

Traffic and Road Safety Advisory Panel AGENDA

DATE: Wednesday 23 November 2016

TIME: 7.30 pm

VENUE: Council Chamber, Harrow
Civic Centre

MEMBERSHIP (Quorum 3)

Chair: Councillor Barry Kendler

Councillors:

Jeff Anderson
Jerry Miles
Anne Whitehead (VC)

Susan Hall
Ameet Jogia
Mrs Vina Mithani

Advisers:

Mr L Gray
Mr N Long

Dr Anoop Shah
Mr A Wood

Reserve Members:

1. Ghazanfar Ali
2. Nitin Parekh
3. Sachin Shah
4. Margaret Davine

1. Manjibhai Kara
2. Lynda Seymour
3. John Hinkley

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. MINUTES (Pages 5 - 12)

That the minutes of the meeting held on 19 July 2016 be taken as read and signed as a correct record.

4. PUBLIC QUESTIONS *

To receive any public questions received in accordance with Executive Procedure Rule 49 (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 18 November 2016. Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

5. PETITIONS

To receive petitions (if any) submitted by members of the public/Councillors under the provisions of Executive Procedure Rule 47 (Part 4D of the Constitution).

6. DEPUTATIONS

To receive deputations (if any) under the provisions of Executive Procedure Rule 48

(Part 4D of the Constitution).

7. INFORMATION REPORT - PETITIONS (Pages 13 - 18)

Report of the Corporate Director, Community.

8. HATCH END AREA PARKING REVIEW - RESULTS OF STATUTORY CONSULTATION (Pages 19 - 44)

Report of the Corporate Director, Community.

9. INFORMATION REPORT: TRANSPORT LOCAL IMPLEMENTATION PLAN PROGRAMME OF INVESTMENT 2017/18 - 2019/2020 (Pages 45 - 58)

Report of the Corporate Director, Community.

10. INFORMATION REPORT: ULTRA LOW EMISSION ZONE - NEIGHBOURHOOD OF THE FUTURE (NOF) (Pages 59 - 118)

Report of the Corporate Director, Community.

11. INFORMATION REPORT - WEALDSTONE TRANSPORT ISSUES (Pages 119 - 146)

Report of the Corporate Director, Community.

12. INFORMATION REPORT - TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 147 - 190)

Report of the Corporate Director, Community.

13. 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

19 JULY 2016

Chair:	* Councillor Barry Kendler	
Councillors:	* Jeff Anderson * Susan Hall * Jerry Miles	* Mrs Vina Mithani * Lynda Seymour (2) * Anne Whitehead
Advisers:	* Mr L Gray † Mr N Long	* Dr Anoop Shah * Mr A Wood
In attendance: (Councillors)	John Hinkley Jean Lammiman	Minute 116 Minute 116

- * Denotes Member present
- (2) Denotes category of Reserve Members
- † Denotes apologies received

106. Attendance by Reserve Members

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

Ordinary Member

Councillor Ameet Jogia

Reserve Member

Councillor Lynda Seymour

107. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 7 – References From Other Committees/Panels &
Agenda Item 8 – Information Report: Petitions

Councillor Mrs Vina Mithani declared a non-pecuniary interest in that she was a Member of the Health & Social Care Scrutiny Sub-Committee and that she lived in Brampton Grove, which was in the vicinity of several local schools. She would remain in the room whilst the matters were considered and voted upon.

Agenda Item 7 - References From Other Committees/Panels

Councillor Lynda Seymour declared a non-pecuniary interest in that she was Ward Councillor for Belmont Ward, where a walk-in centre may be built. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 10 – Information Report: School Travel Plans Update

Councillor Jeff Anderson declared a non-pecuniary interest in that he was Chair of Governors at Kingsley School. 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 Chair of Governors at Shaftesbury School. She would remain in the room whilst the matter was considered and voted upon.

108. Minutes

RESOLVED: That the minutes of the ordinary meeting held on 11 February 2016 and of the special meeting held on 27 June 2016 be taken as read and signed as correct records.

109. Public Questions

To note that two 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.

110. Petitions

RESOLVED: To note the receipt of the following petition, which was referred to the Corporate Director, Community, for consideration:

Petition from residents in Eastleigh Avenue, South Harrow, containing 20 signatures, with the following terms of reference:

‘Draw white parking lines in our cul-de-sac, for vehicles to park within the lines, and to implement a “No Parking Zone”, in the middle of the cul-de-sac and put designated parking spaces (2) in the centre’.

111. Deputations

RESOLVED: To note that none were received.

112. References from Other Committees/Panels

The Panel received a Reference from the Planning Committee meeting of 17 February 2016 which requested that a review of school travel plans be carried out because of their importance in mitigating the impact of traffic and parking issues outside schools.

An officer advised that the Council's travel planners worked closely with schools, particularly those undergoing expansion, to ensure they had robust travel plans in place. In the case of Grimsdyke School, it had achieved TfL's Gold accreditation, had reduced car use by 12-13% and had demonstrated over twenty-five initiatives, such as a walking bus to reduce car journeys to the school.

A Member stated that Grimsdyke School was unusual in that there was a very narrow access road (Sylvia Avenue) to the school site and she continued to receive complaints about traffic and parking from residents in Hillview Road. She had concerns regarding access for emergency vehicles on Sylvia Avenue during school pick-up and drop-off times. Expanding the school would worsen the traffic congestion issues in the area and officers should continue to monitor and review the situation there.

The Chair advised that adhering to the STP was often a condition of being granted planning permission for schools to expand.

The Panel received a Reference from the Health & Social Care Scrutiny Sub-Committee meeting of 1 March 2016, which requested that the Panel look into the lack of adequate public transport provision and lack of free parking in the vicinity of Alexandra Avenue Clinic.

An officer advised that there was a single, twice hourly bus service, the 398, which serviced the clinic.

An adviser to the Panel stated that TfL had recently announced that the 398 bus service would be extended to evenings and Sundays, nevertheless, the 398 route did not correspond exactly to the catchment area of the Alexandra Avenue clinic and an additional bus route would be helpful. The adviser undertook to take this item to the next meeting of the Bus and Rail liaison Group in October 2016.

The Panel agreed that TfL should be lobbied regarding this and the Portfolio Holder for Environment, Crime and Community Safety be urged to discuss this further with the Deputy Mayor of London.

RESOLVED: That

- (1) to note the Reference from the Planning Committee;
- (2) to note the Reference from the Health & Social Care Scrutiny Sub-Committee;

- (3) the Reference from the Health & Social Care Scrutiny Sub-Committee be referred to the Portfolio Holder for Environment, Crime & Community Safety with a request that he write to the Deputy Mayor for Transport (GLA) asking for a meeting to discuss improving bus services to the Alexandra Avenue Clinic.

RECOMMENDED ITEMS

113. Cycling in Harrow

The Panel received a report of the Corporate Director, Community which set out the current position with regard to cycling in the borough and recommended a way forward for delivering the aspirations of the Cycle Strategy.

Following a brief overview of the report, Panel Members made the following comments:

- the strategy was excellent. The relevant contact at the Mayor of London's office should be approached regarding the Strategy and Action Plan;
- the limited extent of the cycling infrastructure in Harrow prevented more people from cycling. It was important to continue to lobby Transport for London and the Mayor of London for increased funding to improve and expand the cycling infrastructure, in Harrow and in London generally. It would be useful to carry out a survey of residents to gauge the level of unmet needs, for example, how many people owned bicycles but did not use them or would like to cycle but did not do so due to safety and other concerns;
- any statistics and information from such a survey would support Harrow's case when lobbying TfL and the Mayor of London. The Communications Team should be approached regarding the possibility of such a survey being included in the next issue of Harrow People;
- the Strategy demonstrated that Harrow had ambitions to become more cycle-friendly. However, the lack of progress in Harrow was in sharp contrast to excellent schemes in other parts of London, for example, the Embankment super-highway and the mini-Hollands initiative. Waltham Forest had been transformed by the mini-Hollands scheme and Harrow could contact them to take advantage of their expertise and experience. The London Cycling Design Standards should be adopted in Harrow;
- the Portfolio Holder for Environment, Crime and Community Safety should be urged to make representations to TfL and the Mayor of London for additional funding;
- it was important to educate pedestrians as well as drivers to respect cycle lanes and cyclists

- some cycle lane markings on roads that had been recently dug up by statutory providers were in need of repainting

Officers responded to Members questions and comments as follows:

- the Council ran sustained and targeted promotion campaigns regarding cycling;
- it was incumbent on Statutory Providers to re-instate any areas of road and pavement that they dug up and any breaches should be reported and would be investigated by the Network Policy Team.

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

That

- (1) the work programmes and initiatives to deliver the cycling strategy to date using TfL grant funding be noted;
- (2) the Borough Cycle Action Plan be reviewed and updated to set out specific, realistic and deliverable short, medium and long term goals based on anticipated funding levels;
- (3) the Harrow cycle skills network audit be noted and the findings used to prioritise the infrastructure improvements in the Borough Cycle Action Plan;
- (4) the Traffic and Road Safety Advisory Panel reviews progress with the Borough Cycle Action Plan annually;
- (5) the 2017/18 LIP programme increases the proportion of investment for cycling within the total funding to be confirmed by TfL;
- (6) a positive case be made to the London Mayor for additional investment in cycling for Harrow to deliver it's cycle strategy;
- (7) all opportunities to secure developer contributions and Community Infrastructure Levy funding for cycle infrastructure improvements are pursued;
- (8) the London 'Safer Lorries Safer Cycling' scheme be supported.

Reason for Decision: To improve cycle infrastructure in the borough and make Harrow a more cycle friendly borough and increase the uptake of cycling as a sustainable mode of transport for all users.

RESOLVED ITEMS

114. Information Report - Petitions

The Panel received a report of the Corporate Director, Community which 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.

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

there was a statutory process to be followed in relation to the introduction of parking controls or a Controlled Parking Zone – namely an initial stakeholder meeting followed by informal and then statutory consultation;

officers would however take on board the comments from the Panel regarding the need to look into speeding, congestion and safety issues in the vicinity of Harrow Leisure Centre resulting from the introduction of parking charges at the Leisure Centre and local schools traffic;

once a parking scheme was implemented, it was monitored, and officers had received a number of queries regarding the scheme in Paines Lane. Any change to parking controls in Paines Lane or new intervention there would need to be discussed at the February 2017 meeting of the Panel.

The Chair requested that the response letter which would be sent to the Petitioners from the 19th Harrow Scout hut, be sent in his name, once he had been consulted on the draft.

RESOLVED: That the report be noted.

115. Information Report: 2016/17 Traffic and Parking Schemes Programme update

The Panel received a report of the Corporate Director, Community which provided an update on progress with the 2016/17 traffic and parking management programme of works. This included schemes funded by Transport for London and schemes which had been included in Harrow's Capital Programme.

An officer provided a brief overview of the report and responded to Panel Members questions and comments as follows:

- implementation of the proposed Controlled Parking Zone (CPZ) in South Harrow had been delayed and would probably begin in October 2016;
- the proposed works on the Ridgeway would include bus stop clearways and cages on the road;

- Eastern Parade - the investigation was ongoing as there had been some issues with some unidentified STATS (Statutory Undertakers Appliances) in the form of cabling had been found and officers were working on the assumption that these would need to be moved and were seeking additional funding for this to be carried out.

An officer undertook to provide the HPTUA adviser with more detailed information regarding the nature of bus stop accessibility works in Pinner after the meeting.

RESOLVED: That the report be noted.

116. Information Report: School Travel Plans - Update

The Panel received a report of the Corporate Director, Community which set out details of the status of School Travel Plans (STPs) in the borough.

Following a brief overview of the report, an officer responded to the Panel's Members and back-benching Members questions and comments as follows:

- STPs were owned by schools and not by the Council and schools were ultimately responsible for delivering their STPs. The Council's travel planners would offer support and encouragement to help schools develop realistic and achievable targets and implement their STPs;
- it was true that the Council currently only had 3 enforcement vehicles to deal with over 70 schools in the borough. However, in the past it had never been necessary to have dedicated enforcement vehicles to deal with traffic and parking violations in the vicinity of schools. This was a recent phenomenon, due in part to the school expansion programme. Officers had to target resources appropriately and enforcement vehicles would be deployed as necessary;
- three schools in the borough (one of which was Grimsdyke School) either had or would shortly be introducing a walking bus scheme and others were being encouraged to follow suit.

The Chair added that in the case of new schools or the expansion of existing schools, fulfilling the aims of the STP was often a condition of being granted planning permission.

RESOLVED: That the report be noted.

(Note: The meeting, having commenced at 7.30 pm, closed at 9.15 pm).

(Signed) COUNCILLOR BARRY KENDLER
Chair

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

Date of Meeting: 23 November 2016

Subject: **INFORMATION REPORT**
Petitions relating to:

- 1) The Gardens, West Harrow –
extension of CPZ hours
- 2) Jesmond Way, Stanmore –
objection to double yellow lines

Responsible Officer : Tom McCourt – Corporate Director,
Community

Exempt: No

Wards affected: Pinner South, Rayners Lane,
Headstone South, Belmont,
Wealdstone, Hatch End, Roxbourne

Enclosures: None

Section 1 – Summary

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

Petition 1 – The Gardens, West Harrow - Request to extend hours of operation

- 2.1 A petition containing 29 pro forma letters with comments and signatures was received by the council on 20th October 2016. The letters state states:

“We have been approached by various residents of this road about the very bad parking situation again after 11:00am.

Apart from the impossible parking situation residents are very concerned about how dangerous the road is at all times and particularly at school opening and closing times

This is a through road so we have more than our share of lorries and businesses, added to this parents drive over the pavements and turn their cars amongst hundreds of children

We could start the process with Harrow Council to have the restriction hours extended to at least another hour in the afternoons.

Please return this letter in the next 10 days with your signature and any other issues you may have re the above.”

- 2.2 The request will be added to the list of requests to be presented to the panel in February 2017 when the annual parking management report is considered. As members are aware all of the requests for schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP.
- 2.3 The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation. The priority for a scheme in The Gardens can then be reviewed.

Petition 2 – Jesmond Way, Stanmore – Objection to double yellow lines

- 2.4 A petition containing 23 signatures was received by the council on 28th October 2016. The letters state states:

“We the undersigned residents of Jesmond Way, Stanmore strongly object to these experimental waiting restrictions as they are totally unnecessary and will cause serious inconvenience and problems for us by the removal of much-needed and well-used parking space.

There is no evidence of any need or justification for such restrictions in this purely local residential access road even on the bend where the Council has announced its intention to impose them.

We further object to

- (a) the way in which the Council asserts in its notification letter (delivered to us several days after its date of 14th October) that “The Council does not have to consult on the proposals before introducing the scheme” on the grounds that this is an experiment*
- (b) the way in which the proposed Jesmond Way restrictions were shown ONLY on the plan accompanying the letter with no mention whatever in the text of the letter.*

We request the Council to scrap this unnecessary and disruptive experiment.”

2.5 The Council has received complaints from residents and members about congestion problems at the junction of the A5 and Stonegrove Service Road as well as in the unrestricted section of Pangbourne Drive caused by large coaches on their way to pick up and drop off children at the North London Collegiate School. In response to this an experimental scheme, which can be implemented without prior statutory consultation, has consequently been developed that seeks to address these issues as quickly as possible. A letter dated the 14th October was sent to residents with details of the scheme which includes:

- a one-way (northbound) working along the northern section of Stonegrove service road
- experimental waiting restrictions operating Monday to Friday 7 to 11 am and 3 to 6 pm along the northern side of Pangbourne Drive east of Dalkeith Grove
- experimental waiting restrictions operating Monday to Friday 7 to 11 am and 3 to 6 pm along the service road adjacent to properties 119 to 127, and Gordon Court.
- short sections of double yellow lines opposite the access into the service road between Jesmond Way and Calthorpe Gardens and on Pangbourne Drive opposite its junction with Dalkeith Grove and on the south side of Pangbourne Drive east of its junction with Dalkeith Grove.

2.6 This experimental scheme does not include a proposal to introduce double yellow lines on the bend in Jesmond Way. However, the plan attached to the letter does indicate that there will be an intention to propose this measure in the future as a part of another consultation and

this may possibly have been misunderstood as being a part of the experimental scheme.

- 2.7 As members of the panel will be aware there is a separate proposal to extend CPZ zone H by including Pangbourne Drive. It is intended that this scheme would include parking restrictions for the bend in Jesmond Way. A separate consultation exercise for this scheme is proposed in the near future where representations will be possible in advance of any scheme implementation.
- 2.8 In respect of the petitioners concerns a meeting was convened on 4th November with the chair of TARSAP to review the proposed double yellow lines on the bend near number 27 Jesmond Way. Following those discussions it was agreed that the council would revise the scheme design to include a double yellow line only on the inside of the bend when the consultation is sent to residents.

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 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: 10/11/16

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

Decision Notices

Public and statutory consultation documents highlighted in the report

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

Date of Meeting:	23 rd November 2016
Subject:	Hatch End Area Parking Review – Results of Statutory Consultation
Key Decision:	No
Responsible Officer:	Tom McCourt – Corporate Director, Community
Portfolio Holder:	Graham Henson - Portfolio Holder for Environment, Crime and Community Safety.
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	Hatch End
Enclosures:	Appendix A – Hatch End - Legal Notification leaflet Appendix B – List of objections and officer comments

Section 1 – Summary and Recommendations

This report provides details of the legal notification (statutory consultation) carried out in 2016 regarding proposed changes to the existing hours of control within the Hatch End Controlled Parking Zone (CPZ).

The report seeks approval from the Panel to recommend to the Portfolio Holder for Environment, Crime and Community Safety that no further action is taken with regard to any changes to the operational hours of the existing parking controls in the residential roads in Westfield Park.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment, Crime and Community Safety that:

1. The objections received regarding the proposed changes to the hours of control of the existing CPZ are upheld and that no further action is taken with regard to a reduction of the hours of control of the existing controlled parking zone in Westfield Park, and the objectors are informed of the decision.
2. Minor changes are made to the permit bay layout outside St Anselms Church adjacent to the western wall of the church in Westfield Park to reduce it in size and replace with a single yellow line. This will facilitate wedding or funeral vehicles at the church more easily. Guests will still be required to find alternative parking in the surrounding roads or local car parks.
3. The objection to the proposed extension of the double yellow lines on the north side of Cedar Drive is set aside, to afford additional protection for residential access and loading/unloading and to provide more space for vehicle manoeuvres at the junction with The Avenue and the objector informed of the decision.
4. That all residents in the consultation area be informed of the decision.

Reason

Objections received during the legal notification identified that residents do not support the proposed changes to the hours of control of the existing CPZ.

Section 2 – Report

Introduction

- 2.1 Parking has a significant impact on the quality of life of Harrow's residents and a significant impact on the viability of Harrow's businesses and is one of the main concerns reported to the Council regarding transport issues. This report summarises the results and outcomes of statutory consultation in the Hatch End area.

Options considered

- 2.2 Statutory consultation is a necessary legal process for introducing or changing restrictions on the public highway. The council as highway authority is required to consider all representations and in particular objections received during the statutory period.
- 2.3 Faced with objections to each or any aspect of the proposals the council has three options available to it:
- to accept the grounds of objection are sufficient to require for the proposal or proposals to be abandoned;
 - to consider the grounds of objection are insufficient and therefore should be set aside and the scheme proposals be implemented as advertised
 - to accept the grounds of objection require that some changes should be made to the proposals but they should proceed with those modifications.

Background

- 2.4 The Hatch End controlled parking zone (CPZ) Zone Y was introduced in residential roads surrounding Hatch End station in 2014 and operates Monday to Saturday 10-11am and 3-4pm.
- 2.5 The introduction of the CPZ led to a petition from St Anselm's Church requesting the removal of the afternoon restriction from the roads surrounding the church in Westfield Park and adjoining streets to the north of Uxbridge Road as the petitioners felt that it was having an adverse effect on the activities at the church. In addition another minor change to a permit bay outside the church was requested.
- 2.6 Separate representations were also received requesting an extension to the existing double yellow lines at the junction of Cedar Drive and The Avenue.
- 2.7 This Panel sanctioned a review of the Hatch End controlled parking zone to establish the level of support for these changes, and in December 2015 a public consultation exercise was carried out. The

results of the public consultation were reported to this Panel in February 2016.

- 2.8 The main item in this consultation was the proposal to reduce the hours of operation of the CPZ in the Westfield Park area to Monday to Saturday 10-11am. In order to do this and retain the existing operational hours in the other parts of zone Y it would be necessary to split the zone into two separate zones each with their own individual permits. The zones would have different zone identification letters and permits in one zone would therefore not be valid in the other zone as a consequence of this separation.
- 2.9 The report indicated that whilst the results of the consultation were generally inconclusive a small majority of those that responded to the public consultation from the Westfield Park area did not want any changes to the hours of control of the existing CPZ zone Y. This Panel resolved to defer a decision pending further discussions with ward councillors.
- 2.10 It was agreed following discussions between ward councillors, the Chair of the Panel and the Portfolio Holder to recognise the needs of the petitioners and proceed to statutory consultation on the proposal to remove the current afternoon restriction which operates Monday to Saturday between 3-4pm. This statutory consultation also to include (b) shortening a permit bay on the east side of Westfield Park opposite Linden Lea and its replacement by a zone time single yellow line and (c) the extension of double yellow line on the north side of Cedar Drive at the junction with The Avenue.

Legal Notification (Statutory Consultation)

- 2.11 A leaflet was delivered to all households in the Westfield Park estate, The Avenue and Dove Park in advance of the formal legal notices being advertised explaining the results of the previous consultation and outlining the process for raising objections or commenting on the proposal during the legal notification (statutory consultation) to follow.
- 2.12 A copy of the leaflet can be seen in **Appendix A**.
- 2.13 The formal Traffic Management Order notice was advertised by placing notices on street lighting columns, and adverts in a local paper on 4th August 2016. Details of where to see a copy of the order and supporting documents during normal office hours was provided in the notice. This gave anyone a chance to comment or place a formal objection by 24th August 2016. Copies of the notice were also sent to statutory consultees such as the emergency services, etc.

Legal notification (Statutory Consultation) results

- 2.14 Ten objections were received during the statutory period, nine from residents in Westfield Park area and one from a resident in The Avenue. Details of all the comments and statutory objections to the proposals (in an anonymous format) together with officer observations can be seen at **Appendix B**.
- 2.15 A letter of support was received from St Anselm's Parish Church stating "We wish to confirm that all the petitioners from St Anselm's Parish Church, Westfield Park, are in agreement that they would like to see the new proposals upheld as they meet the issues raised in our petition."
- 2.16 The results of the statutory consultation were discussed with Ward Councillors and the Chair of TARSAP at a meeting held on 17th October 2016. Those present were concerned that due weight should be taken of the needs of the church and its users and that the community aspects of the church should not be put at risk. Ward councillors were of the opinion that owing to the relatively small number of objections that had been received that the concerns of the church as outlined in the petition should be listened to and the proposed change to the operational hours of the CPZ introduced as advertised.

Consideration of objections

- 2.17 All of the objections received were from within the consultation area.
- 2.18 The shortening in the length of the permit bay and its replacement with zone time single yellow line outside the church (to facilitate wedding and funeral vehicles) represents a loss of two permit parking spaces. This aspect of the proposal did attract one formal objection, however, taking account of the number of spaces in this part of the zone it is not considered likely that it would make a significant difference to the ability of resident permit holders to find permit parking bays. It is therefore recommended that the objection be set aside.
- 2.19 The extension of the double yellow line in Cedar Drive attracted one formal objection from a resident. The extended waiting restriction was proposed for safety and access reasons. Whilst it may produce some minor inconvenience this is outweighed by the safety benefits and therefore it is recommended the objection be set aside.
- 2.20 Nine of the representations of which eight are clear statutory objections relate to the proposal to reduce the hours of operation of the CPZ.
- 2.21 A further representation (in the form of an email/letter) supportive of the change was received from the church.
- 2.22 The objections relate to concerns that difficulties caused by non-resident parking which were addressed by the introduction of the CPZ

in 2014 would return as there would be no restrictions after 11am in the advertised proposals. The residents objecting point out that a majority of responses in the public consultation on the reduction of hours favoured retaining the Monday to Saturday 10-11am and 3-4pm zone hours as reported to this Panel in February 2016.

