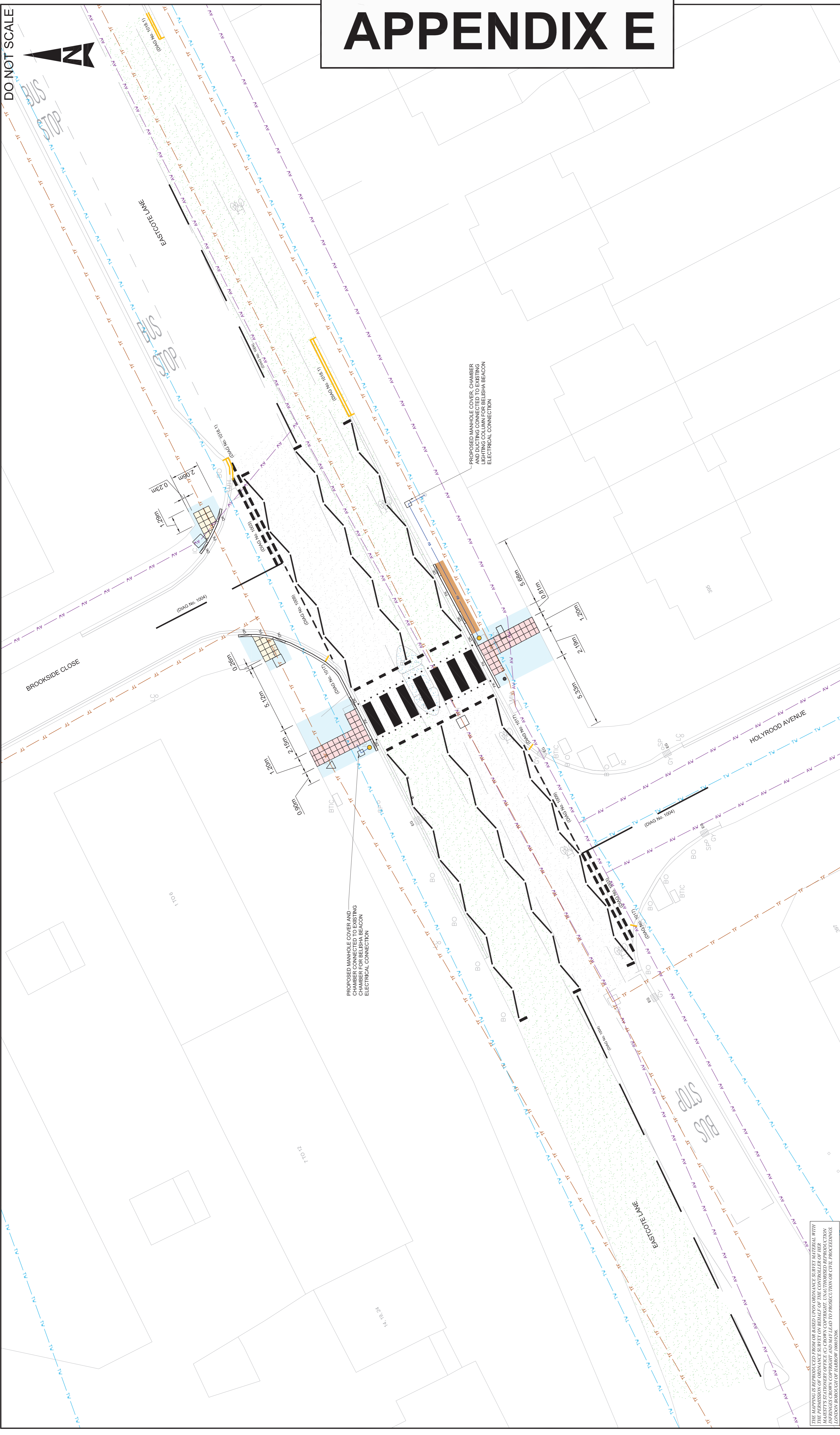
NOTE:

- THE LOCATION OF PROPOSED SPEED CUSHIONS & 20mph ROUND-EL ROAD MARKINGS ARE INDICATIVE & SUBJECT TO CONFIRMATION.