- 2.23 The objectors fear that non-resident parking from rail travellers and more local sources will make it harder for residents to park and cause access problems. Several objectors believe that there is insufficient church based activity especially on weekdays to justify removing the afternoon restriction. Objectors have indicated that the persisting Friday parking problem after 4pm is indicative of even greater parking that would return if there were no restrictions after 11am. There are excellent public transport facilities in the area and paid for parking facilities that not too distant that visitors are able to use.
- 2.24 Several of the objectors suggested a reduction in the CPZ by the removal of just the Saturday 3-4pm period as an alternative because this period appears to them to be the busiest period for the church with the exception of Sundays (when the restrictions do not apply). Some residents do appear prepared to accept this as they recognise a problem with weddings taking place on Saturdays. It is however worth noting that the church can apply for a dispensation for parking at weddings and funerals in the same way that other churches within CPZ zones do across the borough and so such a concession for Saturdays would be excessive given that there is an existing provision for these events already.
- 2.25 The advertised proposal has the whole of the Westfield Park area removed from the Hatch End CPZ – Zone Y and forming an independent new zone which would operate Monday to Saturday 10-11am. This would affect approximately a hundred permit parking spaces as well as the zone time yellow line protecting accesses. This area was the only practical one as the church is located in the centre of that area. The creation of a new zone would prevent permit holders that were unable to find parking in their roads from using permit parking bays in zone Y or in the shared use bays on Uxbridge Road.
- 2.26 It would appear the change affecting over 250 residential addresses and around a hundred permit parking spaces has a disproportionate effect on the majority of people living in the area in order to accommodate the needs of some activities occurring at the church. The splitting of zone Y into 2 separate zones will also reduce flexibility in accommodating fluctuations in permit parking demand to the available permit parking space available because the zones will become smaller.
- 2.27 Although there was some ambiguity between the responses to the question in the public consultation in December 2015 both of them show a majority in favour of retaining the restrictions in the afternoon.

For the above reasons it is considered that that objections have substance and should be upheld, and that therefore no action should be taken to reduce the operational times of the CPZ zone Y parking bays and single yellow lines restrictions in the Westfield Park area.

Conclusion

- 2.28 The CPZ currently in place in the Westfield Park area has hours of control that were agreed following extensive public consultation. As a result of these operational hours, the roads in Westfield Park are now relatively clear of commuter parking throughout the day, leaving adequate space for residents and their visitors to park.
- 2.29 A further public consultation in 2015 showed a small majority of respondents in favour of maintaining the existing hours of control.
- 2.30 The legal notification (statutory consultation) provoked eight formal objections, a further response against and a letter in support of the proposed reduction of CPZ hours.
- 2.31 The main grounds of objection were that the improvement in parking conditions for residents that has been achieved since the introduction of the CPZ in 2014 would be reversed and is against the majority view in the public consultation.
- 2.32 Therefore, the objections made have strong material grounds and should be upheld. It is recommended that the proposal is abandoned and the existing scheme in operation remains.

Legal implications

- 2.33 Subject to statutory consultation requirements, , the Council has powers to introduce and change CPZ's under the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and to place traffic signs.

Financial Implications

- 2.34 This scheme is part of the Parking Management programme. There is a Harrow Capital allocation for this programme of £300k in 2016/17. A sub allocation of £7.5k for implementation of the Hatch End localised area parking review was recommended by TARSAP in February 2016.

Equalities Implications / Public Sector Equality Duty

- 2.35 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups.

2.36 A review of equality issues was undertaken and has indicated no adverse impact on any of the specified equality groups. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will ensure level crossing points are kept clear. Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

2.37 Data on respondents' age, ethnicity, disability, religion, gender and sexuality was collected anonymously to monitor the equality of access to the consultation. These responses are broadly comparable alongside the data taken from the most recent census.

2.38 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport LIP.

Council Priorities

2.39 The cycling strategy and other cycle policies detailed in the report accord with the administration's priorities as follows:

Corporate priority	Impact
Making a difference for communities	Parking controls make streets easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews.

	Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.
Making a difference for the vulnerable Making a difference for families	Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the* Chief Financial Officer
Date: 10/11/16		
Name: Louise Middleton	<input checked="" type="checkbox"/>	on behalf of the* Monitoring Officer
Date: 09/11/16		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact:

Bruce Bolton- Project Engineer - Parking and Sustainable Transport

Background Papers:

Previous TARSAP reports
Consultation responses

Please call the number below for a large print version of this document, or a summary of this document in your language.

Albanian	Nëqoftëse gjuha Angleze nuk është gjuha juaj e parë, dhe keni nevojë për përkthimin e informatave të përmbajtura në këtë dokumentë, ju lutemi kontaktoni numërin dhënë.
Arabic	إذا كانت الانجليزية ليست لغتك الأولى وتحتاج لترجمة معلومات هذه الوثيقة، الرجاء الاتصال على رقم
Bengali	যদি ইংরেজি আপনার মাতৃভাষা না হয় এবং আপনি যদি এই প্রচারণার তথ্যগুলোর অনুবাদ পেতে চান তাহলে যে টেলিফোন নম্বর দেওয়া আছে সেখানে দয়া করে যোগাযোগ করুন।
Chinese	如果你主要說用的語言不是英語而需要將這份文件的內容翻譯成中文，請打註明的電話號碼提出這個要求。
Farsi	اگر انگلیسی زبان اول شما نیست و شما نیاز به ترجمه اطلاعات موجود در این مدرک را دارید، لطفاً با شماره داده شده تماس بگیرید.
Gujarati	જો ઈંગ્લિશ તમારી પ્રથમ ભાષા ન હોય અને આ દસ્તાવેજમાં રહેલ માહિતીનો તરજૂમો (ટ્રાન્સલેશન) તમને જોઈતો હોય તો કૃપા કરી જણાવેલ નંબર ઉપર ફોન કરો.
Hindi	यदि आपको अंग्रेजी समझ नहीं आती और आपको इस दस्तावेज़ में दी गई जानकारी का अनुवाद हिन्दी में चाहिए तो कृपया दिए गए नंबर पर फोन करें।
Punjabi	ਜੇ ਤੁਹਾਨੂੰ ਅੰਗਰੇਜ਼ੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਤੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚ ਦਿੱਤੀ ਗਈ ਜਾਣਕਾਰੀ ਦਾ ਤਰਜਮਾ ਪੰਜਾਬੀ ਵਿਚ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਦਿੱਤੇ ਗਏ ਨੰਬਰ ਤੇ ਫੋਨ ਕਰੋ।
Somali	Haddii Ingiriisku uusan ahayn afkaaga koowaad aadna u baahan tahay turjumidda xog ku jirta dokumentigan fadlan la xiriir lambarka lagu siiyey.
Tamil	ஆங்கிலம் உங்கள் தாய்மொழியாக இல்லாதிருந்து இப்பத்திரத்திலிருக்கும் தகவலின் மொழிபெயர்ப்பு உங்களுக்கு தேவைப்பட்டால் தயவுசெய்து தரப்பட்ட தொலைபேசி எண்ணில் தொடர்பு கொள்ளவும்.
Urdu	اگر انگریزی آپ کی مادری زبان نہیں ہے اور آپ کو اس دستاویز میں دی گئی معلومات کا اردو ترجمہ درکار ہے، تو براہ کرم دیئے گئے نمبر پر رابطہ کریں۔

020 8424 1484



Hatch End Area Parking Review

LEGAL NOTIFICATION PARKING CONTROL SCHEME

IMPORTANT – THIS AFFECTS YOU – PLEASE READ

Background/Discussions

Proposed scheme

A petition was received by the council in 2014 from church goers of St Anselm's Church requesting that the council remove the afternoon parking restriction which operated between 3-4pm because they felt that it was having an adverse effect on the activities at the church. In December 2015 the council carried out a public consultation exercise to review the current parking controls in the Westfield Park area of Hatch End. The results of the review were presented to the Traffic and Road Safety Advisory Panel (TARSAP) in February 2016.

Details can be viewed on the Harrow Council website at:- <http://tinyurl.com/zj4hgc7>

The link will need to be entered into your web browser. If you do not have personal access to the internet the council public libraries do have internet access that residents may use. Alternatively hard copies can be provided on request.

The report indicated that a small majority of those that responded to the public consultation did not want any changes to the hours of control of the existing Y zone controlled parking zone (CPZ) operating Monday to Saturday 10-11am and 3-4pm and the recommendation in the report was for no change.

However, following further discussions between ward councillors, the Chair of TARSAP and the Portfolio Holder it was agreed to recognise the needs of the petitioners and proceed to statutory consultation on the proposal to remove the current afternoon restriction which operates between 3-4pm. Therefore the proposal is for a morning parking restriction which operates Monday to Saturday 10-11am in the roads surrounding the church.

The effect of this is to split the existing Y zone CPZ into two separate zones with different operating times which will require different zone identifications and different permits. The Westfield Park area (Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens, Elm Hatch and St Cuthberts Gardens) would therefore become a separate CPZ with a different identification letter and only be operational for one hour during the morning period whilst the remaining part of the Y zone CPZ would retain the same identification letter and operational hours as existing.

Important information

All residents need to be aware of the possible consequences of splitting the existing zone into two smaller zones.

If the change goes ahead it will mean that any existing Hatch End Y zone CPZ permit holders living in Dove Park, Braeside Close and The Avenue will not be able to park in the Westfield Park area when it becomes a separate CPZ zone.

It also means that any resident living in Westfield Park, Oakdene Close, Thorndyke Court, Cherry Croft Gardens, Elm Hatch and St Cuthberts Gardens will be issued with different permits for the Westfield Park area but will not be eligible to park in the reduced size Hatch End Y zone CPZ during the controlled times.

It should be noted that the proposed new zone in the Westfield Park area may be more vulnerable to some additional ng stay parking of vehicles in the afternoons due to the removal of the afternoon parking controls.

Other minor changes

A slight alteration was requested by the petitioners to the existing permit parking bay adjacent to the western wall of the church in Westfield Park which will be reduced in size and replaced with a single yellow line. This was recommended in the report to the panel meeting in February 2016. This will facilitate wedding or funeral vehicles at the church more easily. Guests will still be required to find alternative parking in the surrounding roads or local car parks.

In addition a proposed extension of the double yellow lines on the north side of Cedar Drive from The Avenue for a short distance is proposed to facilitate better access to loading/unloading for properties in this area and to provide more space for vehicle manoeuvres at the junction which will improve safety.

Legal Notification:

What happens next?

This is the Legal Notification stage, which is a legal requirement that the council needs to undertake prior to making a Traffic Management Order and implementing the revised proposals. The plans have been developed taking into account, the comments and discussions that took place regarding the public consultation results that we received during the previous consultation stage and the instruction from the Portfolio Holder for Environment, Crime and Community Safety.

This is your opportunity to review the plans in private and make any final comments that you have about the revised proposal. It will not be possible to add to or increase the extent of the restrictions. However, minor changes that reduce the scale of the proposals where they do not impact on safety for the wider community may still be possible subject to further consultation. Alternatively the changes could be abandoned.

We will advertise the Traffic Management Order by placing notices on street lamp columns and in a local paper on or about **4th August 2016** which will also explain where the plans can be seen. This would give anyone a chance to comment or place a formal objection if they wish to do so in writing by the deadline of **24th August 2016**.

A copy of the Notice of the Proposals and Plans can also be viewed from 4th August 2016 on the council website at: www.harrow.gov.uk/trafficorders.

If there is a significant number of objections to what is proposed which demonstrates a consensus around an alternative suggestion or changes, then, if the objections are upheld it may be necessary to give all the affected properties in any such area the opportunity to comment on these changes. This will result in a delay in the scheme being implemented in these areas until there is a clear indication that the affected properties agree to the alterations.

The results and any formal objections will be presented to Portfolio Holder for consideration before proceeding to implementation on the agreed measures. Once approval to proceed has been obtained from the Portfolio Holder the scheme will be given to our contractors to implement and all residents will be informed of the outcome.

Making a formal statutory objection

Under the legislation which controls the statutory consultation process anyone can make a comment or formal statutory objection to the proposals. However the statutory objection needs to be made in **writing (email is acceptable)** including the word **object** or **objection** (to distinguish it clearly from comments) and the **reason** or the **basis** of the objection and how you would be materially affected. You also need to provide your name and address. The law sets out a strict 3 week timetable for receiving formal objections – please see the deadline below.

Please return your comments by **24th August 2016**.

Written objections to the scheme proposals should be sent to:

Service Manager -Traffic, Highway and Asset Management
Harrow Council
PO Box 39
Civic Centre
Harrow
HA1 2XA

or by email to: transportation@harrow.gov.uk

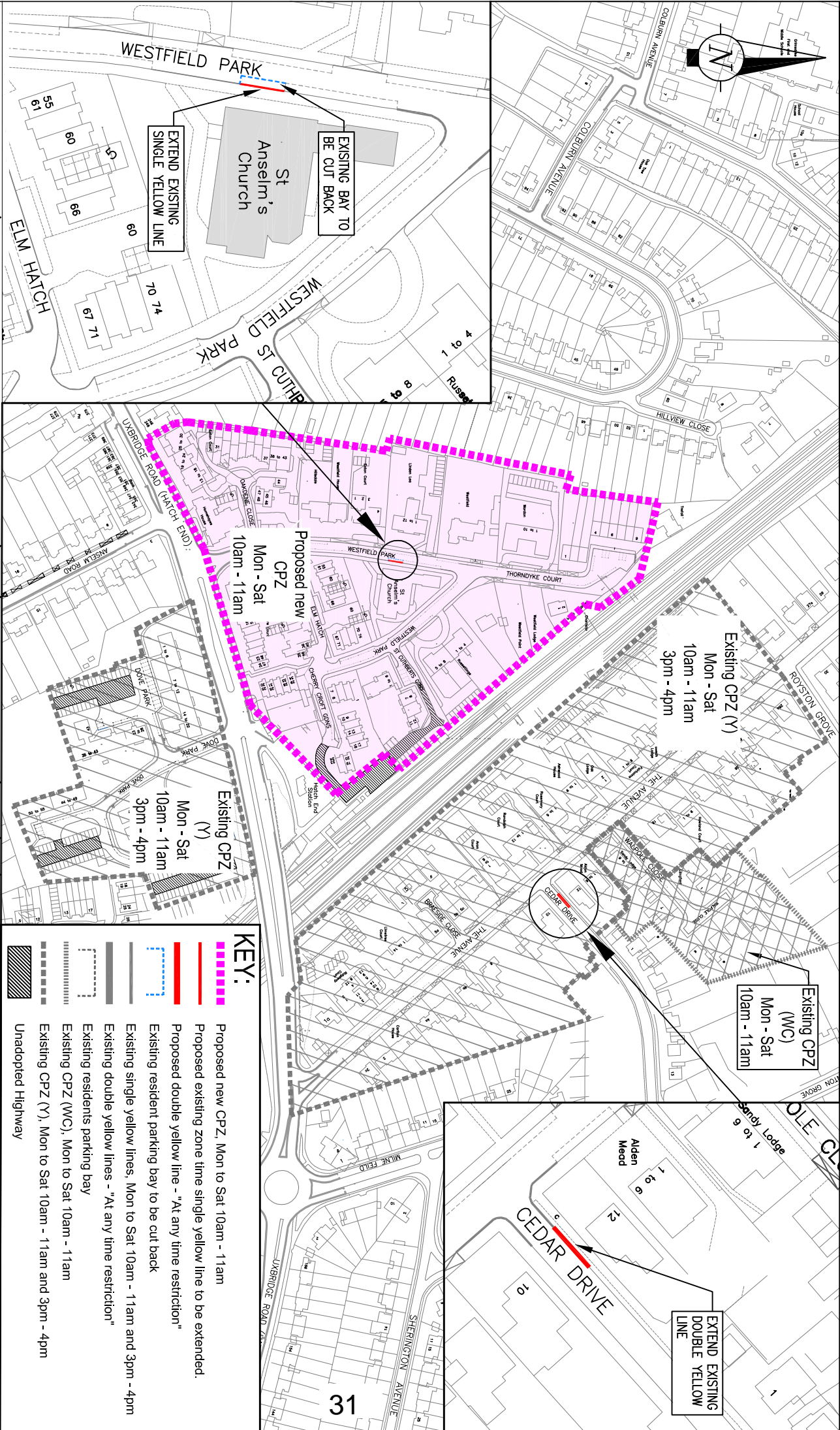
Quoting ref DP 2016-13 and making sure it is received by 24th August 2016.

More information

If you have any further questions, or wish to comment, please contact the project engineer:

Bruce Bolton
Tel: 01372 756016
Email: transportation@harrow.gov.uk

or write to
Service Manager
Traffic, Highway and Asset Management
Harrow Council
PO Box 39
Civic Centre
Harrow
HA1 2XA



EXISTING BAY TO BE CUT BACK

EXTEND EXISTING SINGLE YELLOW LINE

Proposed new CPZ
Mon - Sat
10am - 11am

Existing CPZ (Y)
Mon - Sat
10am - 11am
3pm - 4pm

Existing CPZ (Y)
Mon - Sat
10am - 11am
3pm - 4pm

Existing CPZ (WC)
Mon - Sat
10am - 11am

EXTEND EXISTING DOUBLE YELLOW LINE

KEY:

- - - - - Proposed new CPZ, Mon to Sat 10am - 11am
- - - - - Proposed existing zone time single yellow line to be extended.
- - - - - Proposed double yellow line - "At any time restriction"
- - - - - Existing resident parking bay to be cut back
- - - - - Existing single yellow lines, Mon to Sat 10am - 11am and 3pm - 4pm
- - - - - Existing double yellow lines - "At any time restriction"
- - - - - Existing residents parking bay
- - - - - Existing CPZ (WC), Mon to Sat 10am - 11am
- - - - - Existing CPZ (Y), Mon to Sat 10am - 11am and 3pm - 4pm
- - - - - Unadopted Highway

**HATCH END AREA
PARKING REVIEW**

Scale	Drawn	Checked
NTS	NS	NS
Date	Date	
29/08/2016		

Drawing no
T/DWG/001041

Autocad file
01:\BAPPC\Projects\PROJ08 Hatch End CPZ v (lastest rev).dwg
Consultation/Match End Plan (Overview 2).DWG

NOTES:

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**COMMUNITY & ENVIRONMENT
TRANSPORTATION**

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

Designation	Details of Revision	Date	Spn
A	Hatch End drawing	20/08/16	NS
B	Addition of WC Zone to drawing	29/08/16	NS

LEGAL NOTIFICATION PLAN

Project Title

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APPENDIX B

	Road of Address/ GC ref.	Objection/Comment	Officer response
1	Oakdene Close 14008	<p>I would like to strongly object to the proposed changes to the Y zone CPZ as outlined in the document with ref DP 2016-13.</p> <ol style="list-style-type: none"> The proposal would reduce the number of residents' bays available for permit users in the Westfield park area by more than half (with an additional space in the zone being removed) and To remove the afternoon restriction will mean that residents would pay the same amount of money for their permit on a much reduced offering and In addition will be likely to face a scenario where no parking spot is available at all. This is already the case especially on Friday nights and would be exacerbated by the fact that the other zones would have afternoon restrictions and I would no longer be able to attempt to find parking there. Furthermore as a local resident I observe that sadly the church on Westfield Park is hardly brimming with activity on weekday and Saturday afternoons. While this might be related to the unfortunate death of the vicar, it seems unreasonable to burden the neighbours throughout the year just to accommodate parking for guests for an occasional wedding. I assume that disabled parking permit holders are allowed to use the residents' bays (and if not this probably ought to be considered), which means that elderly disabled members of the church attending activities should be able to park anyway. For everyone else it surely is not too much hardship to have to 	<p>Resident of Oakdene Close (within area for proposed reduction of hours) objecting to reduced bay length in Westfield Park and to reduction of CPZ hours.</p> <ol style="list-style-type: none"> Sole objection to the reduction of permit bay outside the church. Whilst the council tries to maximise available parking to permit holders within CPZs. This reduction of parking spaces was agreed by Traffic & Road Safety Advisory Panel to address representations to facilitate wedding and funeral vehicles. Permit parking space remain in Westfield Park. The yellow line restriction would only be in operation during zone hours. It is recommended that this objection be set aside. Resident and resident visitor permits are set by Cabinet on a borough-wide basis and are the same irrespective of the operational period which varies from 5hours to 168hours per week. They should not be regarded as an hourly rate as periods selected to address parking issues present. Resident objects as believe the absence of afternoon waiting restriction will attract parking and will make it more difficult for permit holders to find parking. Being the only area near Hatch End station without restriction in afternoon, it is likely to attract more parking associated with station. Wholesale reduction in hours not recommended.

	<p>park in the public car park.</p> <p>I had already outlined the above when responding to the consultation and therefore urge the council to actually follow the results of said consultation. Otherwise why have a consultation at all!</p>	<p>4. Comments on usage of church premise in comparison to number of residents this resident considers would be adversely affected. They observe that blue badge holders can park in any permit bay free of charge.</p>
<p>2 Sambrook Court, Westfield Park 14012</p>	<p>Thank you for the recent background to the Hatch End Parking Review.</p> <p>1. Having read the information, I feel I must object to the new proposal, especially as the recommendation in the report was for "no change", from the respondees of the public consultation.</p> <p>2. If you remove the Monday - Saturday 3pm to 4pm parking restriction, Westfield Park will be open to unrestricted parking from 11am, making it available to all who want to go either to town, or Watford for their afternoon/evening visits. This will have the effect of overcrowded and dangerous parking, possibly, as it was before the restrictions were in place, leaving even less parking for the attendees to a Church Function.</p> <p>As most Church functions take place on either a Saturday afternoon, or weekday evenings, I would propose, as a compromise, that the restrictions could be as follows:</p> <p>Monday to Friday 10pm - 11pm and 3pm -4pm</p> <p>Saturday 10pm - 11pm</p>	<p>Resident of Westfield Park (within area for proposed reduction of hours) objecting to reduction of CPZ hours.</p> <p>1. Resident observes proposal contrary to previous recommendation for status quo in report to TARSAP.</p> <p>2. Resident objects as believe the absence of afternoon waiting restriction will attract parking making the road less safe similar to situation prior to the CPZ. They argue afternoon rail users may leave less space even to church users. Being the only area near Hatch End station without restriction in afternoon, it is likely to attract more parking associated with station. Wholesale reduction in hours is not recommended.</p> <p>3. Suggests compromise in just removing Saturday afternoon restriction based on their belief that weekday afternoons are not as busy as Saturday for church. Whilst this would afford permit holders better protection on weekdays it would still require creation of a new zone. Such wholesale change is not recommended.</p>
<p>3 Elm Hatch 14022</p>	<p>I am very unhappy that the majority of residents that responded to the first consultation requested the status quo i.e. no parking 10-11 am and 3-4 pm has been overturned. I strongly object to your proposals for the following reasons.</p>	<p>Resident of Elm Hatch (within area for proposed reduction of hours) objecting to reduction of CPZ hours.</p>

	<p>1. Westfield Park's proximity to the Train Station and Hatch End Broadway will be vulnerable to additional parking from shoppers, shift workers etc. Especially as it will be the only place to park for free, so close to transport and amenities, from one minute past eleven in the morning for the whole day.</p> <p>2. The residents on Westfield Park signed up to this parking scheme, incorporating both morning and afternoon restrictions, only to have our democratic choice over-turned by ward councillors, chair of TARSAP and the Portfolio Holder. What was the point of a consultation in the first place? What a waste of our council tax!</p> <p>3. I agree with your proposal under 'other minor changes' reducing the size of the residents parking by 2 bays to facilitate wedding vehicles etc.</p>	<p>1. Resident objects as believe the absence of afternoon waiting restriction will attract parking to the detriment of residents who by majority responded wanting current hours. Being the only area near Hatch End station without restriction in afternoon, it is likely to attract more parking associated with station. Wholesale reduction in hours not recommended.</p> <p>2. Resident observes proposal contrary to previous consultation responses introducing a CPZ with both morning and afternoon hours and more recently for keeping for status quo. They question the point on asking residents about hours if council then choose to ignore majority view.</p> <p>3. Agrees with other proposed changes.</p>
<p>4 Sambrook Court, Westfield Park 14030</p>	<p>I live in Westfield Park and presently we have CPZ in our street with parking restrictions for Monday – Saturday for between 10 -11 am & 3 - 4pm and I would like this to continue.</p> <p>I refer to the changes of removing the afternoon timings of 3 - 4pm and I strongly object to this change.</p> <p>1. Residents in our road campaigned to have the CPZ for a number of years and</p> <p>2. We certainly do not want to go back to how it was previously as we suffered from vehicles parked in our road all day as it is used for the nearby station by commuters as there is a station car park charge. We also suffer from once the restriction is finished of commercial vehicles (vans) parking in our road in order to go around the corner to the local pub and restaurants, apart from using the trains and if we did not have this restriction they would be parked there after the 11am</p>	<p>Resident of Westfield Park (within area for proposed reduction of hours) objecting to reduction of CPZ hours.</p> <p>1. Resident observes it took some years to achieve a CPZ to address the parking problems in their roads which has been achieved by the current restrictions in both morning and afternoon.</p> <p>2. Resident objects as they fear the same parking problems they used to experience will return if the afternoon restriction is removed. Just removing the afternoon restriction will not return to the situation prior to the CPZ being introduced as the morning restriction will prevent all day parking by rail commuters and double yellow lines would remain. They do make the observation that a parking problem does still occur</p>

	<p>restriction had finished and remain there all day.</p> <p>3. I understand about the churchgoers, but these are mainly on a Sunday when the restrictions do not apply. There are the very occasional wedding on a Saturday, so if needs must the restriction of 3-4pm could be lifted, but this would be only on the Saturday, but certainly not for the whole week Monday-Friday.</p> <p>4. The road is very narrow in parts and to start having vehicles parked there for most of the day would be horrific once again. Please take my objection very seriously and I speak on behalf of a lot of residents and neighbours that live in this road.</p>	<p>after the 3-4pm restriction finishes and it is highly likely to be worse if such unrestricted parking can start from 11am as opposed to 4pm. Wholesale reduction in hours not recommended.</p> <p>3. Resident observes that main church activity on Sundays when restrictions other than double yellow lines do not apply. In practice for occasional events like Funerals and Weddings the church can apply for a dispensation for attendees to use permit bays even if they are in operation. Such a dispensation is not available for regular periodic visitors such as clubs using church premises.</p> <p>4. Resident objects as parking in permit bays and zone time yellow lines would cause similar access problems due to narrow carriageway width. This could potentially affect refuse collection and emergency vehicle access as well as residents. Wholesale reduction in hours not recommended.</p>
<p>5 Sambrook Court, Westfield Park 14035</p>	<p>I object to the proposed changes to the current parking restrictions.</p> <p>Taking away the afternoon restrictions will mean people using the high street will use up all the parking spaces. As a resident I expect my visitors to be able to park outside my home. It is not acceptable to me that non-residents are able to park here instead of residents.</p>	<p>Resident of Westfield Park (within area for proposed reduction of hours) objecting to reduction of CPZ hours.</p> <p>Resident objects as believe the absence of afternoon waiting restriction will attract parking making the road less safe similar to situation prior to the CPZ. They argue afternoon visitors to the High Street may leave less space. Being the only area near Hatch End station without restriction in afternoon, it is likely to attract more parking associated with station. Wholesale reduction in hours is not recommended.</p>

6	Westfield Park 14047	<p>Regarding the new proposals for Westfield Park, we STRONGLY OBJECT to this change.</p> <ol style="list-style-type: none"> 1. The alteration to the times will put us back two years. Cars will be parked in the street the whole weekend making access for ambulances and fire trucks very difficult as in the past. We will also have problems with getting out of our drive. 2. From our observations it is clear the church has very few weddings and funerals and we are sure the two hours restriction can't be too difficult to work around. There are many religious buildings in main roads that t get round this problem. 	<p>Resident of Westfield Park (within area for proposed reduction of hours) objecting to reduction of CPZ hours.</p> <ol style="list-style-type: none"> 1. Resident observes it took some years to achieve a CPZ to address the parking problems in their roads which has been achieved by the current restrictions in both morning and afternoon, they fear the same parking problems they used to experience will return if the afternoon restriction is removed. 2. Resident observes that church actually has very few weddings and funerals. In practice for occasional events like Funerals and Weddings the church can apply for a dispensation for attendees to use permit bays even if they are in operation. Such a dispensation is not available for regular periodic visitors such as clubs using church premises.
7	Sambrook Court, Westfield Park 14051	<p>I strongly object to any changes.</p> <ol style="list-style-type: none"> 1. I have lived in Westfield Park for over 10 years and when I first moved in I and my neighbours were suffering from constant parking of all types of vehicles parked in our narrow road on both sides especially when a charge was introduced at the station car park. I was thrilled when the CPZ came into operation as this really helped with the problem and wish it to continue. 2. Although I understand the church wants these changes, but the churchgoers mostly visit the church on a Sunday when none of the restrictions are required. They have some weddings on a Saturday afternoon, but they are very few and 	<p>Resident of Westfield Park (within area for proposed reduction of hours) objecting to reduction of CPZ hours.</p> <ol style="list-style-type: none"> 1. Resident observes it took some years to achieve a CPZ to address the parking problems in their roads which has been achieved by the current restrictions in both morning and afternoon, they fear the same parking problems they used to experience will return if the afternoon restriction is removed. 2. Resident observes that main church activity on Sundays when restrictions other than double yellow lines do not apply. In practice for occasional events

8	<p>the church usually put out cones for the guests to park outside the church. I suppose the afternoon slot of restricted parking could be lifted for just the afternoon on a Saturday, but not the morning one, and during the week Monday- Friday certainly to be left as it is 10-ham and 3-4pm.</p> <p>3. If we have these changes we will have all sorts of vehicles parking after 1am. They will be parked there for the rest of the day so they can use the station, shops, local pub, and restaurants.</p>	<p>like Funerals and Weddings the church can apply for a dispensation for attendees to use permit bays even if they are in operation. Such a dispensation is not available for regular periodic visitors such as clubs using church premises.</p> <p>3. Resident objects as believe the absence of afternoon waiting restriction will attract afternoon visitors to the High Street and may leave less space. Being the only area near Hatch End station without restriction in afternoon, it is likely to attract more parking associated with station. Wholesale reduction in hours is not recommended.</p>
Thorndyke Court 14101	<p>We are writing to make a formal objection against the parking review for Hatch End. We replied to the consultation on this planned change and indicated that we did not want any change to the existing parking scheme.</p> <p>1. We are shocked and dismayed that this change is now being pushed through despite the majority of replies from residents also being against the planned change. We feel that this change is unfair, unjust and discriminatory against the residents and council tax payers in this area for the benefit of a group the majority of whom do not live in the zone - and that it is actually for the benefit of a church business rather than for church Services as suggested in your document.</p> <p>2. Could you tell me why has it taken so long and cost so much money from the already limited Council budget to reach this decision? Surely the previous consultation when this zone was established just two years ago provided you with the information on what residents wanted.</p>	<p>Resident of Thorndyke Court (within area for proposed reduction of hours) objecting to reduction of CPZ hours.</p> <p>1 – 3. The Hatch End controlled parking zone (CPZ) – Zone Y was introduced in roads surrounding Hatch End station and operates Monday to Saturday 10-11am and 3-4pm in 2014. Following the introduction of the zone the Council received a petition from St Anselm's Church requesting the removal of the afternoon restriction from the roads surrounding the church as the petitioners felt that the church was not fully represented in the original consultation and that its parishioners were unfairly affected by the implementation of the cpz. The Traffic and Road Safety Advisory Panel (TARSAP) sanctioned a review of the Hatch End controlled parking zone to establish the level of support for the changes requested by the</p>

	<p>3. If you go ahead with this change further unnecessary costs will be involved to change the signage, permits and visitor passes.</p> <p>4. In addition, when it has taken seven months for the council to respond to the consultation with findings, why must residents reply within three weeks during the peak summer holiday period? Do you think this is fair?</p> <p>5. The area the council plans to change is made up of the closest roads to the train station. It was effectively a station car park before the zone was introduced.</p> <p>6. Most of the cars parked in the area during the day were from people who do not live in the zone and who were using the station. Have you investigated with Hatch End Station whether there has been an increase in the number of people using the station over the last few years? Surely this needs to be identified before a decision is made as we can see a significant increase in foot traffic.</p> <p>7. Changing the zone is going to increase driving and parking in our road - which is against Council / Government policy on increasing the use of public transport and exactly what this zone was established to prevent.</p> <p>8. In your document you claim that the change is to help the church. Over 95% and perhaps more of the church parishioners do not live in the zone you plan to change and so will not be affected by the increased parking in the area.</p> <p>9. Even the vicarage is not in this parking zone.</p> <p>10. Have you asked for a church census to identify how many local people use the church? Have you identified the number of</p>	<p>petitioners. The results of the public consultation carried out were reported to TARSAP February 2016. The report indicated that whilst the results of the consultation were generally inconclusive a small majority of those that responded to the public consultation from the Westfield Park area did not want any changes to the hours of control of the existing Y zone controlled parking zone (CPZ) operating Monday to Saturday 10-11am and 3-4pm. TARSAP resolved to defer a decision pending further discussions. It was agreed following discussions between ward councillors, the Chair of the Panel and the Portfolio Holder to recognise the needs of the petitioners and proceed to statutory consultation on the proposal to remove the current afternoon restriction which operates Monday to Saturday between 3-4pm. This statutory consultation also included (b) shortening a permit bay on the east side of Westfield Park opposite Linden Lea and its replacement by zone time single yellow line and (c) the extension of the junction double yellow line on the north side of Cedar Drive.</p> <p>4. The statutory consultation is part of a process that is set down by legislation (The Local Authorities' Traffic Orders (Procedure) (England) Regulations 2011), whereby the traffic order is advertised and people have a period of 21 days to object. It is unfortunate that this period coincided with the summer holiday period, but in order to ensure that any changes to the traffic orders could be implemented within the current financial year, the statutory consultation needed to be completed by September.</p> <p>5 – 7. Information regarding passenger numbers at</p>
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	<p>parishioners who will benefit from the change and the times they will benefit and compared this to the number of residents affected and the periods they will suffer? As the zone does not operate on a Sunday these Services would not be included, so it would only be for irregular church services on other days of the week.</p> <p>11. We can understand that having the zone can affect wedding services, funerals and other church events, but these are rare, at most numbering one a month.</p> <p>12. Have you identified how many of these events there have been in the period since the zone was introduced and compared this to the number prior to this? Surely for a proper decision to be made these numbers should be identified and published?</p> <p>13. Also, for these events it is possible to suspend the parking zone, as was done for the church Christmas Fayre last year. Would that not solve the problem without changing the zone?</p> <p>14. It is our understanding that the church is concerned about hiring their facilities - the church hall - and not about church services for parishioners. Regular church services on a Sunday and throughout the week have always been outside of the restricted parking times. There is quite a distinction between the two.</p> <p>15. Hiring the hall is a business most often used by non-parishioners. Residents should not be inconvenienced in order for a church business to benefit. No other halls in the area - including churches in Pinner and Pinner village hall - have been given the benefit of free parking to the detriment of local residents.</p>	<p>stations is difficult to obtain as it is deemed commercially sensitive, and therefore unable to comment on any increase in passenger numbers at the station. Reiterate that the details of the objection will be reported to and considered by TARSAP and the Portfolio-holder when making any decision as to the way forward.</p> <p>8 – 12. Unable to offer any comment on the use of the church and can only state that the consultations were as a result of a petition received by the council and that the process has been subject to full discussion with and agreement of ward councillors, the Portfolio-holder and the Chair of TARSAP.</p> <p>13 – 19. The comments regarding the ability of the church to apply of a dispensation for parking at weddings and funerals and the nearby public transport access are noted and comments to this effect are included in the TARSAP report.</p> <p>20 – 21. Confirm that we have received a number of objections along lines similar to those that you raise. As mentioned earlier, these will all be reported to TARSAP who, as elected representatives, will decide whether or not the proposals are to be recommended to the Portfolio-holder to be taken forward.</p> <p>22. Parking permit charges are set centrally and are the same across the borough for all controlled parking zones irrespective of their operational hours. It is therefore unlikely that there will be any reduction in permit charges offered to residents if the zone times are altered, similarly if the zone times were extended</p>
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	<p>16. If the people hiring the church facilities are local then they could walk, use the very good public transport links (both bus and rail) or park in the ample pay and display facilities on the Uxbridge Road within 100 yards of the church. We have monitored the pay and display bays close to the station in the last few weeks and there are usually 8 to 10 free spaces each time we have passed them. This does not indicate the need for more parking near the church.</p> <p>17. As you know, the Westfield Park population includes quite a number from vulnerable groups including the elderly - both in the large sheltered housing facility in the road and also in numerous flats and houses - and residents with young families.</p> <p>18. In addition to adding church hall hire parking, the planned change would turn the area into a station and restaurant car park. The zone is not just the closest area to the train station but also to many of the restaurants in Hatch End, and will be used by both staff and customers for free parking. This will make crossing the road and living in it more difficult. It will not help the residents nor the church.</p> <p>19. Have you considered the implications of street cleaning? It is poor currently, but the change will see more cars increasing litter and less cleaning due to cars being parked.</p> <p>20. We have spoken to a number of neighbours who replied to your last consultation but are not planning to reply to this as they feel they will not be listened to. That is not how democracy should work and is not a good reflection on Harrow Council.</p> <p>21. We do not understand how you would be prepared to turn our roads into a car park to benefit the church hall hire business and against the express wishes of the residents.</p>	<p>no increase in costs would be introduced.</p> <p>23. Confirm that the consultation leaflets were hand delivered by officers to all homes in the consultation area. Objector has been asked for details of addresses that did not receive a leaflet. Reiterate that the previous consultation has been fully discussed with ward councillors, the Portfolio-holder and the chair of TARSAP before undertaking the statutory consultation.</p>
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9	Sambrook Court, Westfield Park 14103	<p>There are far more people living in these roads than there are parishioners. Why would you hold a consultation and not listen to the results? Why would you want to prioritise a commercial business over the views of the residents when there are sufficient pay and display bays on the Uxbridge Road? Why are you making this decision without much of the information to make a proper cost / benefit analysis? It does stand scrutiny.</p> <p>22. If the council presses ahead with the change, whilst we will challenge it, will it also reduce the charges for car permits in the zone by 50% just as it will reduce the time residents would need them by 50%? It would not be fair and reasonable for residents to be changed the same as we will suffer more traffic.</p> <p>23. We will consider mounting a legal challenge to your proposals should they be implemented against the express wishes of the majority of the residents, and this will include that the council did not hand deliver the Hatch End Review document to all homes in the consultation area, despite being notified of this. We will also be contacting our Councillors and MP to raise objections to this plan.</p>	
		<p>1. Just remove the 3-4 restriction on Saturdays, rather than Monday to Saturday. Most weddings take place on a Saturday afternoon and this would help St Anselm's. Removing the 3-4 restriction on weekdays may well lead to a lot of crowded parking as previously.</p> <p>If this is not possible then I would agree with your proposal of Monday to Saturday, 10-11 am only.</p>	<p>Resident of Westfield Park (within area for proposed reduction of hours) showing opposition to reduction of CPZ hours.</p> <p>Not a formal objection rather comments.</p> <p>Resident makes similar point as other objectors that busiest afternoon for church is Saturday when weddings occur. Expresses concern that removal of weekday restriction would return roads to congested parking situation as before. Weddings and funerals can be addressed by a dispensation on parking.</p>

10	<p>Randolph Court, The Avenue 14024</p>	<p>As a resident of The Avenue, Hatch End I as a Disabled person (Deaf) feel an objection to a proposed extension of the double yellow lines at Cedar Drive junction as the area has been useful for parking whenever in case the driveway/rear garages at Randolph Court may have no space left for parking?</p>	<p>Resident of The Avenue objecting to proposed extension to double yellow lines The proposed extension to the double yellow lines at the junction with Cedar Drive is intended to maintain clear visibility for traffic entering and leaving the junction.</p> <p>The highway is not provided as car park and as such drivers will have to find other safer areas to park.</p>
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REPORT FOR: **Traffic and Road Safety
Advisory Panel**

Date of Meeting:	23 rd November 2016
Subject:	INFORMATION REPORT Transport Local Implementation Plan Programme of Investment 2017/18 – 2019/20
Responsible Officer :	Tom McCourt – Corporate Director, Community
Exempt:	No
Wards affected:	All
Enclosures:	Appendix A – Timetable for new MTS / LIPs Appendix B – Programme of investment 2017/18 – 2019/20

Section 1 – Summary

This report provides an update on the proposed transport programme of investment in the Local Implementation Plan for the three year period from 2017/18 until 2019/20.

FOR INFORMATION

Section 2 – Report

Introduction

- 2.1 The existing Transport Local Implementation Plan (LIP) is a statutory document required by the Mayor of London under the GLA Act containing all of Harrow's transport objectives, policies, a delivery plan and monitoring indicators and targets. The main purpose of the LIP is to show how the borough will implement the Mayor of London's Transport Strategy (MTS) which was published in May 2010. The MTS sets out a vision for transport that looked forward 20 years to 2031.
- 2.2 The current LIP is the second plan approved by Cabinet and superseded the first plan which was necessitated by the publishing of a new MTS in 2010. The second LIP was approved by Cabinet and adopted by Full Council in May 2011 and subsequently approved by the Mayor for London in October 2011.
- 2.3 Because funding and identified projects change over time during the life of the LIP, Cabinet have delegated authority to the Portfolio Holder for Environment, Crime and Community Safety to change the planned programme of investment contained in the LIP as new information becomes available.
- 2.4 The LIP programme of investment is predominantly funded by Transport for London (TfL) but is supported by other sources of funding such as Borough capital / revenue funds and developer contributions. These funds are used to deliver all of the transport work that Harrow has identified in the LIP as necessary to implement the MTS.
- 2.5 Most of the transport programmes reported to TARSAP are identified work streams contained in the LIP and are funded by TfL LIP funding.
- 2.6 The LIP2 delivery programme initially covered the three year period from 2011/12 to 2013/14. In 2013 TfL issued further guidance and required Boroughs to update their LIPs to include a refreshed Delivery Plan for the period from 2014/15 to 2016/17. A revised Programme of Investment with new interim targets up to 2016/17 measured against the key performance indicators was required. This programme will be completed at the end of this financial year.

New Mayor's Transport Strategy

- 2.7 With the election of Sadiq Khan as London Mayor in May 2016 new priorities will be set for his administration. The Major has recently published a direction of travel document entitled "a city for all Londoners" which outlines the capital's top

challenges and opportunities across priority policy areas, as well as the changes that City Hall wants to deliver over the next four years. This document is currently subject to public consultation via stakeholder workshops, community focus groups and online discussions and can be seen at the following link.

<https://www.london.gov.uk/get-involved/have-your-say/all-consultations/city-all-londoners>

2.8 It is expected that a new Mayor's Transport Strategy will be developed in 2017 which will set out the Mayor's new priorities for transport for the foreseeable future. Initial indications are that the areas of priority are likely to be as follows:

1) A good public transport experience

- Making fares more affordable
- Improving customer service & information
- Improving accessibility for all passengers
- Reducing delays and improving reliability
- Exploring potential for quieter buses
- Investing in the tube and rail network to reduce crowding

2) Delivering safe and pleasant places

- Improving air quality across London
- Making our streets safer for everyone
- Making cycling an attractive option
- Enhancing the experience of spending time on London's streets

3) Supporting the economy, new homes and jobs

- Tackling congestion and helping people walk, cycle and use public transport
- Helping businesses, freight and essential services
- New connections to new homes and communities
- Supporting better travel options across different parts of London

2.9 The development of a new mayor's Transport Strategy will require the subsequent development of a third LIP by London Boroughs. An outline timetable for this can be seen in **Appendix A**.

Programme of investment 2017/18 – 2019/20

2.10 TfL have issued interim guidance for the development of programmes for 2017/18 pending the release of more detailed guidance as part of the wider development of a new MTS and TfL's Business Plan for 2017/18 and beyond. They have recommended that the approach to planning 2017/18 programmes is done on the basis of the current LIP, guidance and funding levels.

2.11 TfL is currently reviewing LIP funding levels for 2017/18 with the GLA and Mayor and have advised boroughs to clearly prioritise their programmes in the event that less funding is ultimately available and amendments need to be made.

- 2.12 The deadline for the submission of the LIP 2017/18 Annual Spending Submission was the end of October. A programme of investment covering a three year period from 2017/18 taking account of the guidance was agreed with the Portfolio Holder for Environment, Crime and Community Safety and can be seen in **Appendix B**.
- 2.13 The new programme continues with the same transport areas identified over recent years and also includes a major scheme bid for Wealdstone town centre. The increase in funding for cycling infrastructure of £200k per annum, recommended at the last TARSAP meeting, has also been incorporated into the new programme.

New Transport Local implementation Plan

- 2.14 During the year a working group involving representatives from TfL, London Councils and the Boroughs has been setup. The working group is examining and making recommendations on the third round of the LIPs process within the context of the London City Charter and general principles of best practice and value for money.
- 2.15 Current indications are that Borough LIPs will continue to support the delivery of MTS priorities, policies and outcomes, while also meeting local priorities. However, there is a desire to simplify requirements and processes for producing the next round of LIPs because this would reduce the resource burden for preparing, reviewing and monitoring LIPs for both the boroughs and TfL.
- 2.16 When a new MTS has been approved and future guidance is eventually issued for developing a third LIP it is likely that there will be full public consultation on developing Harrow's transport objectives, policies, delivery plan and monitoring indicators and targets as was done previously with the development of the first and second LIPs. This will provide the opportunity to refine the local priorities for delivering the new MTS in Harrow.
- 2.17 A clarification of the process for the new MTS and LIPs is expected in Spring 2017.

Section 3 – Further Information

- 3.1. There is no further information.

Section 4 – Financial Implications

- 4.1. There are no direct financial implications from this report.

Section 5 - Equalities implications

- 5.1 A programme of investment was included in the Transport Local Implementation Plan which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. Positive impacts of the programme were demonstrated on

some equalities groups, particularly, women, children and people with mobility difficulties.