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APPENDIX E



DO NOT SCALE



0 10 20 30 40 50 60 70 80 90 100 Millimetres

Project Title		HARROW COUNCIL TRANSPORTATION SUPPORT	
Drawing Title		EASTCOTE LANE CROSSING GENERAL ARRANGEMENT	
Scale	1:125	Checked	BB
Original Size	A1	Date	20/03/15
Design Number	CC	Date	20/03/15
HA PIN	HCTSEL	Originator	- ATK - HGN
Volume	EL	Project Ref. No.	5132387
Revision	-DR - D - 0001	Revision	
Location		Type	Rele
		Number	P3

FOR REVIEW

ATKINS

Epsom Gateway
Ashley Avenue
Epsom
Surrey
KT18 5AL

Tel: +44 (0)1372 726140
Fax: +44 (0)1372 740055
www.atkinsglobal.com

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Rev.	Date	Description	By	Check	App'd
P3	27/04/15	AMENDED FOLLOWING LHM COMMENTS	MRW	CC	WJD
P2	29/04/15	AMENDED FOLLOWING LHM COMMENTS	MRW	CC	WJD
P1	30/05/15	FIRST ISSUE	CC	BB	WJD

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:	
CONSTRUCTION	NONE
MAINTENANCE/CLEANING	NONE
DECOMMISSIONING/DEMOLITION	NONE
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.	

- NOTES:**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED. UTILITY UNDERLAINERS APPARATUS SHOULD BE PROVIDED BY THE CONTRACTOR BEFORE UNDERTAKING ANY EXCAVATION.
 - THE LOCATION OF STREET LIGHTING APPARATUS TO BE CONFIRMED BY LBH. ALL EXISTING GULLY CONNECTIONS TO BE CLEANED AND CLEARED OF OBSTRUCTIONS PRIOR TO REUSE. IF CONNECTION IS DAMAGED BEYOND REPAIR THEN NEW CONNECTION TO BE PROVIDED.
 - PROPOSED ZEBRA CROSSING ROAD MARKINGS IN ACCORDANCE WITH ZEBRA, PELICAN AND PUFFIN PEDESTRIAN CROSSINGS REGULATIONS AND GENERAL DIRECTIONS 1997
- KEY:**
- PROPOSED PAVING (200x100x65 THICK GREY CONCRETE BLOCK PAVING)
 - FULL DEPTH CARRIAGEWAY CONSTRUCTION (TO LBH SPECIFICATION)
 - CARRIAGEWAY TO BE RESURFACED (HRA SURFACE COURSE TO 45mm)
 - CARRIAGEWAY TO BE RESURFACED (20mm HRA 65PSV SURFACE COURSE TO 45mm)
 - PROPOSED RED TACTILE PAVING
 - PROPOSED BUFF TACTILE PAVING
 - PROPOSED KERB (145x255) CONSERVATION KERB BY MARSHALLS)
 - PROPOSED DROP KERB (155x155) CONSERVATION DROP KERB BY MARSHALLS)
 - PROPOSED FLUSH KERB (155x155) CONSERVATION FLUSH KERB BY MARSHALLS)
 - CONSERVATION FLUSH KERB TO MATCH & TIE INTO EXISTING SURFACE
 - EXISTING COVERS TO BE RAISED OR LOWERED
 - EXISTING AFFINITY WATER MAIN
 - EXISTING THAMES WATER FOUL WATER SEWER
 - EXISTING THAMES WATER SURFACE WATER SEWER
 - PROPOSED ELECTRICAL CONNECTION DUCTING
 - PROPOSED 'ZEBRITE' BELISHA BEACON
 - EXISTING GULLY
 - PROPOSED DOUBLE YELLOW LINE RESTRICTIONS
 - PROPOSED MARSHALLS MANCHESTER BOLLARD
 - 6mm DBM BITUMINOUS SURFACE TO MATCH & TIE INTO EXISTING SURFACE
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APPENDIX F



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London Borough of Harrow 100019206.



ENVIRONMENT & ENTERPRISE
TRANSPORTATION

P.O. Box 39, Civic Centre,
Harrow, Middlesex. HA1 2XA
Tel: 020 8863 5611
Fax: 020 8420 9611

Project

LOCAL TRANSPORT FUND

Title

PROPOSED MINI ROUNDABOUT
51 ...ERLINS CRESCENT

Scale

NTS
@ A3

Drawn JA

Date -/-/06

Checked

Drawing no

LBH/TM

Autocad file

project code drawing title.DWG

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