5.2 The development of a new LIP would require a new EqlA to be undertaken.

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: 10/11/16		

Ward Councillors notified:	YES
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Section 8 - Contact Details and Background Papers










Contact:

David Eaglesham
Tel: 020 8424 1500, Fax: 020 8424 7662, E-mail: david.eaglesham@harrow.gov.uk

Background Papers:

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APPENDIX A – TIMETABLE FOR PREPARING MTS / LIPs

Half 2, 2016		Half 1, 2017					Half 2, 2017					Half 1, 2018					Half 2, 2018												
J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<i>Local elections</i>																													
 'Publish Direction of Travel' document (Autumn 2016)																													
 Engagement & preparation of draft MTS																													
 Publish TfL Business Plan (November 2016)																													
 Publish draft MTS and draft LIPs guidance (Spring 2017)																													
 Statutory MTS consultation																													
 MTS consultation analysis & response																													
 Publish Final MTS (Autumn 2017)																													
 Publish third LIP Guidance																													
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> Note: Interim LIPs funding guidance will cover 17/18 and 18/19 </div>																													
 Third LIP development & sign-off																													

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APPENDIX B – PROGRAMME OF INVESTMENT 2017/18 – 2019/20

Programme	Scheme Title	Scheme Description	Funding Source	Funding £000's				
				FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	20mph zone programme	Introduce 20mph zones at the following schools: - Pinner Park School, - St John Fisher school	LIP Allocation	100	100	100	300	300
Corridors Neighbourhoods and Supporting Measures	Local Safety Schemes (Accident Reduction)	Programme of accident remedial studies and scheme to address KSI clusters along corridors and at junctions, prioritising KSIs involving motorcyclists and children under 16. RTF street types: High Road, Connector, High Street, Town Street, Local Street. - A312 Northolt Road corridor (review link in conjunction with accident remedial study) - A4140 Honeypot Lane route study (between Queensbury Circle and Kingsbury Circle) - A404 Pinner Road (between Station Road to Headstone Lane)	LIP Allocation	100	100	100	300	300
Corridors Neighbourhoods and Supporting Measures	Walking schemes	Implementation of schemes to facilitate walking and reduce segregation, improve pedestrian safety. Implement a pedestrian crossing scheme in London Road (A4005), Harrow on the Hill near St Dominic's School.	LIP Allocation	50	50	50	150	150
Corridors Neighbourhoods	Cycle schemes	Implementation of cycle routes identified in cycle strategy.	LIP Allocation	200	200	200	600	600

Corridors Neighbourhoods and Supporting Measures	Freight routes and lorry control areas	Implementation of operational freight strategy, this will include works to review weight restriction areas and implement designated freight routes. Completion of improvements to Belmont lorry control area started in 2016/17. RTF street types: High Road, Connector, High Street, Town Street, Local Street	LIP Allocation	50	50	50	50	150
Corridors Neighbourhoods and Supporting Measures	Congestion relief schemes	Review areas of the network with journey time reliability issues and introduce improvement schemes to reduce delay and congestion and improve reliability. Review of Queensbury Circle junction to consider options to improve network performance and review user priorities.	LIP Allocation	80	80	80	240	240
Corridors Neighbourhoods and Supporting Measures	Accessibility improvements	Programme of accessibility improvements to introduce disabled persons parking places, pedestrian dropped kerbs and other minor localised improvements.	LIP Allocation	50	50	50	150	150
Corridors Neighbourhoods and Supporting Measures	Legible London	Continue implementation of pedestrian way finding signs at local and district centres. Signing will be designed and developed for Hatch End and South Harrow centres. RTF street types: High Road, High Street	LIP Allocation	50	50	50	150	150
Corridors Neighbourhoods and Supporting Measures	School Travel Plan highway schemes	Implement physical measures identified in school travel plans. The schools where interventions for 2017/18 are agreed as: - Grange School, - Newton Farm School, - Pinner Wood School, - West Lodge School,	LIP Allocation	50	50	50	150	150

Corridors Neighbourhoods and Supporting Measures	School support	safety promotions targeting all road users particularly drivers, powered 2 wheelers, cyclists and pedestrians will be organised based on targeted campaigns coordinated with other projects and initiatives where relevant.	LIP Allocation	80	80	80	240	240
		Undertake Workshops to enable schools to update their Travel Plans, provide educational theatre shows, small grant funding, walking to school resources, cycle to school resources and printing of termly newsletters sent to all schools.						
Corridors Neighbourhoods and Supporting Measures	Future programme development	The undertaking of surveys and assessments to develop scheme for future years. This will include all RTF street types	LIP Allocation	61	61	61	183	183
Corridors Neighbourhoods and Supporting Measures	Travel plan advisor	Travel plan position supporting the delivery of school travel plan development and engagement across circa 80 schools, liaison with schools, planning, councillors and developers. Promoting sustainable transport use for pupils and school staff.	LIP Allocation	50	50	50	150	150
Corridors Neighbourhoods and Supporting Measures	Cycle training	Provide ongoing cycle training to school children and adults in the borough. Priority in 17/18 is on working with women and minority groups in the Borough.	LIP Allocation	80	80	80	240	240
Local Transport Funding	Local Transport Schemes	Local schemes approved by Harrow Council's Traffic & Road Safety Advisory Panel.	LIP Allocation	100	100	100	300	300

Major Schemes	Wealdstone Town Centre Improvement Scheme	Schemes will focus on local accessibility and safety issues Wealdstone is an opportunity area with extensive growth opportunities highlighted in the Area Action Plan. The scheme will provide improved network reliability on the A409, additional capacity for bus services growth, an improved public realm to enhance pedestrian movement as well as improving accessibility, particularly east/west links. The GLA are funding the public square element of the wider scheme. RTF street types: High Road, Connector, High Street	LIP Allocation	100	1,000	900	100	2,890	
				S106	320				
				Harrow	70	250	250		70

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

Date of Meeting:	23 November 2016
Subject:	INFORMATION REPORT Ultra Low Emission Zone – Neighbourhood of the Future (NoF)
Responsible Officer:	Tom McCourt – Corporate Director, Community
Exempt:	No
Wards affected:	Greenhill
Enclosures:	Appendix A – Go Ultra Low City Scheme bid Appendix B – Harrow Neighbourhood of the future location plan

Section 1 – Summary

This information report is presented to members to provide an update on progress with the Ultra Low Emission Zone funded by Transport for London (TfL) and the proposed Neighbourhood of the Future scheme for Harrow.

FOR INFORMATION

Section 2 – Report

Background

- 2.1 London is the most polluted place in the country, with air toxicity levels in some areas reaching up to three-and-a-half times the EU legal limit. The Mayor's Air Quality Strategy published by the Greater London Authority in 2010 set out a range of policies aimed at making improvements and is the framework for the current London wide air quality initiatives. Policy 2 promotes technological change and cleaner vehicles and indicates that The Mayor, through TfL, working with the Government and boroughs will promote the transfer to and use of low emission vehicles for private and freight transport.
- 2.2 In July 2015 the London Mayor unveiled his Ultra Low Emission Vehicle (ULEV) delivery plan to make London the ultra-low emission vehicle capital of Europe. This plan sets a vision for ULEVs to be the preferred option in London for public transport, fleets and private vehicle owners and deals with the issues and challenges currently limiting ULEV uptake in London. The delivery plan will make it as easy as possible for Londoners to make the switch to Ultra Low Emission Vehicles.

Air Quality in Harrow

- 2.3 Harrow Council declared the whole Borough an Air Quality Management Area (AQMA) in January 2002 after a review and assessment of air quality within the borough predicted that two pollutants, PM10's (very fine particles) and nitrogen dioxide (NO₂) were likely to exceed nationally set objectives. The progress in achieving improved air quality within the AQMA is inextricably linked to Harrow's Local Implementation Plan (LIP) and Local Development Plan (LDF) which take into account the Mayor of London's Air Quality Strategy.
- 2.4 Modelling has demonstrated that the main contribution to nitrogen dioxide (NO₂) concentrations and also a major source of fine particle emissions was road traffic and so most of the measures are related to reducing vehicle emissions.

2.5 The Council's Air Quality Action Plan focus on the following key actions

- Reducing emissions from vehicles;
- Reducing road traffic – discouraging non-essential journeys by road;
- Promoting alternative modes of transport to the private car;
- Encouraging walking as a means of travel;
- Encouraging cycling as a means of travel;
- Encouraging development that does not impact upon air quality;
- Public information and education.

2.6 In 2011 the Greater London Authority (GLA) identified five Air Quality Focus Areas within LB Harrow which have been selected by the GLA as areas where there is the most potential for improvements in air quality within the Capital. These areas are:

- Harrow Town Centre – in the vicinity College Road, Greenhill Way and Lowland Road.
- Wealdstone – in the vicinity of George Gange Way and Railway Approach
- Pinner Road – near Harrow Town Centre
- Stanmore Broadway
- A5 Burnt Oak Broadway - by Watling Avenue

2.7 The introduction of ULEV initiatives focussed in air quality focus areas will support the delivery of the Air Quality Action Plan by helping to reduce vehicle emissions from conventional petrol or diesel powered vehicles and encouraging a greater take up of electric or other low emission vehicles.

Go Ultra Low City Scheme

2.8 The Office for Low Emission Vehicles, within the Department for Transport, works across government to support the early market for ultra-low emission vehicles (ULEV). In December 2014 they invited applications for the Go Ultra Low City Scheme (GULCS) which was intended for cities to deliver a step-change in the uptake of ULEVs in those cities.

2.9 A submission for a GULCS for London was prepared, agreed and submitted by TfL, GLA and eight London Boroughs and London Councils in October 2015 for £20 million in funding. The bid builds on the progress made by London's innovative policies such as the Congestion Charge and Low Emission Zone and local councils' work to incentivise cleaner vehicles through parking policies and by expanding charging provision.

2.10 The GULCS bid was very ambitious, wanting London to become a "Go Ultra-Low emission vehicle Capital" and is aligned to the Mayor's ambitions to

improve air quality and to support the commitment in his manifesto that London is carbon free by 2050.

- 2.11 There are four main streams to the GULCS as follows:
- a) Increase ULEV charging infrastructure in residential areas by establishing a London-wide delivery partnership for providing, managing and maintaining these.
 - b) Retrofit car club bays with EV charging points, with management and maintenance of the infrastructure being undertaken by the partnership responsible for residential charging infrastructure (point a).
 - c) Support the increase of rapid EV chargers.
 - d) Neighbourhoods of the Future (NoF) - local schemes to prioritise and encourage the uptake of ULEVs.
- 2.12 A copy of the bid can be seen in **Appendix A**.
- 2.13 Harrow Council's part of the submission involved a bid for £370k to develop a Neighbourhood of the Future (NoF) which will increase the uptake of electric vehicle (EV) usage in Harrow Town Centre. Harrow Town Centre has been identified as an area that has poor air quality and suffers from congestion during peak periods. You will note in appendix A that there is reference to Harrow on the Hill, however, this is a typographical error and the location of the scheme is actually the central area of the town that includes the main commercial centre and Harrow on the Hill Station.
- 2.14 London was subsequently announced as one of the winners of the Go Ultra Low City Scheme initiative on Monday 25 January 2016 and has been awarded £13m in capital funding for implementing the proposals. A governance structure was agreed that sees London Councils, TfL and the GLA represented on a steering group that will guide the implementation of the proposals in the GULCS bid.
- 2.15 As the award is lower than the amount included in the bid a final approval process has been undertaken by the steering group during the year to review the final proposals from all stakeholders in more detail. Harrow submitted a detailed proposal for the NoF and has received confirmation of its funding allocation on 4th November 2016 to undertake the project. The funding details are as follows:

Name of Project	Approved Funding 2016/17	Indicative Funding 2017/18	Indicative Funding 2018/19	Indicative Funding 2019/20	Indicative Total Funding	Approved Total Match Funding

Greenhill Go Ultra Low	£10,000	£80,000	£65,000	£25,000	£180,000	£50,000
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- 2.16 Match funding of £50k has been identified from the council’s annual local implementation plan (LIP) funding to support the bid and TfL will therefore fund £180k between 2017/18 and 2019/20 from the GULCS award.

Harrow Town Centre - Neighbourhood of the Future

- 2.17 Harrow Town Centre is a busy metropolitan centre and is a hive of activity, used by residents and visitors for work and leisure alike. There are also over 5,000 new homes planned to be built in the area as part of major developments in the town centre. Each new development is assessed in accordance with local and regional guidelines to ensure the correct sustainable transport infrastructure is included to satisfy both London wide and Borough policy objectives.

- 2.18 The Harrow Town Centre air quality focus area was selected as the location for the proposed neighbourhood of the future (NoF). This area is in the south of the borough and is close to the boundary with Brent and encompasses a large part of the Greenhill ward. It includes the main commercial shopping centre within the town centre and the borough as a whole which is home to several major high street stores and attracts local residents and visitors in a wide catchment. Commercial outlets make up the majority of the town centre environment, however several large scale residential developments will be located within the NoF area as part of wide scale residential development within the town centre. Harrow Town Centre is served by Harrow on the Hill bus and underground station which is on the Metropolitan Line. The location plan of the area can be seen in **Appendix B**.

- 2.19 The proposal focuses on increasing the number of EV charging points, prioritising road space for EVs and creating support maintenance for owners of ULEVs. A summary of the NoF proposal is set out below:

- Station Road and College Road are currently open to buses, cycles and delivery vehicles only. It is our intention to restrict these roads to ULEVs only. This will initially apply to private cars only.
- Provide charging infrastructure at the main transport hub of Harrow on the Hill Station with possible inclusion of rapid charging points in destination car parks near the two main shopping areas of St Ann’s and St George’s shopping centre.
- Provide free accredited training to mechanics in the borough to ensure ULEVs can be safely and easily serviced in the area. This will support

an increase in private ULEV ownership by removing a potential barrier over concerns about long term maintenance of the vehicles. In addition, the up skilling of local mechanics will support local businesses, making Harrow a centre of excellence for ULEV servicing and maintenance, boosting the local economy.

- Amend parking policies to incentivise ULEV ownership and provide parking discounts, for example, changing the charges for resident permits and “pay and display” to take account of vehicle emissions.
- Enable businesses based in the borough to trial ULEVs for their fleets. This would be restricted to cars and possibly vans, and would depend on whether or not the business had the capacity to charge their vehicles off-street using cables. This could include offering subsidised workplace charging for ULEV.
- Implement a long term behaviour change strategy to raise awareness of the benefits of EV and overcome any misconceptions. A package of initiatives would be developed and would include measures such as, An awareness campaign, partnering with Chargemaster, to promote EV and new technology (with longer range), A pop up EV information centre for the public, A free/discounted hire scheme for residents, test drive opportunities using EV, Innovative promotional campaigns involving partners.

2.20 Initial discussions have identified local mechanics to complete courses on ULEV maintenance including utilising skills within the Council’s Depot which is located close to the town centre. This will bring reassurance and confidence to ULEV owners or those considering purchasing a ULEV.

2.21 Parking management policies will have to change to encourage an increase in ULEVs. Changes will be made to establish dedicated parking bays for ULEVs and introduce lower charging incentives for ULEVs. As part of this process existing parking bays will be reviewed and areas identified that can accommodate charging points.

2.22 The proposals are expected to improve air quality in Harrow town centre which improve the quality of life for current and proposed residential developments most of which will be car free. Many residents are expected not to own cars and therefore there is scope to create ULEV car clubs which would be beneficial to the area. Any opportunities to create car clubs will be investigated through the development control process.

- 2.23 A detailed assessment of air quality before and after the implementation of the scheme would be considered to review NO₂, PM₁₀ and CO₂ levels and demonstrate the effectiveness of the proposals.
- 2.24 A detailed implementation programme is now being developed by officers and updates will be provided via the regular progress reports to TARSAP.

Electric vehicles charging infrastructure

- 2.25 In 2015 there were 40 registered plug-in electric vehicles in Harrow. There is a higher take up of hybrid vehicles that do not rely on an electric charge point, however, it is anticipated that by 2018 there are likely to be more than 100 residents with plug-in electric vehicles. While this is still a proportionately low number of residents this is a growing market.
- 2.26 With the focus on air quality a priority of the Mayor it is important to ensure that Harrow takes steps to implement the necessary charging infrastructure for electric vehicles and demonstrate a commitment to improving air quality in order to access potential funding streams in future. Because of the high car ownership in the borough, and limited orbital transport networks, encouraging the use of EV would be appropriate for Harrow.
- 2.27 The council supports EV provision to ensure Harrow remains a competitive destination for visitors and businesses, as well as for residents. There are a number of suppliers of electric vehicle charging point in the market and Harrow has been reviewing the available options that best suit the delivery of GULCS and satisfy commitments made in the Council's corporate policies including the LIP.
- 2.28 Following discussions earlier this year with the Portfolio Holder for Environment, Crime and Community Safety it was agreed that the Council signs a contract with Chargemaster as the supplier for the electric vehicle charging infrastructure. It was considered that this option provides the most flexible options for delivering infrastructure projects given the current levels of investment.
- 2.29 Joining the Chargemaster POLAR network would link Harrow to other locations around the UK through an established and credible network, enabling us to fulfil corporate priorities, meet the needs of residents and businesses, ensure that Harrow remains an attractive destination with improved air quality, and potentially support future funding opportunities.

Section 3 – Further Information

- 3.1 There is no further information.

Section 4 – Financial Implications

- 4.1 An allocation of £180k over 4 years is being provided by TfL between 2016/17 and 2019/20 to implement the NoF. An allocation of £50k within the LIP programme will support the delivery of the scheme. The total funding for implementation will be £230k.
- 4.2 An allocation of £10k is provided in 2016/17.

Section 5 - Equalities implications

- 5.1 A programme of investment was included in the Transport Local Implementation Plan which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. Positive impacts of the programme were demonstrated on some equalities groups, particularly, women, children and people with mobility difficulties.

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: 10/11/16

Ward Councillors notified:

YES

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips – Team Leader, Transportation
Tel: 020 8424 1649, Fax: 020 8424 7662,
E-mail: Barry.Philips@harrow.gov.uk

Background Papers:

Local Implementation Plan 2
TfL guidance
NoF bid document

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TRANSPORT
FOR LONDON



MAYOR OF LONDON

London: The Ultra Low Emission Capital

Go Ultra Low City Scheme Bid

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Greater London Authority
October 2015

Published by
Greater London Authority
City Hall
The Queen's Walk
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London SE1 2AA

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OVERVIEW

In July, London set out its vision to become an ultra low emission vehicle capital. London is bidding for £20 million in funding from the Office for Low Emission Vehicles (OLEV) Go Ultra Low City Scheme to make this vision a reality.

This bid builds on the progress made by London's innovative policies such as the Congestion Charge and Low Emission Zone and local councils' work to incentivise cleaner vehicles through parking policies and by expanding charging provision. The world's first Ultra Low Emission Zone, which will come in to force in 2020, is a significant step change in London's ambitions.

This bid, and further complementary bids, will help London continue on the path to an ultra low emission future by enabling London's plans for a holistic transformation of its vehicle fleets. Our bid will create the conditions to realise independent projections for 70,000 ultra low emission vehicles (ULEVs) to be sold in London by 2020 and unlock progress to an almost entirely ultra low emission light vehicle stock by

2050. In doing so, we will deliver air quality benefits and will be able to track progress through our comprehensive emissions monitoring networks and data reporting.

London's bid will overcome the most profound barrier to ULEV uptake; the availability of charging infrastructure. The new delivery partnership for residential charging addresses barriers for private users, primarily the lack of off-street parking and related complexity of charging. It will enable car clubs to convert their fleets, providing vital visibility and access to vehicles that are currently in the 'early adopter' stage. London's rapid charging network addresses the barrier to commercial ULEV uptake by providing charging solutions for fleets with intensive duty cycles. We will overcome the challenges that have prevented wider roll out of rapid charging by finding sites and upgrading the electricity network. These networks will continue to complement existing and emerging commercial public charging networks, such as Source London and the POLAR network, which provide 'top up' charging for private and business users.

LONDON'S GO ULTRA LOW CITY SCHEME BID

RESIDENTIAL CHARGING:

Overcoming the barriers to allow ULEV owners to charge at home

- £8 million investment
- A new, sustainable delivery partnership to provide charging solutions for ULEV owners close to home
- Trials of innovative charging solutions to suit London's different street scenes

CAR CLUBS:

Enabling the transition to a 50 per cent ULEV fleet by 2025

- £4.5 million investment
- Retrofitting charging infrastructure into 1,000 car club bays
- 'Smart' charge points to enable bays to be used for existing and emerging models of car sharing

COMMERCIAL FLEETS:

Unlocking ULEV use for fleets and enabling ULEV businesses to grow

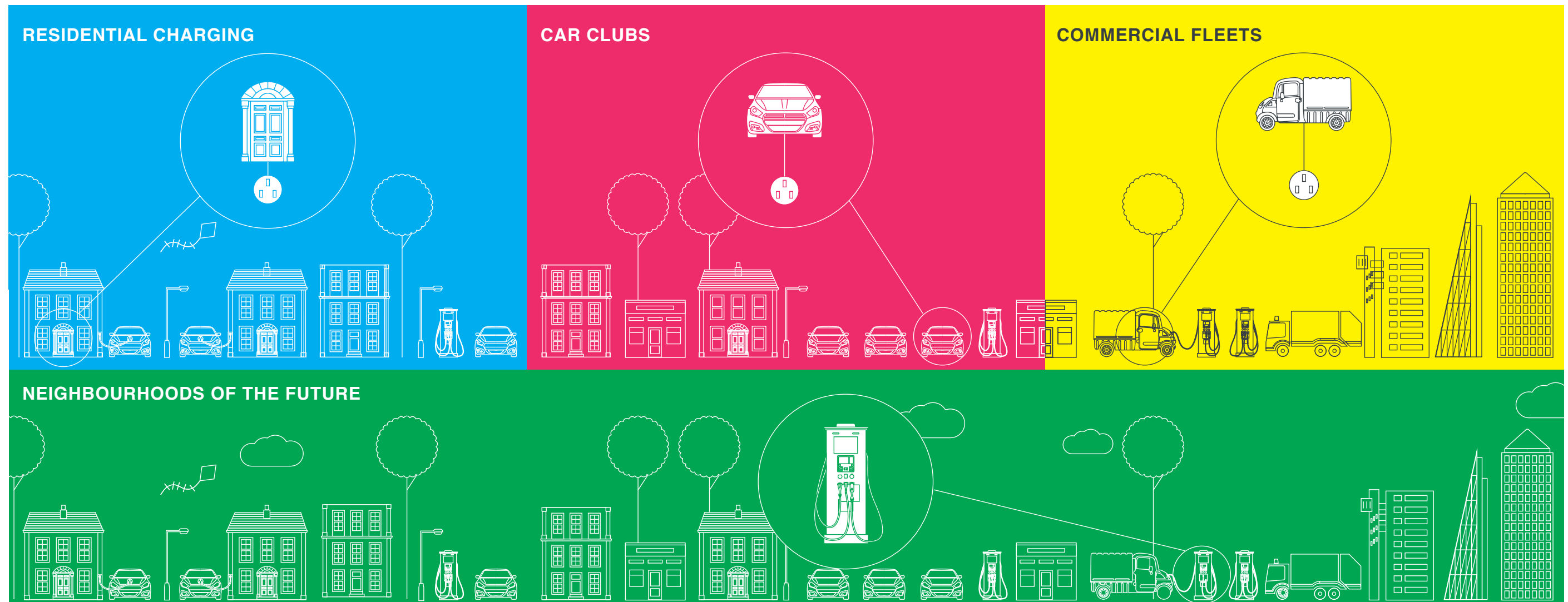
- £4 million investment
- Expanding London's rapid charging network on arterial routes and across key locations by 2020
- Securing locations for rapid charging 'hubs' and investing to upgrade the power supply

NEIGHBOURHOODS OF THE FUTURE:

Eight borough-led, local schemes to radically increase the uptake of ULEVs

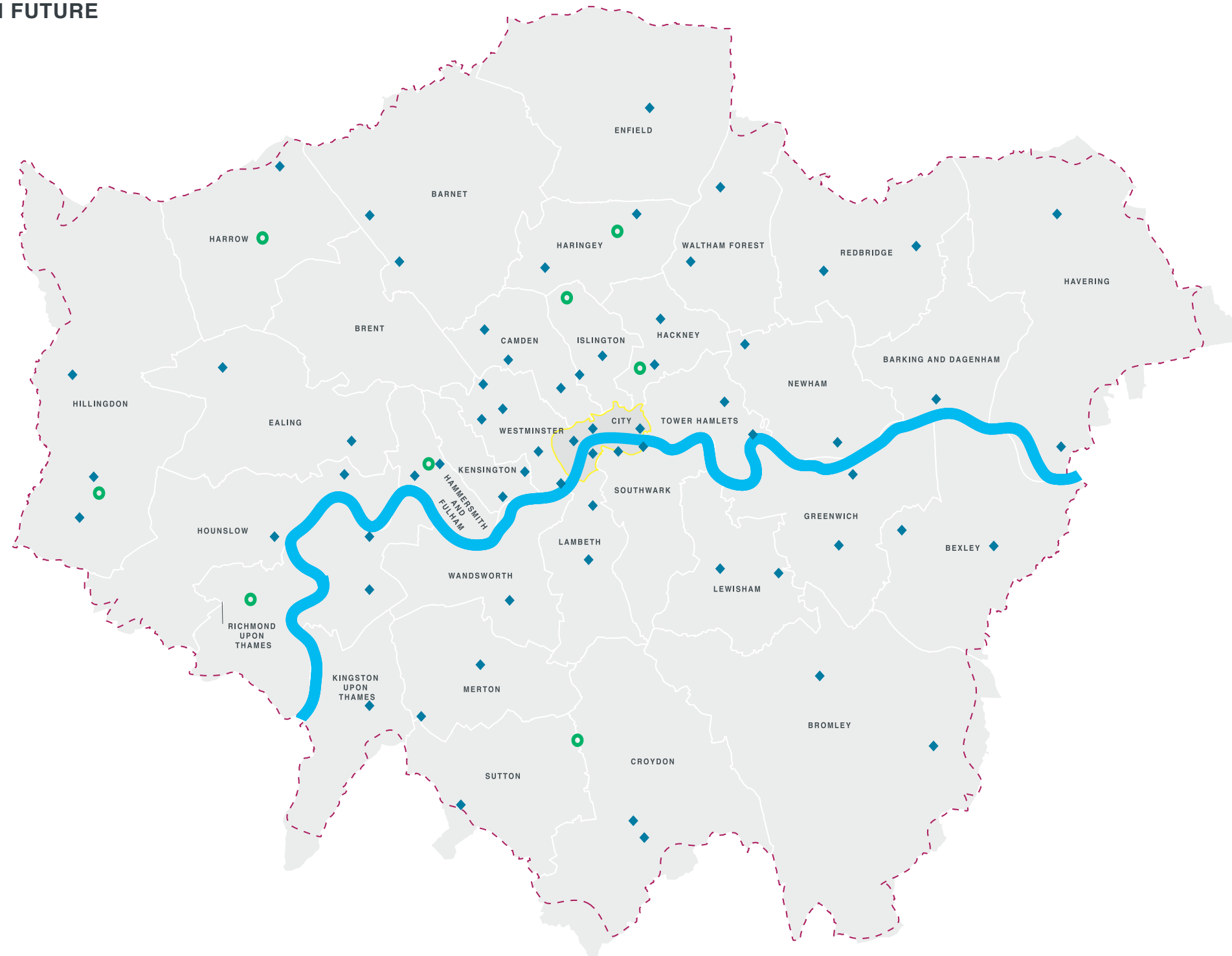
- £3.5 million investment
- A variety of geographies across the capital to test new ideas and provide learning for the rest of the UK

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LONDON'S ULTRA LOW EMISSION FUTURE

INTERVENTIONS ACROSS THE CAPITAL



Public charging networks

Privately operated charging networks offering public access to 'top up' ultra low emission vehicles, including open access on a pay as you go basis

Car club bays

Charging infrastructure installed in 1,000 car club bays

Residential charging

Council-owned residential charging solutions to allow ultra low emission vehicle owners to charge up at home

◆ Rapid charging hubs

A network of rapid chargers and charging hubs on key arterial routes in to London and strategic locations across the capital to unlock ultra low emission vehicle use by commercial operators, including taxi and private hire vehicles

--- Low Emission Zone

Operating 24 hours a day, seven days a week, to encourage the most polluting heavy diesel vehicles to become cleaner

● Neighbourhoods of the Future

Eight community schemes to radically increase the uptake of ultra low emission vehicles

■ Ultra Low Emission Zone

The world's first Ultra Low Emission Zone operating 24 hours a day, seven days a week from 7 September 2020 to encourage the use of newer, cleaner vehicles

Locations indicative for illustration purposes

1.0

Why London? Unlocking the UK's potential by investing in the capital

London is the best city in which to realise OLEV's ambitions. It has a global reputation for cutting-edge policy implementation and an unparalleled track record of delivering ambitious programmes on time and to budget. London is the UK's truly global city and therefore the only UK market of sufficient influence to inspire market innovation and ensure the whole of the UK benefits from the economic potential offered by ULEVs. London – "the Go Ultra Low Capital" – would be a powerful tool for OLEV's marketing campaigns while also offering experience and capacity to manage local, targeted campaigns.

KEY

Electric/Hybrid Transmissions and Fuel Cells – from Automotive Supply Finder

- 1 Continental Engineering Services UK
- 2 Elektromotive
- 3 GKN AutoStructures
- 4 GKN Evo E-Drive Systems
- 5 Intelligent Energy
- 6 ITM Power
- 7 Magnetic Systems Technology

Original Equipment Manufacturers

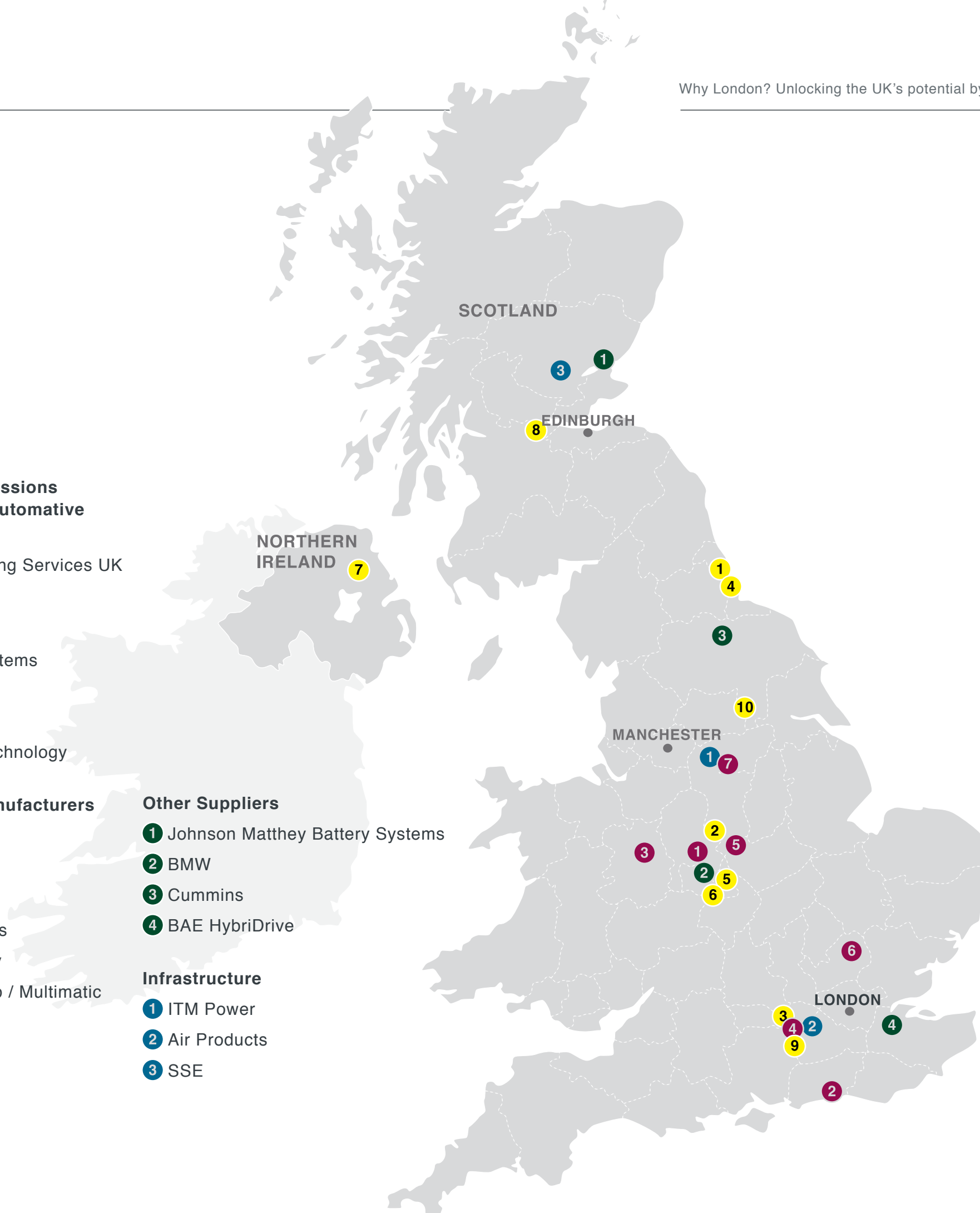
- 1 Nissan
- 2 Toyota
- 3 McLaren
- 4 Smith Electric Vehicles
- 5 London Taxi Company
- 6 Frazer Nash Metrocab / Multimatic
- 7 WrightBus
- 8 Alexander Dennis
- 9 Alexander Dennis
- 10 Optare

Other Suppliers

- 1 Johnson Matthey Battery Systems
- 2 BMW
- 3 Cummins
- 4 BAE HybriDrive

Infrastructure

- 1 ITM Power
- 2 Air Products
- 3 SSE



London has the largest market share of ULEV sales anywhere in the UK: in 2013, twelve per cent of all UK hybrid and EV sales were in London. Projections suggest that by 2020 there could be as many as 70,000 privately owned ULEVs sold within the capital and by 2050 London's light vehicle stock could be almost entirely ultra low emission.

Investment in London benefits other parts of the UK. The new zero emission capable taxi has secured £300 million investment and jobs in Coventry, while London's electric single deck buses are manufactured in Leeds. Independent economic assessment by Ecorys shows that high uptake of ULEVs in London – which initial investment from OLEV would help to realise – would result in total net GVA for the UK of around £230 million a year by 2050, with over 3,000 net jobs created or safeguarded across the country.



© Office for Low Emission Vehicles

There are wider benefits to ULEV uptake too. Ecorys has also calculated the social and environmental benefits of securing wider uptake of ULEVs in London. This showed nearly £30 million benefit by 2025, including health benefits due to reduced pollutant emissions worth around £10 million by 2025.

London has world-leading transport and environmental policies. It is the only city to have both a congestion charge and low emission zone, and will introduce the world's first Ultra Low Emission Zone in 2020.

London is therefore the only UK city with the capacity and supporting policies already in place to secure a step change in behaviour. London was the first city to recognise the powerful potential of incentives, providing a 100 per cent discount

to the Congestion Charge and favourable local parking policies. These have contributed to London having a higher market share of ULEVs than in the UK overall.

London has used other powerful levers, most notably the planning system. The London Plan commits the city to ensuring no Londoner is more than one mile from a public charge point; that employee car parks will offer workplace charge points installed by business; and requires 20 per cent of all new development car parking spaces to provide electric vehicle charging.

London would promote itself as the Go Ultra Low Capital. We would work with OLEV to use international icons such as the New Routemaster and the black taxi and make use of considerable promotional capacity, including motoring

occasions such as the Regent Street Motor Show and Formula E. London will be able to showcase the UK as a world leading ULEV city through networks such as the C40 Cities Climate Leadership Group¹ and the Electric Vehicles in Urban Europe (EVUE) programme². London is also keen to work in collaboration with other successful Go Ultra Low cities to share good practice and transfer knowledge between cities and to other parts of the UK.

London influences the rest of the UK. Source London has been replicated elsewhere and Westminster City Council's guidance for on-street

charging has been used across the country. London has undertaken a comprehensive research programme, including work coordinated by Hackney Council into the barriers around the ULEV residential market. The local visibility and credibility of London's councils has propelled successful local campaigns to encourage behaviour change, as demonstrated by smarter travel campaigns, and this experience will be used to drive the uptake of ULEVs. This collective knowledge and experience has helped to inform the proposals in this bid and will help bring forward innovative ideas.

¹ C40 is a network of the world's megacities committed to addressing climate change.

² London's Cross River Partnership, a public private partnership made up of local authorities, business organisations and other strategic agencies relevant to London, hosted the EVUE programme, engaging with continental leaders to share best practice and knowledge.

³ Smarter Travel Sutton for example achieved a 75 per cent increase in cycle traffic

LONDON'S DIRECTION

London's Ultra Low Emission Vehicle Delivery Plan sets out guiding principles that give confidence to businesses and ULEV owners that London is serious about realising its ultra low emission future:

- ULEVs are part of London's sustainable transport system: When public transport, walking or cycling are not feasible, Londoners need to be able to use ULEVs with ease and convenience. Some areas are better served by public transport than others. Where there is greater reliance on travel by car, particularly outer London, encouraging ULEV uptake
- is an important part of local transport strategies.
- An open, fair and accessible market offering coherence for users: There is no 'one size fits all' solution for charging and refuelling for ULEVs and different providers will operate in London. There must be interoperability between networks and open access for relevant user groups.
- The right infrastructure in the right place, making the best use of space: Partners in London will form shared views on infrastructure locations, considering flexible options to make the best use of space.
- Incentivising early ULEV uptake: London will offer discounts or otherwise incentivise ultra low or zero emission vehicles.



INNOVATION IN LONDON

FREVUE (Westminster)
Trials of electric freight vehicles to demonstrate that they can offer a viable alternative to diesel vehicles.

LaMiLo (Camden)
A scheme to increase the use of low emission vehicles in last mile of the delivery chain, trialling the concept for all of London's public sector.

Shoreditch Zero Emission Network (Hackney)
A project helping businesses to work cheaper, cleaner and greener with exclusive member offers including free trials of electric cars and vans, credits for car club use and money off zero emissions taxi fares.

ZeEUS
Investigating the effectiveness of geofencing on three inductively-charged diesel electric hybrid buses on Route 69 from Walthamstow to Canning Town.

Private Hire Vehicle geofencing in City of London
370 hybrid Addison Lee vehicles will be sent a message to switch the engine to electric in four areas of the city.

Geofencing trials
Using bus route 159 (which includes Oxford Street) as a test route for geofencing to produce a geofencing prioritisation toolkit for buses in air quality hotspots.



PROJECTS ACROSS THE CAPITAL

ELIPTIC
A project assessing the feasibility of accessing and sharing the Underground electricity distribution network to charge electric buses at transport hubs and bus garages, reducing reliance on the public electricity distribution network.

CITYLAB
London is one of seven global 'living laboratories' testing different solutions including using ULEVs to improve city logistics.



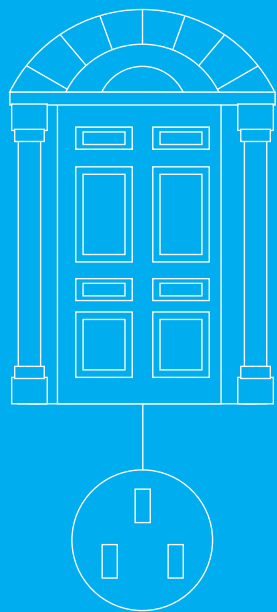
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London's Low Emission Zone, Congestion Charge and forthcoming ULEZ prove that we can coordinate innovative policies across regional and local government, with significant impact. Local cross-boundary partnerships, such as the Cross River Partnership and WESTRANS, and Londonwide programmes such as Local Implementation Plans and the Mayor's Air Quality Fund, demonstrate that we coordinate to make the most of London's governance and structures. This bid provides a framework for a consistent approach to charging infrastructure across London.

By providing Go Ultra Low City Scheme funding to London, national government would be targeting pollution and related health problems where they are most severe. London's air quality has improved significantly in recent years but more than one million Londoners live in areas which exceed the legal limits set by the European Union for NO₂ and London accounts for 49 of the 50 roads with the UK's highest NO₂ concentrations. With 80 per cent of all journeys made by road, increasing ULEV uptake will be an important component of tackling this challenge.



© Office for Low Emission Vehicles



1.1

Changing infrastructure in residential areas

London's bid for £8 million will secure the provision of charging infrastructure in residential areas. A new public sector partnership will simplify the provision of council-led charging infrastructure, by overcoming the practical and structural barriers that have held back the installation of charging infrastructure. It will provide customers and councils with one point of contact for installing, managing and maintaining charging infrastructure. The new "on demand" service will begin to meet the demand for the estimated 36,000 vehicles without private parking that will need access to residential charging infrastructure by 2020. All public sector funding for charging infrastructure in residential areas will be channelled through this new partnership.



© GLA

THE BARRIER TO ULEV UPTAKE

Access to local, safe and reliable charging infrastructure is a key barrier preventing widespread uptake of ULEVs in urban areas. In outer London 33 per cent of households have no access to off-street parking and this rises to 46 per cent in inner London. Yet our research shows that ULEV owners want to be able to charge vehicles at or close to their property and they do not think there are enough charge points at the moment.

Currently, each council must address legal requirements and design specifications for charging and keep abreast of changing technology. This complexity, and a lack of technical expertise to manage the process, has slowed down the provision of charging solutions. The lack of easy options for charging ULEVs is the single largest factor holding back greater uptake in London.

Recent research led by the London Borough of Hackney found that public access networks, such as Source London, are unlikely to provide the main solution for residential charging. It found that the provision of residential charging lacked the commercial viability to be driven by the current commercial model.

It also identified the barriers that need to be overcome to meet demand for residential charging. The key considerations the research identified that will help to determine suitable solutions for London include electricity distribution network capacity; parking, including how to restrict access to EV users and manage tension between residents; and streetscape, considering the visual and spatial impact of charging facilities.

LONDON'S SOLUTION

London will develop a new public sector partnership responsible for council-led charging infrastructure in neighbourhood settings, such as residential streets or in communal parking areas in estates.

This new partnership, formed of London's local councils and Transport for London, will manage all public sector funding for residential charging, including grant funding from OLEV. It will have a number of responsibilities and may contract some of these responsibilities through a competitive tendering process.

The new partnership will:

- Provide and manage all installations and maintenance, coordinating all stakeholders and processes to agreed service standards, including providing vital technical expertise and capacity to manage these processes for councils;
- Provide a single point of contact for ULEV owners and operators that will provide advice on what infrastructure is suitable and available for the customer needs, and promote the availability of charging infrastructure;
- Agree a design specification with councils and ensure installations meet those standards and analyse the market for new ideas that meet those design standards;
- Develop a sustainable funding model that in the long term funds the installation of charging infrastructure without the need for public subsidy;
- Manage a membership system and bookings, including using smart allocation of spaces and pre-booking apps; and
- Manage back office functions once infrastructure is installed, including maintenance, to deliver a simple and straightforward user model in residential areas.

London's ULEV Delivery Plan recognised that there is no one size fits all solution given the size and multiple needs of the capital. This new partnership approach will complement London's existing commercial networks such as Source London



© GLA

and POLAR. The locations for these commercial network points mean they predominantly meet the need to 'top up' while carrying out other tasks such as shopping, rather than meeting the need for residential charging very close to home.

A new public sector delivery partnership will be better able to secure councils' support and overcome the current barriers. It retains public control of the parking bay, which will allow councils to manage parking, for example to limit dwell time in each bay and ensure equitable access for different users. Borough leadership will also mean a simpler process for securing the right locations for residential charging

solutions. This will be complemented by further strengthening of policies in the new London Plan to ensure the Mayor's and boroughs' statutory powers are aligned with the new delivery model to maximise its impact.

A single partnership with responsibility for council-led charging infrastructure is a powerful driver to ensure all parties involved in charging in London sign up to common standards to enable interoperability, most importantly pay-as-you-go charging which will enable users to switch between different networks.



DELIVERING SUCCESS

The maps and table below, collated for TfL by Element Energy and WSP Parsons Brinckerhoff, show likely demand for on-street charging. Based on projections of ULEV uptake, the tables show the number of electric vehicles that will require residential charging. The maps illustrate the geographic distribution of demand for residential charging taking into account the availability of private, off-street parking which is more limited in high density areas.

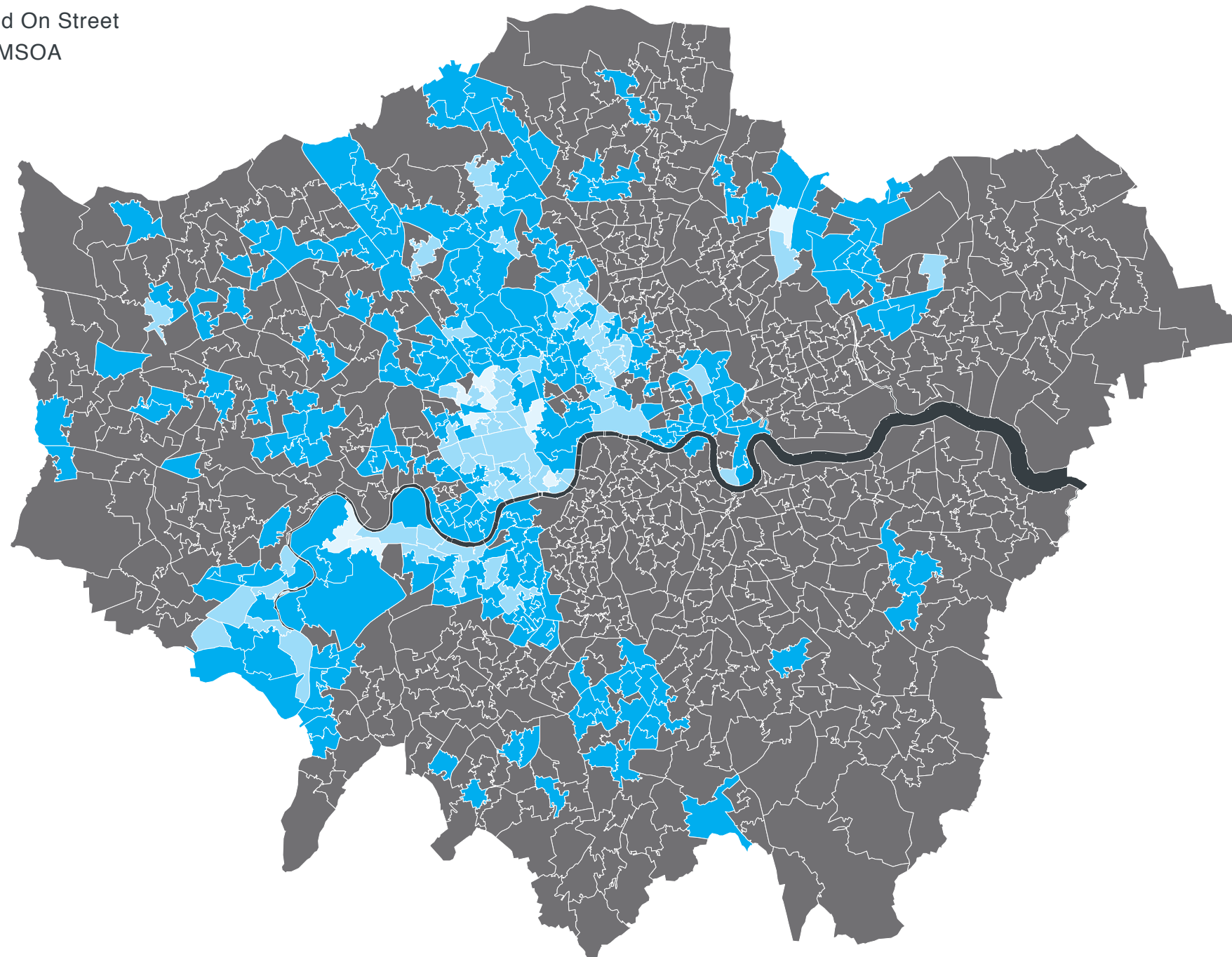
This scale of demand illustrates the increasingly urgent need to find a solution to increase the delivery of residential ULEV charging infrastructure. The new partnership will begin this process by providing approximately 1,225 points by 2020 with funding from OLEV. Additional funding will be sought through other funding schemes (such as EU innovation funds) and match funding (such as Local Implementation Plan, Section106 and Community Infrastructure Levy priorities) to ensure that it can deliver infrastructure quickly enough to meet demand. In the longer term, this will establish an operating model that can become self-sustaining. A breakdown of the estimated costs for London’s bid is set out in part two of the bid document.

TABLE 1
Electric vehicles requiring on-street charging in residential areas in 2020 and 2025







	2020		2025	
	Number	%	Number	%
EVs charged on-street	36,000	61	150,000	59
EVs charged off-street	24,000	39	104,000	41

GEOGRAPHIC SPREAD OF DEMAND FOR ON-STREET CHARGING INFRASTRUCTURE

2020 Residential Combined Vehicles
(Car, Van, Taxi) Charged On Street
High BEV Scenario by MSOA



Key London MSOA

	4 - 40
	41 - 80
	81 - 120
	121 - 160
	161 - 200
	River Thames

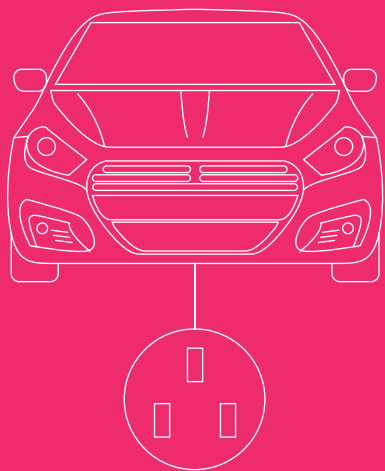
A number of councils have also provided information about their local priorities for residential charging through the Neighbourhood of the Future process. These indicative locations give confidence that councils want to identify locations within their communities. This information will inform discussions with councils and private landowners as this infrastructure is rolled out. Increased provision of residential charging infrastructure is critical to deliver many councils' aspirations for the transformation of these areas.

The funding available will enable a number of different technological approaches to be tested and delivered, ranging from lamp post charging, local hubs and, in the future, inductive charging.

1.2

Charging infrastructure for car clubs

Car club operators in London have committed to increasing the proportion of ULEVs in car club fleets to 50 per cent within ten years. This bid will provide £4.5 million funding to councils to install charging infrastructure in up to 1,000 car club bays to support car clubs to realise this ambition.



THE BARRIER TO ULEV UPTAKE

London has the bulk of the UK's car club market, with over 80 per cent of car club members and 70 per cent of car club vehicles. A number of car clubs and different operating models are currently established and emerging in London, with other companies interested in expanding to the capital. London's Car Club Strategy recognises the three main types of car clubs: round-trip; fixed one-way and floating one-way. The round trip model has operated in London for over ten years, while newer one-way models have gained traction in other European cities. Some councils are supportive of these new models of car sharing, allowing car club operators to explore one-way car sharing models in parts of the capital.

Car club operators are proud to be seen as a "green" transport option and are keen to remain in the forefront of clean vehicle technology. Currently, around 11 per cent of London's car club fleet is ULEV. In London's Ultra Low Emission Vehicle Delivery Plan, car club operators committed to increasing the proportion of ULEVs in their fleet to 50 per cent within ten years.

Including electric vehicles in car club fleets in London could help 'normalise' electric vehicles by making them visible, desirable and accessible to a much wider audience than is currently the case. Carplus, the umbrella

body for car clubs, reported positive experiences of electric vehicle use in car clubs: "Around one in five [survey respondents] had tried either an electric or hybrid car club vehicle. Of those who had experienced these vehicles, over three quarters had a 'good' or 'very good' experience."

The ability to access charging infrastructure is a challenge for car clubs. It has been difficult to meet the high upfront costs involved in installing charge points: operators have found it difficult to access grants from OLEV, while councils have been reluctant to pick up the costs for the exclusive benefit of car clubs. Network reliability and uncertainty around costs and access to privately-operated charging networks has led to uncertainty for car clubs and restricted uptake of ULEVs in the fleet.



CASE STUDY

London Borough of Hounslow/ Zipcar

Zipcar is a car club that has operated in London since 2004 (originally as Streetcar). It now has over 1,500 vehicles across the capital, including five electric and 95 hybrid vehicles.

As well as offering individual memberships, Zipcar offers corporate car share services to businesses in London.

One of its customers is the London Borough of Hounslow Council, which currently has ten Zipcar vehicles available to staff. Hounslow Council appointed Zipcar to provide a corporate car-share service for council employees to use when it's necessary to travel by car to fulfil certain business commitments.

Jaspal Kharay, an employee of the council, regularly books Zipcar's Vauxhall Ampera, a range-extended electric car. "I book it whenever I can as it's reassuring to know that local journeys are zero-emission" says Jaspal. "I hadn't driven an electric car before, but I found the experience to be quieter, smoother and a more relaxing drive than that of a conventional car". Jaspal's experience demonstrates the value of electric vehicles in car club fleets, which can provide drivers the opportunity to try out these vehicles. Jaspal says he would "recommend everyone to try driving electric if they can, as they are ideal for short journeys in the local built up environment", making them the perfect vehicle to use in the capital.



LONDON'S SOLUTION

OLEV's funding will enable the new residential delivery partnership (proposed in the previous section) to install and manage charging infrastructure in car club parking bays. Car clubs and councils will make decisions about those bays most suitable to be allocated as electric vehicle car club bays. Car club operators are able to share trip data with councils to illustrate demand and how vehicles are used, to help inform decisions about those vehicles most likely to be suited to conversion to electric vehicle.

This delivery partnership will ensure that councils retain ownership and sovereignty of the public asset (parking bay and charging infrastructure) and the flexibility to operate the bay in ways that suit the local population.

As the car club market develops and new models emerge, councils will also have the ability to use these assets to provide for new forms of car sharing

where these are locally supported. As is the case currently, councils will determine which models they want to support in their boroughs according to their wider transport strategy.

We anticipate that 'smart' charge points will be installed to enable flexibility and inter-operability between networks, car club operators and different models. Effective 'back office' functions that help provide an integrated service, such as a charge point booking service, will be central to enabling this. This integration will also enable usage of charge points to be maximised and will ensure the best value for money. Therefore car club operators will have a role to play in developing these management systems and may want to work together to maximise efficiency of this infrastructure and realise the opportunities of using it in new ways.

DELIVERING SUCCESS

London's Car Club Strategy aims to deliver a million members by 2025, with a ratio of 100 members per vehicle. This means that 5,000 new ULEVs could be bought in to the car club fleet by 2025.

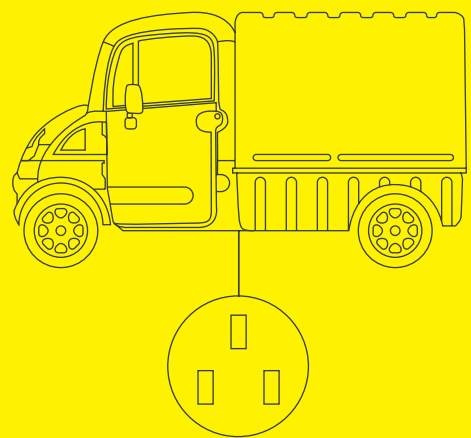
This funding will allow up to 1,000 car club bays to be fitted with charging infrastructure, a positive start to supporting the longer-term ambitions to 2025. Engagement with the car club industry demonstrates there will be sufficient demand from the market for this level of infrastructure, managed as proposed.



© Office for Low Emission Vehicles

1.3

Charging infrastructure for commercial fleets



An accessible and reliable rapid charging network will be vital to unlock the potential growth in ULEV use by commercial fleets with intensive duty cycles. A £4 million investment will help the network to grow beyond currently funded plans towards the 300 rapid charge points calculated to be required by 2020.

THE BARRIER TO ULEV UPTAKE

London's commercial fleets, including taxis, private hire fleets and car club operators, form a considerable proportion of the vehicles on street in London. Light commercial vehicles make up 12 per cent of London's road traffic and up to 21 per cent during the morning peak in central London. Taxis make up 18 per cent of traffic in central London and private hire vehicles around eight per cent. These commercial vehicles tend to operate high mileages and have intensive duty cycles. To be able to switch to ULEVs they will require access to rapid charging in order to maximise productivity.

Rapid charge points can charge a vehicle battery considerably faster than standard charging, delivering an 80 per cent charge in 20-30 minutes. They are ideally suited to high mileage urban fleet duty cycles. Research and stakeholder engagement has identified three possible use cases for rapid charging for commercial fleets:

- Charging for depot-based vehicles which can generally charge overnight but may need to top-up during the day, especially those with higher daily mileage.

- Charging for fleets that are not depot based, such as private hire, where drivers take small commercial vehicles home between shifts but may not be able to install charge points at home and would therefore require access to rapid charging while working.
- Organisations which work in London but are based a significant distance (perhaps up to 80 miles) outside the capital, which can potentially run electric vehicles by topping up from a rapid charge point on their way in and out of central London.

Meeting the demands of these duty cycles presents challenging power requirements. London is already working closely with OLEV, UK Power Networks, Ofgem and the Department of Energy & Climate Change to understand how best to approach this issue in delivering a network of rapid charge points. This includes identifying suitable locations with minimal cost implications.





CASE STUDY eConnect cars

Alistair Clarke is the founder and director of eConnect cars, a chauffeur-driven car company with an entirely electric vehicle fleet. The company has been operational in London for 18 months and now has 25 business-class electric vehicles in its fleet.

eConnect cars carefully manages its fleets to realise the benefits of electric vehicles: “Each vehicle averages around 100 miles a day. It takes more management to do that driving in an electric vehicle, but our drivers and customers really enjoy the experience of an electric vehicle.”

The main challenge for eConnect cars has been the availability of charging infrastructure. “Because of the mileage we need our drivers to cover, we rely on rapid chargers” says Alistair. eConnect cars even invested in its own rapid charger for its central London office to ensure drivers would always be able to access a charge point. “The lack of public rapid chargers places a limit on our ability to grow so I’m really pleased to be able to support London’s plans for a network of rapid chargers across the capital.”

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Artists impression of a future
charging station in London
Locations and interventions
indicative for illustrative purposes



London's bid has the support of a range of companies and commercial partners across the city, demonstrating the scale of enthusiasm for ultra low emission vehicles across the capital. A selection of the companies pledging their support have told us:

"We're supporting London's bid because..."

"...it is essential that London gets as much help as possible to improve its air quality. Government funding is necessary to support the work the Mayor has already done, particularly the proposed Ultra Low Emission Zone initiatives. In our view London would represent the best value to government by way of funding and support." **The Licensed Private Hire Car Association**

"... we support London's aim to become Europe's ultra low capital city knowing that it has the capacity and integrity to bring together a large group of influential stakeholders in order to achieve its target of drastically increasing its ULEZ fleet across several sectors." **Car2Go**

"...Gnewt Cargo as a large electric vehicle user believes in a zero emission future." **Gnewt Cargo**

"...London has the scale and openness to change, to transform, its vehicle fleet and reduce emissions to improve the health of its population."

Heathrow Airport LTD

"...we need a cleaner city to live in."

Powerday PLC

"...electric vehicle charging is important for the development of flexible car charging." **DriveNow**

"...the switch to electric vehicles is the logical step towards cleaner air in London." **eConnect Cars**

"...we need it to realise the potential for zero emission capable taxis and the future London air quality objectives" **The London Taxi Company**

"...we need to innovate and develop commercially robust LEV solutions in meeting the common goals of business and our environment." **Veolia**

"...the funding is necessary to stimulate momentum in the change from fossil fuels to ULEV's" **TNT**

"...it is a great opportunity to innovate and solve the air quality issue essential for London's future."

Pie Mapping

"...the future of London's air quality is very important."

Kilnbridge Construction Service

"...ultra low emission is an admirable and necessary objective and we want to be part of it."

O'Donovan Waste Disposal Ltd

"...it will deliver necessary action to improve quality of life."

Stratford Original

"...as the premier capital city of the world, London must be seen at the forefront of low emission technology and development." **Millbrook**

LONDON'S SOLUTION

London has funded plans to install 150 rapid charge points in the Capital by 2018 to meet the charging needs of commercial fleets. Beyond this, 300 rapid charge points are likely to be needed by 2020 to service zero emission capable taxis, private hire vehicles, other commercial vehicles and car clubs. This bid will help London to grow the network by providing funding for up to 100 additional charge points.

TfL recently started early market engagement through a Prior Information Notice to identify the best way of deploying charging infrastructure to support the electrification of taxi, private hire, car clubs and other commercial fleets. This indicated considerable interest in London's plans. Following a period of market engagement, TfL will issue an Official Journal of the European Union (OJEU) invitation to deliver a network early in 2016. This delivery model will be used to deliver the additional charge points for commercial fleets that OLEV funding will provide.

Suppliers highlighted that securing sites for charge points, the availability of sufficient power for rapid charging and the prohibitive cost of electricity grid upgrades are barriers to the growth of commercial markets. To overcome these issues TfL will engage with potential charge point hosts and UK Power

Networks to identify suitable locations for the deployment of rapid charging infrastructure. TfL will pursue a hub model, where multiple charge points are installed at a single strategic location with the provision of complementary services such as toilets and wifi. This was highlighted as the preferred model for charge point deployment over single on-street charge points and confirms TfL's research findings.

Accessible and reliable infrastructure will go some way to making the switch to ULEVs possible for businesses. Commercial businesses also need to be convinced about the appropriateness of these vehicles for their operations.

As a starting point, in September the London's bid partners hosted an industry event to discuss the potential for ULEVs in London's commercial fleets which helped to identify businesses' priorities and concerns. Later this year, TfL will launch a Low Emission Commercial Vehicle Programme to accelerate the development, supply and uptake of low emission commercial vehicles.

The public sector has an important role to play in demonstrating the value of ULEVs in fleets and showing that London is a suitable environment for these vehicles. London's public sector fleets are already rising to this challenge: London's world leading "green bus" programme will see a trial



© GLA

of the world's first purpose-built electric double deck bus this year and three bus routes operated entirely by electric buses in 2016. The London Fire Brigade has plans to convert all of its support cars to electric by 2016. Funding secured by OLEV will be available to public sector partners to install rapid charging infrastructure where this would unlock the conversion of their own or their contractors' fleets.

As major vehicle operators in London, the public sector can stimulate the uptake of ULEVs through our own procurement processes and share knowledge with other organisations. In the coming months, TfL will look to establish a new procurement framework for electric vehicle charge points, to be

in place in 2016. This would be open to a wide range of suppliers, enabling a simplified purchasing process and realising the financial benefits delivered by bulk procurement.



© TfL

DELIVERING SUCCESS

The further funding in this bid would progress the planned rapid network. It will increase it from the 150 to be provided through funding secured through the National Infrastructure Plan towards the 300 charge points that research has shown will be required by 2020 to support commercial fleets.

TfL's early engagement with industry partners indicates confidence in the market and the appetite for private investors to provide investment

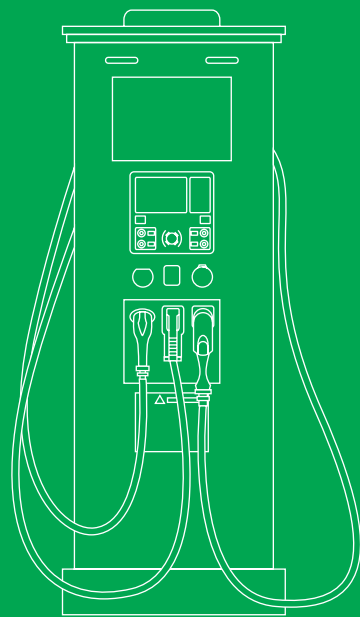
to develop the commercial charging network. This is likely to secure additional points to meet demand and will provide the capacity to grow the network as required once initial barriers of securing sites and grid capacity have been overcome.

TfL commissioned the Energy Saving Trust to understand movements of possible rapid charging fleet users, by analysing data from more than 2,000 vehicles operated by 26 fleets. This fleet mapping exercise identified those routes which could be completed using a suitable ULEV and where

rapid charge points should be located to support the use of these vehicles. The analysis found that installing rapid charge points at 85 locations within the M25 would support the acquisition of over 1,900 plug-in vehicles by 20 organisations out of the 26 participants. This gives an indication of the impact of strategic interventions and the potential number of vehicles that could be changed to ULEV across the far larger number of fleet operators in the capital.

A number of councils have also provided information about their local priorities for rapid charging for

commercial use through the Neighbourhoods of the Future process. These indicative locations demonstrate the enthusiasm to support businesses to convert to ULEVs and gives confidence that councils want to identify locations within their communities. Increased provision of rapid charging infrastructure is critical to deliver many councils' aspirations for the transformation of these areas. They align well with the locations identified by TfL's research and will inform discussions with councils and private landowners as this infrastructure is rolled out.



1.4

Neighbourhoods of the Future

London's Neighbourhoods of the Future are borough-led, area-based schemes offering a package of ambitious measures to radically increase the uptake of Ultra Low Emission Vehicles in a specific high-opportunity area. The schemes build on London boroughs' experience delivering programmes such as the Mayor's Air Quality Fund and mini-Hollands, which deliver local interventions to help progress London's collective ambitions. They combine the enhanced infrastructure secured through the rest of this bid with awareness raising and behaviour change measures. These communities will provide for and prioritise ultra low emission vehicles to help normalise ULEVs. A £3.5 million investment will support eight Neighbourhoods of the Future across the capital.



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Artists impression of the Neighbourhood
of the Future measures proposed in
Croydon and Sutton
Locations and interventions indicative
for illustrative purposes



© Office for Low Emission Vehicles

THE BARRIER TO ULEV UPTAKE

London's bid will overcome some of the fundamental infrastructure challenges to provide a varied network across London to meet the different requirements of vehicle owners. It is, though, more than availability of infrastructure that has held back London's ULEV market. Our proposals for Neighbourhoods of the Future (NoF) will complement and accelerate the rest of this bid. The schemes provide a balanced programme of infrastructure provision and behaviour change interventions.

The other elements of the bid will provide the foundation for communities transitioning to a low emission future. Councils that submitted NoF proposals

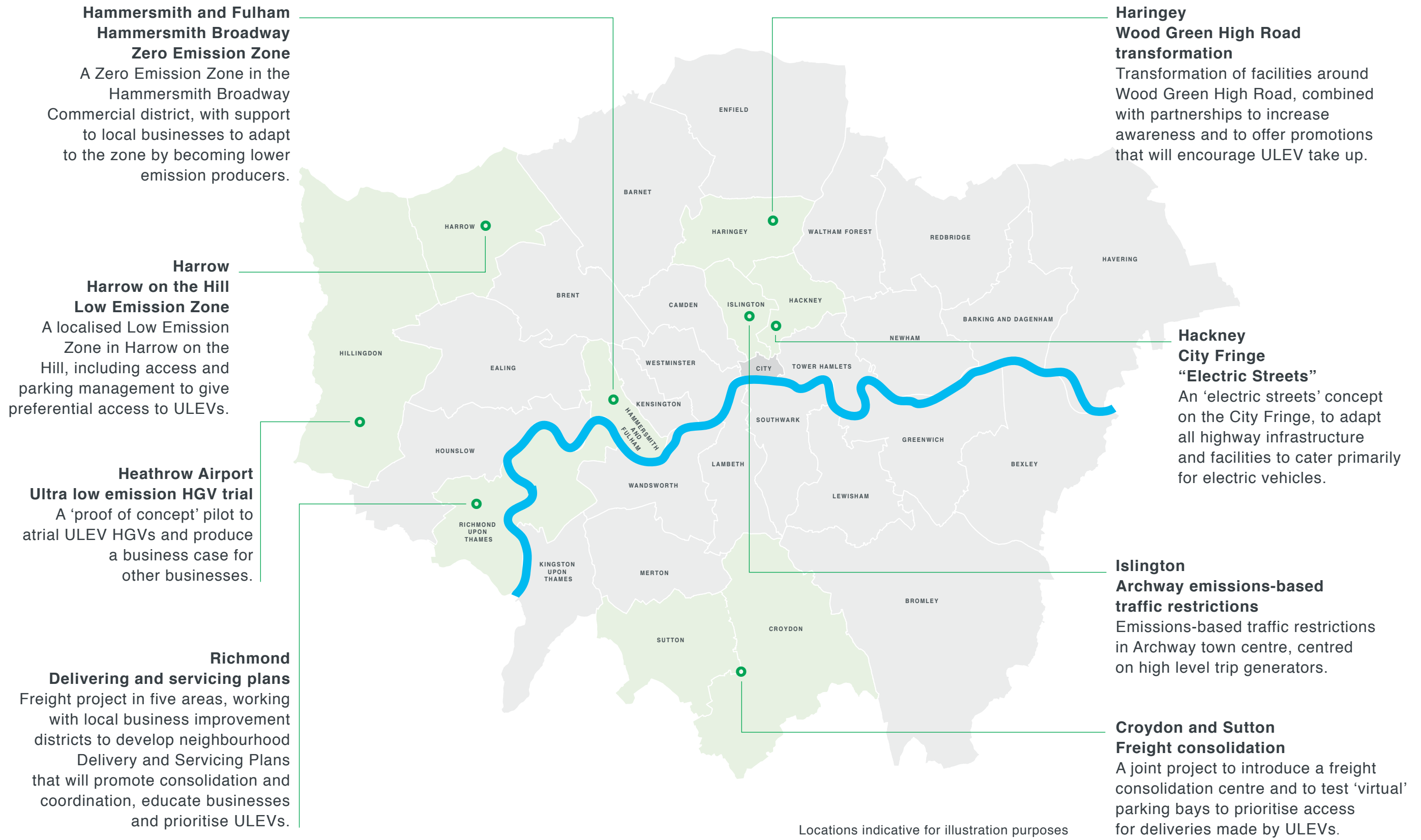
have shown considerable appetite to get infrastructure in place, for residents, car clubs and commercial operators. Each NoF included details of its priority locations for this enabling infrastructure, which will be needed to support the ambitious community interventions in these neighbourhoods. NoF projects and policies will maximise the benefits of this infrastructure by addressing more challenging issues that have restricted ULEV take up: winning confidence; changing behaviours; and designing a system that favours ULEV users.

London has been described as a city of villages. Each neighbourhood has its own character and transport challenges. Coordinating measures and targeting funding within smaller geographic areas will help to create exemplar

areas that can showcase the benefits of ultra low emission vehicles as part of a sustainable transport package. These high profile examples can have a powerful normalising effect and help generate public interest in ULEVs by:

- using council powers to take ambitious steps and make difficult decisions, such as parking restrictions, preferential access and changes to loading and servicing to create a favourable atmosphere for ULEV owners. The planning system will also be used to build in and prioritise supporting charging infrastructure.
- involving the local community by working with partners such as local businesses, schools, hospitals, the third sector and residents. NoFs will build confidence that ULEVs are suited to a variety of uses and will explain the community-wide benefits of ULEV uptake.
- engaging businesses such as car manufacturers/suppliers, potential sponsors and grid distribution companies to make the NoF a reality. NoFs will be supported to test new ideas so they can come to market sooner.
- securing match funding to help secure transformational change in each community, so that the opportunities presented by ULEV take up are maximised and tied to wider transport projects in the local area.

The level of enthusiasm for NoFs is indicated by the number of applications received. This shows the considerable appetite across London to realise the benefits of ULEVs for local communities. We also know that area-based schemes are supported by industry. BMW's Centre for Urban Mobility is keen to build on its experience working with German cities through a small number of projects in London. It has expressed an interest in supporting London's NoFs and will offer its toolkit and experience to learn what would work in individual neighbourhoods in London.



CASE STUDY

Heathrow Airport

Heathrow Airport is the gateway to London. It provides an ideal opportunity to demonstrate the scale of our ambitions to the world and can showcase the potential of ultra low emission vehicles to its 73.4 million passengers a year. Heathrow Airport Limited is a key partner to delivering this bid and a demonstrator of the scale of ambition for London's Neighbourhoods of the Future.

Heathrow already provides incentives for ultra low emission buses, taxis and charging infrastructure in its car parks as part its plans to create the world's first zero emission operations airport. It is committing that nearly all 8,000 of its airside vehicles will be zero emission by 2025 and as part of its five-year

business plan Heathrow is committing £5 million to the provision of charging infrastructure. The operating usage patterns for vehicles at Heathrow, combined with the small distances they need to travel, mean their fleets are excellent early adopters. Similarly, the controlled airside environment makes it a safe space to trial new and emerging technologies like dynamic inductive charging.

This hugely ambitious programme will need coordinated support from OLEV, GLA, TfL and relevant London boroughs. Funding will be provided to Heathrow to install rapid charging infrastructure for taxis and to provide further support for electric buses. This bid will also provide £100,000

to support a trial of ultra low emission HGVs, including electric, hybrid electric and hydrogen, for last mile delivery from the Heathrow Consolidation Centre to the airport.

Providing proof of concept for ultra low emission HGVs in the Heathrow operational environment is vital to enabling the conversion of a significant number of larger vehicles currently used as part of airside operations so that Heathrow can achieve its 8,000 vehicle target. The potential impact of this investment demonstrates the multiplier effect that relatively small amounts of OLEV funding can deliver and why a targeted local approach can pay dividends.

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Artists impression of the
Neighbourhood of the Future
measures proposed in Hackney.
Locations and interventions
indicative for illustrative purposes



CASE STUDY

Gnewt Cargo

London's councils and businesses have shown appetite to address the barriers preventing wider uptake of ULEVs in commercial operations. Freight consolidation is one way this ambition is being progressed in Neighbourhoods of the Future and the approach is already working in the capital.

Gnewt Cargo is an award-winning, FORS accredited, last mile logistics company operating in the central London congestion charge zone using a fully electric fleet of over a 100 vehicles.

Over the last year Gnewt Cargo has grown over 150 per cent (and 50 per cent year on year growth previously)



© GNEWT

and has set-up a second major Central London site this year. It now delivers on average between 5000 to 20,000 parcels daily into central London.

Its vehicles are sourced direct from large and small manufacturers alike. In 2014 Gnewt Cargo took receipt of a further 55 electric Renault Kangoo ZE's, the largest commercial EV

purchase Renault has ever had in the UK. Gnewt Cargo has also recently procured a further six Nissan ENV200, the latest commercial EV on the market.

Its operational environmental impact is measured through independent assessment which found Gnewt Cargo cut CO² emitted per parcel by 62 per cent on like for like deliveries.

LONDON'S SOLUTION

The funding provided to NoFs will implement innovative proposals that would be challenging without this additional funding. The NoF process has highlighted these councils' priorities for charging infrastructure. This information will be used as part of the planning process for rolling out infrastructure in these areas, which will be an important first step in the transformation of these communities.

Over the summer, London's bid partners ran a competition to determine the locations of these trailblazing communities. The wider package of measures in each NoF has been tailored to that area according to its circumstance and includes:

- a joint project between the London boroughs of Croydon and Sutton, to introduce a freight consolidation centre and to test 'virtual' parking bays to prioritise access for deliveries made by ULEVs;
- a freight project by the London Borough of Richmond upon Thames, working with local business improvement districts to develop neighbourhood Delivery and Servicing Plans that will promote consolidation and coordination, educate businesses and prioritise ULEVs.
- emissions based traffic restrictions in Archway town centre (Islington) centred on high level trip generators.
- a Zero Emission Zone in the Hammersmith Broadway commercial district, with support to local businesses to adapt to the zone by becoming lower emission producers.
- an 'electric streets' concept on the City Fringe of Hackney, to adapt all highway infrastructure and facilities to cater primarily for electric vehicles.
- transformation of facilities around Wood Green High Road in Haringey, combined with partnerships to increase awareness and to offer promotions that will encourage ULEV take up.
- a localised Low Emission Zone in Harrow on the Hill, including access and parking management to give preferential access to ULEVs.
- a 'proof of concept' pilot at Heathrow Airport to trial electric HGVs and produce a business case for other businesses.

London's Neighbourhoods of the Future demonstrate a particular appetite to work with businesses and these schemes are consistent with the aspirations of businesses. Through our business engagement event, carried out in developing this bid, London's businesses told us they want schemes through which:

- local councils use local policy measures, such as priority loading, to incentivise ULEV uptake among businesses and freight operators.
- micro-consolidation is enabled to promote the use of ULEVs for last mile deliveries, particularly given the lack of heavier ULEVs on the market.



© Office for Low Emission Vehicles

DELIVERING SUCCESS

Though focused on particular locations, NoFs will act as exemplars to other parts of London and the rest of the UK. In choosing NoF locations, London has consciously sought to ensure a spread of geographies that will help to make the lessons learned as applicable to other parts of the UK as possible. London's NoFs will take place in the following geographies:

- Town centres
- Out-of-town industrial and construction zones
- Transport hubs, including an international destination
- Regeneration areas of housing growth and economic development

NoFs will provide invaluable case studies that will link these projects to other elements of this bid. For example, by working with local businesses, the lessons from NoFs can be shared with other companies to influence their activities. These examples could be utilised as part of the fleet aspects

of London's bid. Where NoFs include development and regeneration areas, planning guidance that goes beyond existing national policies can help shape future provision of infrastructure and provide replicable examples across the UK.

NoFs provide useful test grounds for innovative ideas as they have already shown commitment to innovation and progress. Therefore innovative infrastructure solutions could be tested in NoFs with a view to being a more widespread solution used in other elements of London's bid.

2.0

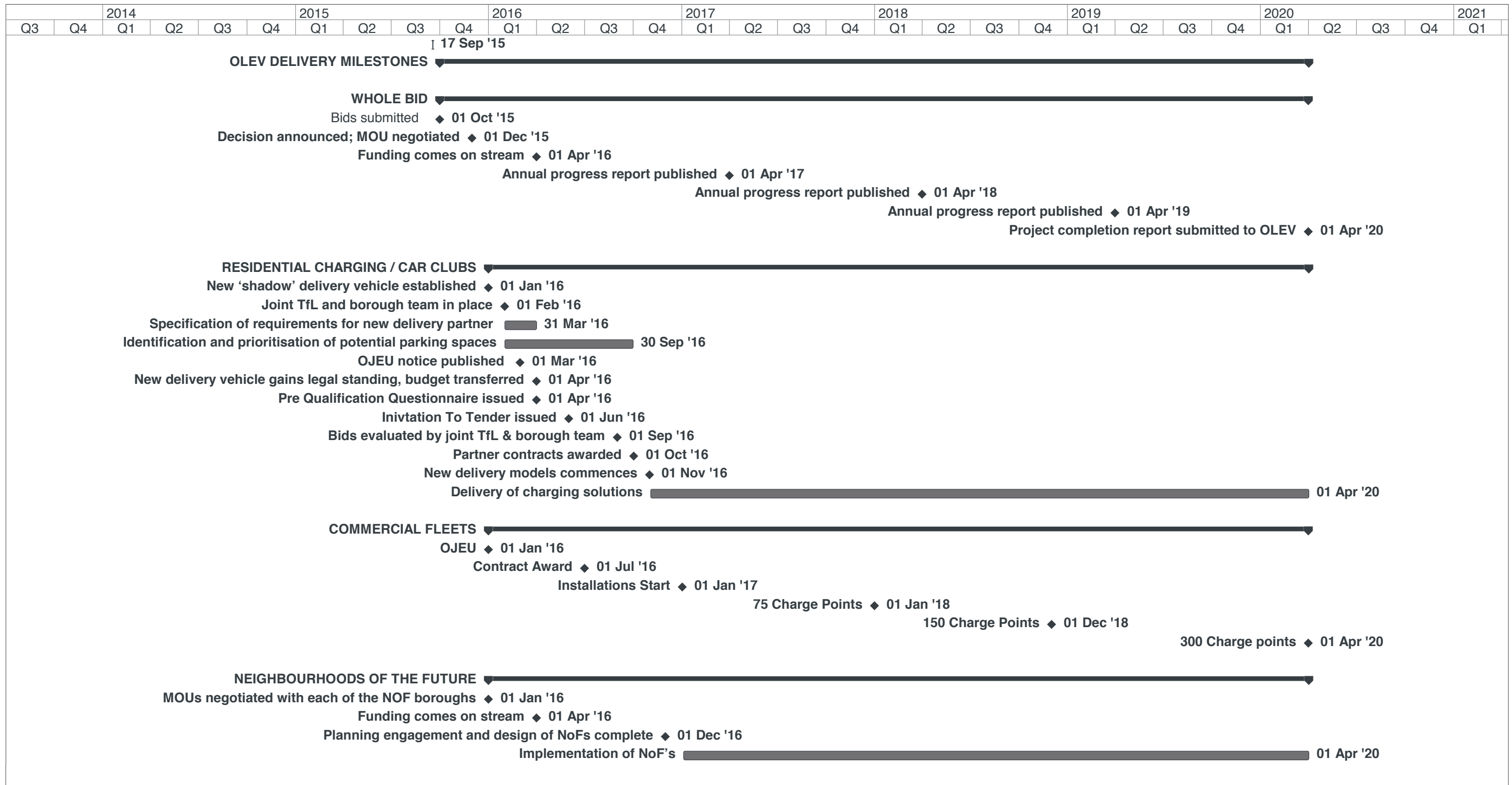
Delivering the bid

DELIVERY MILESTONES

the best approach to deliver of all of the elements of London's bid.

These delivery milestones are indicative and based on what the London bidding partners currently consider to be

These are subject to negotiation with OLEV, following its judgment on the winning cities.



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DPS TABLE HOW OLEV CRITERIA IS BEING FULFILLED

	Summary	Charging infrastructure in residential areas	Charging infrastructure for car clubs	Charging infrastructure for commercial fleets	Neighbourhoods of the Future
ULEV uptake	London's bid will help to unlock the adoption of 70,000 ULEVs in the capital by 2020, on the way to having 225,000 by 2025. It will help London to realise an almost entirely ULEV light vehicle stock by 2050, by securing a sustainable model for installation, management and funding of infrastructure.	Projections show that up to 150,000 electric vehicles without private parking will need access to charging by 2025. The proposed public sector delivery partnership will unlock the delivery of charging infrastructure in residential settings to establish a sustainable model to begin to meet this demand.	This funding will allow for retro-fitting up to 1,000 existing car club bays, enabling at least 1,000 car club vehicles to become ultra low emission vehicles.	300 rapid charge points are likely be needed by 2020. This funding will secure up to 100 additional points over and above the 150 TfL has funded to 2018, towards the 2020 requirement.	NoFs will accelerate the uptake of ULEVs in chosen locations and provide exemplars for other areas of London and the UK to follow.
Air quality	To secure significant air quality improvements in the UK, the Government must support London's bid. More than one million Londoners live in areas which exceed the EU legal limits and London accounts for 49 of the 50 roads with the highest NO2 concentrations in the UK. Independent assessments put the economic value of the potential health benefits of our bid at nearly £10 million by 2025.	The proposed public sector delivery partnership to unlock ULEV ownership for drivers without access to private parking could drive the uptake of ULEVs. If high uptake projections are reached this would result in NOx savings of approximately 135T in 2020 and 360T in 2025.	Converting 1,000 car club vehicles to ULEVs would result in NOx savings of between 3.6-6.9 T.	Supporting the uptake of ULEVs in these key fleets would lead to NOx savings of approximately 240T from Taxis, 35T from PHVs and 25T from vans.	Boroughs have identified NoF locations in key air quality hotspots. Accelerated uptake of ULEVs in hotspot locations are part of the solution to achieve earlier compliance with EU limit values.
Exemplar status	As part of an established global transport community, London can showcase these innovative proposals through networks such as the C40 Cities Climate Leadership Group. London will use TfL's role as an advisor to the European Commission and relationships with major European cities to share learning.	The proposed public sector delivery partnership could be replicated in other parts of the UK. It will provide a model for a user charging to secure a sustainable future for residential charging.	London leads the UK's car club market, with over 80 per cent of car club members and 70 per cent of car club vehicles. Successful conversion of London's fleet to ULEVs will drive progress across the UK.	London's rapid charging network will enable London's businesses to demonstrate the value and viability of increased usage of ULEVs in fleet duty cycles.	London has consciously sought to ensure that NoFs include a spread of geographies to help to make the lessons learned applicable to other parts of the UK. Heathrow sees significant volumes of passengers and thus provides an extremely valuable 'shop window' and promotional tool to international visitors.

	Summary	Charging infrastructure in residential areas	Charging infrastructure for car clubs	Charging infrastructure for commercial fleets	Neighbourhoods of the Future
Innovation	This bid combines unprecedented policy innovation, technical innovation and delivery innovation. The proposals are fitting for the only city in the world with both a Low Emission Zone and Congestion Charge and will build on the transformative impact of the world's first ULEZ.	The proposed public sector delivery partnership will improve and accelerate the roll-out of vital charging infrastructure.	As the car club market develops and new models emerge, councils will have the ability to use their assets to provide for new forms of car sharing. 'Smart' charge points will allow future flexibility and inter-operability between networks and car club operators and models.	London is working with commercial partners to pursue a 'hub' approach to installing rapid and fast chargers. This includes considering proposals for new styles of fuelling station suitable for ULEVs.	Innovative proposals include EV only loading restrictions, virtual parking and loading bays, ULEV HGV trials and innovative lamppost charging.
Link to other schemes	London is already leading the way by introducing the world's first ULEZ from 2020. To support the ULEZ, London has ambitious new requirements for all new taxis to be zero emission capable from 2018 and to increase the number of hybrid and zero emission buses by 2020. This will go some way to removing the most polluting vehicles from London's streets but London's bid will help to take the next step by accelerating the uptake of the cleanest vehicles in their place.		The Mayor's Ultra Low Emission Vehicle Delivery Plan set out London's transformational plans across all of London's fleets. This bid will help to realise this potential by providing the infrastructure needed to support this transition.		London Boroughs have chosen NoF locations to complement existing projects in local areas. Match funding through existing Local Implementation Plan money and leveraging in section 106 money from developers and other private sector partners will help add additional value to the NoFs
Monitoring	London has the most comprehensive and representative emissions monitoring network in the world with 157 monitoring stations. This is complemented by two award-winning emissions inventories (the London Energy and Green House Gas Inventory and the London Atmospheric Emissions Inventory). To understand changes to the vehicle fleet we can use our unrivalled network of Automatic Number Plate Recognition cameras. The report Travel in London will provide a progress report on London's progress in delivering ULEVs, making use of the various data sources.	The proposed public sector delivery partnership will monitor and share usage statistics with councils to ensure infrastructure is where it is needed most.	Network data will provide insight to ensure vehicles are used to their full capacity and that bays are located in the most effective locations. Carplus and the BVRLA – umbrella bodies for the car club and leasing sectors – will monitor and report on the progress and impact of ULEVs, including how behaviour varies between drivers using ULEVs and other vehicles.	London will use network data to monitor usage, such as how often and how long people charge. This would help to inform future installations and provide valuable information as technology develops.	As discrete projects, NoFs offer an excellent opportunity for consumer research. TfL will coordinate consumer research through its Customer Research and Insight function, testing attitudes to ULEVs before and after local interventions. This research will provide intelligence to guide future policy development and interventions.

COSTS

Charge point costs

For London's councils the cost of installation for a single charge point is currently in the region of £10,000 – £20,000. Variations in price are the result of the particular procurement and installation processes within each local authority, a lack of scale and the use of traditional charging infrastructure. Over the course of TfL's participation in OLEV's Plugged-in-Places funding scheme it has been demonstrated that the average cost per charge point can be reduced to around £7,500.

The London bid expects to enable the average cost of an installed 7kW residential charge point to be reduced to approximately £5,500 and car club charge point to approximately £4,500.

Indicative costs per charge point would be as follows:

- Charge point – £2,000
- Installation £1,500 – £2,000
- Local Authority Signage and Traffic Orders – £1,000

The reduction in cost would be achieved as a result of the following factors which are key elements of the London bid:

- Frameworks to increase competition and drive down the cost of hardware and installations

- Economies of scales delivered by the size of the charge point requirement
- Standardised installation processes for local councils to reduce cost of administration
- Potential to introduce innovative charging solutions, for example. lamp post socket charging
- For car club infrastructure, installing some of the charge points at off street car club bays

Over the course of the funding period it is anticipated that further reductions in the cost of charge point deployment could be achieved as a result of continuous improvement in the efficiency of installation and procurement processes. The models set out below are contingent on these assumptions and would need to be reconsidered if London was unable to drive down the cost, as expected.

Charging infrastructure in residential areas

The request is for £8 million, £6.75 million of which will deliver up to 1,225 new residential charge points (assuming an average install cost per charge point over the lifetime of the funding period of £5,500).

The remaining £1.25 million is to develop and initially fund the operation of delivery and management models that will be necessary for both the residential and car club infrastructure.

Car clubs

Request is for £4.5 million to retrofit up to 1,000 car club bays (assuming average cost per charge point over the lifetime of the funding period of £4,500)

Charge point delivery and management model for residential and car clubs

Request is for £1.25 million to support the set-up and first year operation of an on-demand charge point delivery partnership and management function. This function will be available to all London councils and will provide consistency and best practice in relation to all residential and car club charge point installations.

Indicative Set-Up Costs

- Project Management and Procurement – £250,000
- Legal – £75,000
- Marketing and Communications – £75,000

Indicative First Year Operating Costs

- Scheme Administration and Resources – £250,000
- Charge Point Back Office and Network Management – £150,000
- Charge Point Maintenance – £400,000

This partnership will coordinate the installation of car club points and residential charge points for which

funding has been requested in London's bid. Furthermore it will manage these charge points with the aim of creating a self-sustaining business model for the continued growth in the number of available charge points for car club and residential users.

In its second year the partnership will aim to offset operating costs with revenue generated from the operation of the charge point networks. As the car club and residential customer base increases over time with more sharing of points, the delivery and management model will generate surpluses (beginning in Year three) which will be wholly reinvested in new charge point infrastructure to grow both the car club and residential networks. In addition to the delivery of infrastructure through the reinvestment of surpluses, London will continue to investigate additional sources of funding (including OLEV and EU funding – such as Interreg NW Europe and Horizon 2020) to ensure that residential and car club vehicle charging infrastructure can be delivered at a rate necessary to support the rate of ULEV uptake in the capital.

Further market research will be required if this bid is successful to refine this initial outline of the operating model.

Importantly, this will be used to define the appropriate fee structures for residents and visitors (where relevant).

Charging for commercial fleets

The £4 million in this bid will develop the rapid charging network across London. The process is underway to secure 150 charge points by 2018, using £10 million allocated to London in the National Infrastructure Plan. Beyond this, 300 rapid charge points are likely to be needed by 2020 to service zero emission capable taxis, private hire vehicles, other commercial vehicles and car clubs. This bid will help London to grow the network by providing funding for up to 100 additional charge points.

A significant proportion of the National Infrastructure Plan funding will be used to upgrade the electricity network, which potential network partners have identified as one of the biggest barriers to the growth of charging infrastructure networks. As these upgrades will be funded by the National

Infrastructure Plan funding, the unit costs of the additional points to be funded by the City Scheme are likely to be lower. These further points will be added to established hub locations, further bringing down the cost per unit compared to the earliest installations.

TfL's early engagement with industry partners indicates confidence in the market and the appetite for private investors to provide investment to develop the commercial charging network. This is likely to secure additional points to meet demand and will provide the capacity to grow the network as required once initial barriers of securing sites and grid capacity have been overcome by this funding.

Indicative cost breakdown for the two stages of network installation is as follows:

£10 million National Infrastructure Plan funding (150 charge points):

- Charge points – £3.75 million
- Installation – £1.5 million
- Power Network Upgrades – £3.75 million (assuming £125,000 at 30 hub sites)
- Warranty and Maintenance – £1 million (over three years)

£4 million City Scheme funding (up to 100 further additional charge points):

- Charge points – £2.4 million
- Installation – £1 million
- Maintenance – £600,000 (over three years)

NEIGHBOURHOODS OF THE FUTURE

London's Neighbourhood of the Future proposals will take the next step in transforming communities to their low emission future. In each case, the programmes rely on the provision of charging infrastructure to be provided through the earlier elements of this bid. Should funding for that infrastructure not be secured, the programmes and costs outlined below would need to be negotiated further.

Indicative costs for the local programmes as submitted in borough's expression of interest are as follows:

- London Boroughs of Croydon and Sutton: freight and deliveries programme – £500,000
- London Borough of Richmond upon Thames: Business Delivery and Servicing Plans – £380,000
- London Borough of Islington: Archway emissions-based traffic restrictions – £350,000
- London Borough of Hammersmith and Fulham: Zero Emission Zone – £260,000 and freight consolidation centre £200,000 (£460,000 total)
- London Borough of Hackney: 'Electric Streets' programme – £750,000
- London Borough of Haringey: Wood Green transformation – £550,000
- London Borough of Harrow: Harrow on the Hill Low Emission Zone – £370,000
- Heathrow Airport: Ultra Low Emission HGV trial – £100,000

MATCH FUNDING

London Go Ultra Low City Scheme bid partners will leverage additional funding from businesses, academic institutions and other partner bodies such as the EU. London has already had considerable success in securing funding for innovative ULEV projects, having secured European funding for projects including FREVUE, CITYLAB and ELIPTIC.

London also has experience in securing private sector funding to support its ambitions. The Source and POLAR networks are both investing in growth in London. Companies will need to invest in their fleets to meet the requirements set by the world's first ULEZ. Car club operators will invest capital to purchase the vehicles required to support their anticipated growth in membership. These examples demonstrate the considerable volumes of private sector funding that will be spent by private companies in London as it moves towards its ultra low emission future. All of this funding can be seen as supporting OLEV's funding and maximising its impact.

To maximise the potential of Go Ultra Low City Scheme funding the London bid would provide match funding from the Mayor's Air Quality Fund. Councils will be able to consider opportunities to combine Go Ultra Low funding with Local Implementation Plan funds.

The Mayor and boroughs already concentrate considerable time and resources to educating the public about air quality in partnership through the Mayor's Air Quality Fund. London's Ultra Low Emission Vehicle Delivery Plan set out a range of TfL programmes that will help to increase the uptake of ULEVs. These funding streams will address many of the 'softer' measures required to support OLEV's capital investment, by educating residents and businesses about the benefits of ULEVs.

BID PARTNERS

This is a joint bid submitted by the Mayor of London, Transport for London (TfL) and London Councils (representing the 32 London boroughs and the City of London Corporation). This partnership has been developed to ensure an integrated and consistent approach to the Go Ultra Low City Scheme across all levels of London government.

All bid partners will establish governance arrangements once funding is secured to ensure that action is taken at the most appropriate level of London government. Workstreams within this bid will be managed and delivered by key stakeholders including TfL, local councils, the Mayor of London, community groups, public-private partnerships (such as Cross River Partnership) and the private sector.

London's councils have supported the proposals in this bid. Once funding is secured, there will be further discussion to confirm the new delivery model, taking in to full account the legal and financial implications. London Councils' Transport and Environment Committee (TEC) will provide a steering group for these discussions, before formal ratification through each council's governance processes where necessary.

London is expecting to apply for future funding streams promoted by OLEV which will be used to complement this bid. These other funding bids will be led by TfL, which has responsibility for buses, taxis and private hire vehicles within London.

London's bid is also supported by a number of private sector partners, demonstrating the appetite to increase ULEV uptake in the capital and that London's bid will deliver what businesses want. A full list of our supporting partners can be found on the back cover.

SUPPORTERS

Addison Lee	Quattro Plant
Brixton BID	Road Peace
BMW	Skanska
Central London Freight Quality Partnership	South London and Maudsley NHS Foundation Trust
City Car Club	Stratford Original BID
Cross River Partnership	The Licensed Private Hire Car Association
DriveNow UK Ltd	The London Taxi Company
eConnect Cars	TNT
Ferrovial Agroman UK LTD	Transport and Travel Research Ltd
Fruit4London	UK Power Networks
Global Action Plan	University of Westminster
GMB Professional Drivers' Branch	Veolia
Gnewt Cargo	WestTrans
Heathrow Airport LTD	Wilson James Ltd
Kilnbridge Construction Service	Zapinamo
Millbrook	Zero Emissions Network
O'Donovan Waste Disposal Ltd	Zipcar
Pie Mapping	
Powerday PLC	

STATE AID

We have considered the State Aid position in relation to the measures proposed in this bid and confirm that we consider we will meet State Aid compliance as set out below.

Charging infrastructure in residential areas

We note that OLEV consider that provision of the funding to local authorities does not constitute State Aid. We in turn, apply this interpretation to the provision of the bid funding to the public sector partnership which will be created under this measure, such that there is no State Aid at this level. This is on the basis that such a partnership, whilst potentially a distinct entity, would be exercising the same public functions as its member public organisations in the receipt and application of the relevant funds. There is in our view no difference, in State aid terms, between an individual public authority receiving and applying the funds and an entity that is an amalgamation of such public bodies doing so.

The constructed infrastructure will be made available to local residents on an open, transparent and non-discriminatory basis and charges for such use will be at market rates. We therefore consider that there is no benefit or 'favouring of an undertaking'

for the purpose of State Aid and therefore no State Aid at this level either. The public sector partnership will procure relevant works, services or supplies in relation to the charging infrastructure in accordance with relevant procurement regulations and we therefore consider that this element of the measure will not constitute State Aid.

We note our previous correspondence with OLEV under which OLEV has kindly confirmed, subject to information available to date, that it does not believe that the recent state aid approval (as yet unpublished) SA. 38769 (relating to the use of public funding for the installation and operation of charging stations for electric vehicles) set any precedent in relation to the Go Ultra Low City Scheme funding. In any event, funding towards the construction and operation of the charging infrastructure is considered capable of being applied in line with Article 56 – 'Investment aid for local infrastructures' of the General Block Exemption Regulations No 651/2014 ('GBER') and therefore exempt from Commission notification requirements.

Charging infrastructure for car clubs

It is intended that the same public sector partnership described above in relation to the residential charging infrastructure, will receive the bid

funding for the car club infrastructure and similarly will procure relevant works, services or supplies in relation to the charging infrastructure in accordance with relevant procurement regulations. We therefore apply the same interpretation and do not consider that these elements of the measure will constitute State Aid.

The charging infrastructure for car clubs is potentially a selective benefit in that its availability is limited to the users of car club vehicles. Due to the number of car club undertakings in London, the de minimis cap for State Aid Commission notification exemption purposes may be exceeded (i.e. in respect of a car club undertaking(s), we may exceed the ceiling of EUR 200 000 which is the amount of de minimis aid that a single undertaking may receive per Member State over any period of three years pursuant to Commission Regulation No 1407/2013). However we would argue that parallels can be drawn with the state aid approval SA.34719 (relating to the Netherlands Electric transportation scheme in Amsterdam and in particular the purchase and installation of non-public and semi-public charging points for electric vehicles) where it was found that the selective benefit did not have any effect on intra community trade and that therefore the charging infrastructure did not constitute State Aid. We note that OLEV is encouraging investment in car club infrastructure and so we

would be pleased to work with OLEV to find a solution to this issue, including obtaining State Aid clearance from the Commission should this be required.

Charging infrastructure for commercial fleets

We consider this measure would not constitute State Aid on the basis that we intend to structure and procure the requirements for this measure as services, such services being procured through open and transparent competition. In addition the infrastructure will be made available to users on an open, transparent and non-discriminatory basis and so the benefit is non-selective and therefore no undertaking is favoured, with market rates for usage being charged.

Neighbourhoods of the Future

In relation to this set of measures, in a majority of cases funding will be provided directly to relevant London Councils representing the neighbourhoods and to the extent that the funding will then be used to procure works, services or supplies, these will be procured in accordance with relevant procurement regulations and we therefore consider that they will not constitute State Aid. In addition (with the exception of the Hammersmith zero emissions proposal mentioned below), we do not consider that there

is any selective benefit or undertaking favoured and therefore no State Aid benefitting the end users from the measures proposed.

In relation to the Hammersmith zero emissions proposal, we consider that any State Aid will be State Aid exempt from Commission notification requirements as it is expected that the State Aid will be of a de minimis level and/or falling within Article 48 – ‘Investment Aid for energy infrastructure’ or Article 56 – ‘Investment aid for local infrastructures’ – of GBER and therefore exempt from Commission notification requirements. In relation to the Heathrow Airport measure consisting of a proof of concept to trial electric HGVs, further work will be required to ensure that State Aid compliance will be demonstrated, with the most likely route being that this measure falls within and would be State Aid exempt from Commission notification requirements pursuant to the Article 25 exemption of GBER – ‘Aid for research and development projects’.

CONCLUSION

London’s bid makes a clear, compelling case for OLEV to invest £20 million in London’s vision for its ultra low emission future. The schemes proposed in our bid will be vital if we are to realise the uptake of 225,000 ULEVs in the capital by 2025 and an almost entirely ultra low emission light vehicle stock by 2050.

By supporting London’s bid, OLEV will help the capital to become a national and international exemplar for ULEV use. It will provide an important contribution to London’s efforts to overcome the capital’s air quality challenges, which affect the whole of the UK.

Nevertheless additional support is needed from OLEV and the government to fully realise the potential of London’s ULEV ambitions and to achieve compliance with EU NO2 limit values. As well as supporting London’s bid, we therefore ask government to:

- ensure complementary support is provided from other OLEV funding streams to transform London’s taxi and bus fleets. We estimate a total of £52 million is required from OLEV funding to unlock London’s full potential.
- continue providing incentives to encourage the uptake of ULEVs to secure the step change that will

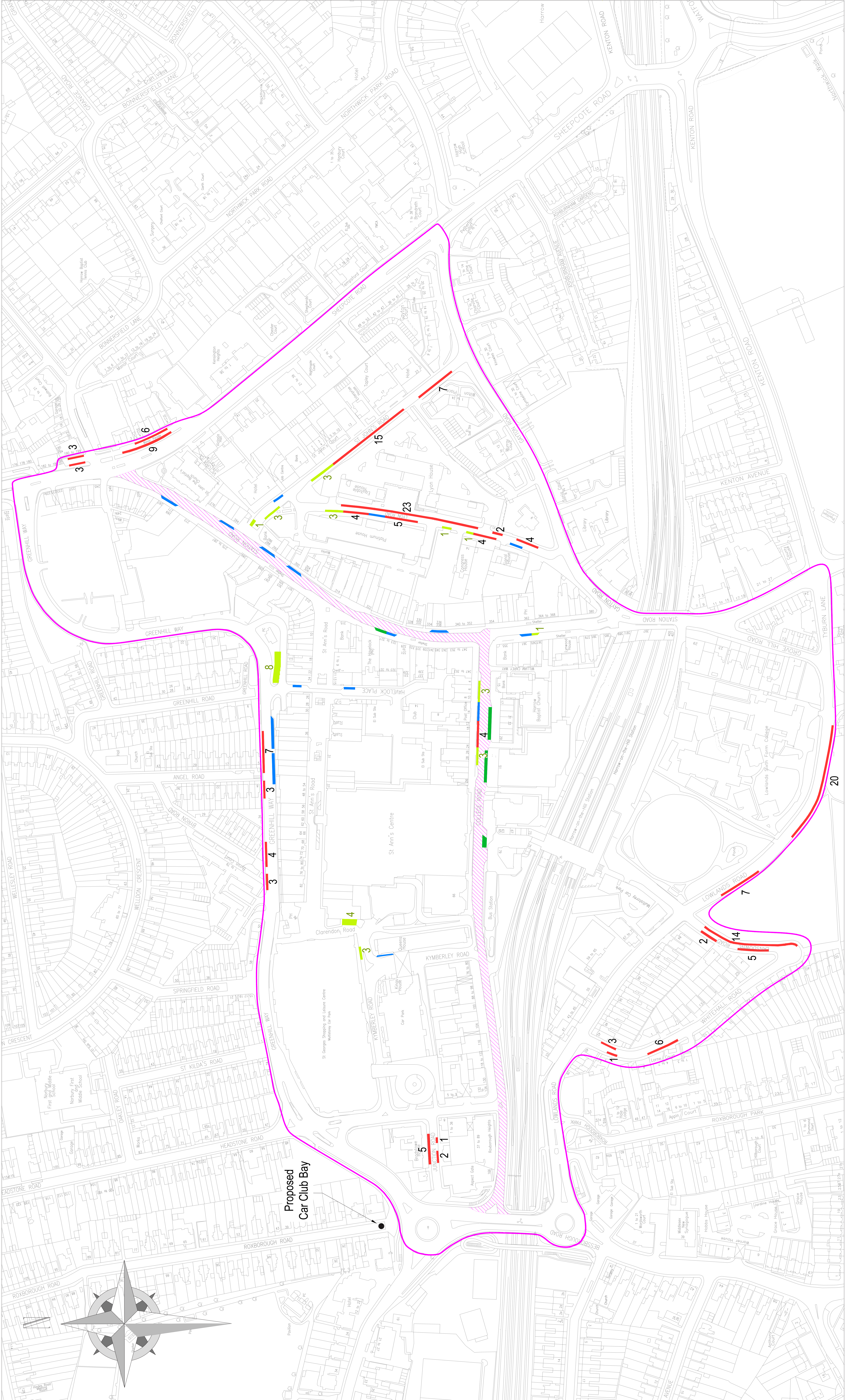
normalise these vehicles. The plug-in car and van grants must continue on a similar basis as today until at least 2020, with ring-fenced funding for private hire vehicles and taxis. Given the additional costs for purchasing zero emission capable taxis this funding must be available until at least 2025.

- establish a national scrappage scheme to remove the most polluting vehicles from our roads. Localised interventions will not realise the full potential of such interventions and they should be nationally-led.
- ensure further support is provided to reduce emissions related to the existing operations of nationally important infrastructure that is located in London, such as Heathrow Airport.
- work with London’s bid partners and car manufacturers to increase the promotion and marketing of ULEVs to businesses and residents.
- work with the Green Investment Bank and other finance partners to ensure easy access to finance for ULEVs, in particular to monetise long-term fuel savings to help fund any short-term capital premium. This remains a key barrier preventing commercial uptake and OLEV should consider how it can work with industry to address this challenge.
- continue to support research and development into new vehicle technologies and innovative charging solutions. Our business engagement has identified a need for viable

ultra low emission heavy goods vehicles if the next stage of commercial use is to be realised.

- review the regulations on payload to implement a concession for instances where battery load contributes to taking payload over 3.5 tonnes, subject to full consideration of road safety implications.

London is the best city in which to realise OLEV’s ambitions. It is the UK’s truly global city and the only UK market of sufficient scale and influence to inspire innovation. This scale means that investment in London is the best way to ensure the whole of the UK benefits from the economic potential offered by ULEV research and manufacturing. We look forward to working further with you to consider how the benefits secured by a successful London scheme can benefit the UK.



Proposed Neighbourhood of the Future (NoF)

Total number of P&D bay parking spaces: 172
 Total number of taxi ranks: 4
 Total number of loading bays: 16
 Total number of disabled bays spaces: 34



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

Date of Meeting: 23rd November 2016

Subject: INFORMATION REPORT
Wealdstone Transport Issues

Responsible Officer : Tom McCourt – Corporate Director,
Community

Exempt: No

Wards affected: Wealdstone, Marlborough

Enclosures: **Appendix A** – Harrow & Wealdstone
area action plan
Appendix B – Transport study location
plan
Appendix C – Regeneration sites and
transport links
Appendix D – Major scheme
Appendix E – Trinity Square
visualisation
Appendix F – Kodak site section 106
developer contributions
Appendix G – Headstone Drive / Ellen
Webb Drive scheme
Appendix H – Harrow View /
Headstone Drive scheme

Section 1 – Summary

This report provides an update on transport issues in Wealdstone in relation to the Council's regeneration programme.

FOR INFORMATION

Section 2 – Report

Introduction

- 2.1 Wealdstone is a district centre in the heart of Harrow that has good accessibility to public transport via an important bus and rail interchange at Harrow & Wealdstone station. A major north / south strategic road, the A409, runs through its centre. There is a significant movement of through traffic via road, rail and bus modes and the area over time has become more congested with increasing journey times. The road network is struggling to accommodate the demand and this is a problem for road users and buses in particular at peak times.
- 2.2 The section of the High Street parallel to George Gange Way, where most of the commercial centre is located, now has reduced levels of traffic since the construction of the George Gange Way bypass in the 1980's which is now the designated A409 route. The strategic route has a very high throughput of traffic in excess of 20,000 vehicles per day and the junction with Palmerston Road is an identified air quality focus areas in the borough where air quality pollutants PM10's (very fine particles) and nitrogen dioxide (NO2) exceed nationally set objectives.

Regeneration Programme

- 2.3 Wealdstone town centre and the nearby Harrow town centre, have been collectively named as the 'Heart of Harrow' by LBH in the 2013 Harrow and Wealdstone Area Action Plan. This area has been identified by the Council and the Mayor of London as a priority area for regeneration and is designated in the Harrow Core Strategy and the London Plan (2011) as an Opportunity Area. The vision for the area as described originally in the Harrow and Wealdstone Area Action Plan and updated in the draft Regeneration Strategy 2014 – 2026 is to deliver 5,500 new homes, two new schools and 3,000 additional new jobs.
- 2.4 A significant part of the regeneration programme will be to relocate the Council's Civic Centre here by 2019. The intensification of development will place greater demands on the existing transport network and public realm in the area which is already struggling to cope with the existing levels of traffic. The general appearance, design and condition of the public realm is tired and unattractive and not conducive to encouraging new businesses to come to the area. Wealdstone is an area of deprivation which the Council seeks to revitalise.

- 2.5 A plan of the development sites within the regeneration programme can be seen in **Appendix A**.

Transport Study

- 2.6 The impact of this intensive level of development from so many additional homes and businesses and the potential increase in demand on the transport network needs to be assessed in order to understand the short, medium and long term affects. The council's transport consultant has therefore been engaged to undertake a transport study which was commissioned earlier in the year and is expected to be completed by March 2017. The extents of the study can be seen in **Appendix B**.
- 2.7 The objectives of the study are to determine:
- The current performance of the existing highway network in terms of capacity to accommodate additional traffic demand.
 - The level of additional traffic demand forecast on the highway network due to the committed and known development proposals in the Harrow and Wealdstone area.
 - The impact of the development proposals on the highway network.
 - Proposals to mitigate the impact of the developments on the highway network, including sustainable transport measures.
 - Opportunities and development of proposals to enhance the public realm.
- 2.8 The study will include a survey of current traffic levels and movements, estimated future levels of new homes and businesses in the area to update Transport for London's regional transport model which will be used to assess future traffic conditions and test possible network interventions. This analysis will identify areas of stress on the network and allow the Council to plan for vital infrastructure improvements and the necessary funding to implement them.
- 2.9 The study will also assess the amount of on-street and off-street (car parks) space in the centre of Wealdstone and determine current levels of usage and occupancy. An assessment of future parking needs will be provided to assist with any decisions on future parking provision.
- 2.10 A report on the outcome of the study will be presented to TARSAP when it is completed.

Wealdstone High Street – Major Scheme Bid

- 2.11 Transport for London (TfL) has a major schemes programme which is funded as a part of the Local Implementation Plan. All boroughs are eligible to bid for major schemes and need to demonstrate a substantial case to be successful in attracting major funding. Housing opportunity areas do provide an ideal rationale for this type of investment where public realm improvements and accommodating an increase in journeys

is necessary and Harrow has been encouraged by TfL to submit a bid for Wealdstone.

- 2.12 Wealdstone town centre has a poor appearance and has consistently had one of the highest business vacancy rates in terms of empty shops within Harrow. The identity of this district centre is not very well established and the High Street area at the centre lacks vibrancy and vitality.
- 2.13 Whilst public transport provision is good, access by road and foot is poor. The centre is isolated by a combination of the railway line to the west and a town centre bypass (George Gange Way) to the east which act as barriers to pedestrian / cycle movement.
- 2.14 Bus routes through the town centre are affected by the congestion and delay on the existing Strategic Road Network (A409) which is heavily congested due to the poor performance of the current network layout and traffic signals. This affects the overall journey time reliability on the network for buses, and limits the potential to improve and expand services in the future.
- 2.15 The expansion of a large number of housing sites in the area combined with the relocation of the Council offices to the High Street will generate a considerable amount of additional traffic in the area and place greater pressure on the existing road network.
- 2.16 The key issues identified from a site audit were:
- Poor quality of public realm and overall appearance, cluttered and excessive street furniture,
 - Perceived safety concerns and fear of crime from overall appearance and tone of area,
 - Traffic congestion and delay on main road network affecting journey time reliability, particularly buses
 - Poor environment for pedestrians, segregation by railway and SRN, excessive vehicle dominance,
 - Local cycle routes have complex routes and motor vehicle dominance makes access difficult,
 - Poor junction design with underutilised space for other modes
- 2.17 An initial concept scheme was devised to address the issues in the site audit earlier in the year and a design surgery arranged with Urban Design London, as advised by TFL, to consider the design approach. Useful feedback was provided which suggested that this should be considered as a place making scheme, that a civic square should be created and that a clear rationale for transport connections should be developed as well as introducing “slow” street interventions. This advice has been incorporated into the outline scheme.
- 2.18 A plan of the proposed regeneration sites and the proposed transport networks has therefore been developed in conjunction with the bid as shown in **Appendix C**. This highlights the main walking, cycling, bus and

freight routes on the network that need to be introduced to support development. Some of these routes will be developed within developer proposals for sites and most within the extents of public highway.

- 2.19 The cycle infrastructure, in particular, needs significant improvement. The existing east to west link along Headstone Drive and Canning Road has a well-established route but needs to be made more accessible and clearer to encourage greater usage. A new north to south route using quiet ways running parallel to the A409 needs to be developed via the central section of the High Street to connect Harrow Town Centre to Wealdstone and Harrow Weald to accommodate the potential demand to use this route. The A409 cannot safely accommodate dedicated or segregated cycle facilities due to the limited space available along its length.
- 2.20 The council has developed an outline major scheme intended to meet TfL's better streets agenda, facilitate growth and provide Wealdstone with a more defined sense of place and character. The scheme is as follows:

Tidy up / de-clutter / relocate merge functions

High Street - Review road space allocation and redesign the widths of footways and carriageways to introduce "slow street" interventions and accommodate bus stops and parking / loading areas. Minimise and rationalise all street furniture in the main commercial / retail areas to improve accessibility and introduce easier 'straight across' crossing points. Introduce new LED lighting and tree planting and give careful consideration to the streetscape using higher quality construction materials to create an attractive urban environment with more functional, accessible spaces for pedestrians. A similar model to the Station Road scheme in Harrow will be used.

George Gange Way (A409) – This road is a barrier to pedestrian movement across this corridor and needs to be integrated into the town due to the wider regeneration programme which will increase pedestrian movement. Interventions to civilise the street scene and make it more accessible will be made by removing excessive street furniture (e.g. pedestrian guard railings, central traffic islands) and providing additional pedestrian crossing points.

Rethink traffic management options

Bus routes – Buses currently experience congestion and delay at the northern entry/egress point into the district centre. A new entry point will be created via a dedicated one way corridor along Canning Road. The exit from the High Street will remain the same via a one way section of road. Junction improvements at the A409 junctions with the High Street and Canning Road are proposed including the removal of traffic signals at the High Street / Palmerston Road junction. These changes will result in improved bus journey times.

A409 corridor - all traffic signal junctions will be amended based on user priorities to maximise network performance and smooth traffic flow to

improve journey time reliability and air quality. Traffic signal linking via SCOOT will be introduced. General access into the town will be via Palmerston Road which will become one way.

Slow streets - a 20mph zone / limit will be introduced in parts of the High Street and George Gange Way to support and enhance pedestrian and cycle movement. Speed platforms will be used at junctions on the A409 to reinforce slower speeds particularly at pedestrian crossing points.

Recreate the street

Harrow & Wealdstone Station - the Station is a key gateway access to/from the station for pedestrians, the Ellen Webb Drive / High Street junction will be redesigned to make better use of the public realm space and create a more attractive and welcoming gateway into the town.

Trinity Square – There is an independent complementary scheme to introduce a public square in Headstone Drive by the High Street which will act as a focal point in the town funded via the GLA's London Regeneration Fund.

- 2.21 A plan of the proposed scheme can be seen in **Appendix D**.
- 2.22 A bid of £2 million was submitted in September and will be supported by match funding by the borough from Harrow Capital (£370k), Harrow LIP funding (£200k) and S106 developer contributions (£320k). The overall budget for the scheme would be £2.89 million.
- 2.23 The bid process is very competitive and there is no guarantee of success, however, it is considered that a strong case has been put forward for Wealdstone. An announcement with regard to funding is expected in early 2017.

Headstone Drive - Trinity Square

- 2.24 In October 2015 Harrow Council submitted an application to the GLA's London Regeneration Fund. This was a fiercely competitive funding round, with only £20m allocated for the whole of London. In January 2016 Harrow secured £1.5m in funding to provide space for new businesses at Artisan Studios (former Colart offices) and for creating a new public square in Wealdstone. This new civic square will provide a space for events, amusement and markets to draw more shoppers and visitors into Wealdstone in order to improve the local economy.
- 2.25 The section of Headstone Drive between the High Street and Ellen Webb Drive is the area within the scope of the brief for the public realm improvements. Funding of £850k has been allocated to the public square project for design and implementation.
- 2.26 This project is being overseen by the Council's Economic Development Team and a consultant was appointed in August this year to undertake

the delivery of the project. A project board and project team have been established to oversee progress and provide direction for the project.

- 2.27 There is a need to ensure consistency in public realm design and the details of the major scheme bid (detailed above) have been shared with the consultant to ensure the Trinity Square project will complement the wider public realm aspirations.
- 2.28 The project is currently at a very early stage and no designs have been developed at the time of writing this report. A visualisation of a potential concept design can be seen in **Appendix E**.

Developer contributions

- 2.29 There is an extensive set of financial provisions within the Kodak development site section 106 agreement which includes contributions for controlled parking, traffic management in Victor Drive, bus service improvements, wayfinding signs, walking and cycling routes, a junction improvement for the Headstone Lane / Ellen Webb Drive junction, a junction improvement for the Harrow View / Headstone Drive junction and flood mitigation measure for the rail bridge in Headstone Drive. Details of the provisions can be seen in **Appendix F**.
- 2.30 Some of these funds will contribute to the match funding indicated in the major scheme bid and these are indicated.
- 2.31 A sum of £150k is available to improve the Headstone Lane / Ellen Webb Drive junction once the triggers in the section 106 agreement are satisfied for the release of the monies. This improvement is indicated in the major scheme bid as a complementary scheme linked to the Trinity Square project.
- 2.32 An outline scheme design has already been developed by the Council's transport consultant and a scheme proposed to introduce traffic signals at the junction. A plan of the proposal can be seen in **Appendix G**.
- 2.33 A sum of £50k has been released this year to undertake feasibility and design work on the Harrow View / Headstone Drive traffic signals junction. This design work will be completed by the end of the financial year. An outline scheme design can be seen in **Appendix H**.
- 2.34 Funding to implement the scheme will be released in 2017/18 subject to the satisfactory completion of the design and traffic signal modelling work.

Future considerations

- 2.35 There will be a need to develop an infrastructure improvement plan for the Wealdstone transport network based on the findings of the Transport Study. The use of sustainable transport modes and measures to improve air quality will also be important as these will continue to be mayoral priorities.

- 2.36 A costed programme of interventions with identified funding sources will be required for the next 5 to 10 years in order to accommodate the scale of growth expected. This would need to consider all possible funding sources including section 106 developer contributions, community infrastructure levy contributions, capital funding and TfL LIP funding.
- 2.37 The mayor's transport strategy (MTS) will be revised to reflect the transport priorities of the new London Mayor and a new MTS, is likely to be approved during 2017. Following this there will be a requirement for London Boroughs to revise their Local implementation Plans (LIP) to reflect the MTS. The infrastructure plans for Wealdstone will need to be reflected in the LIP objectives and programme of investment.

Section 3 – Further Information

- 3.1 There is no further information.

Section 4 – Financial Implications

- 4.1 There are no direct financial implications from this report.

Section 5 - Equalities implications

- 5.1 A programme of investment was included in the Transport Local Implementation Plan which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. Positive impacts of the programme were demonstrated on some equalities groups, particularly, women, children and people with mobility difficulties.

Section 6 – Council Priorities

- 6.1 The transport improvements identified in the report 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
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Date: 10/11/16

Ward Councillors notified: YES

Section 8 - Contact Details and Background Papers

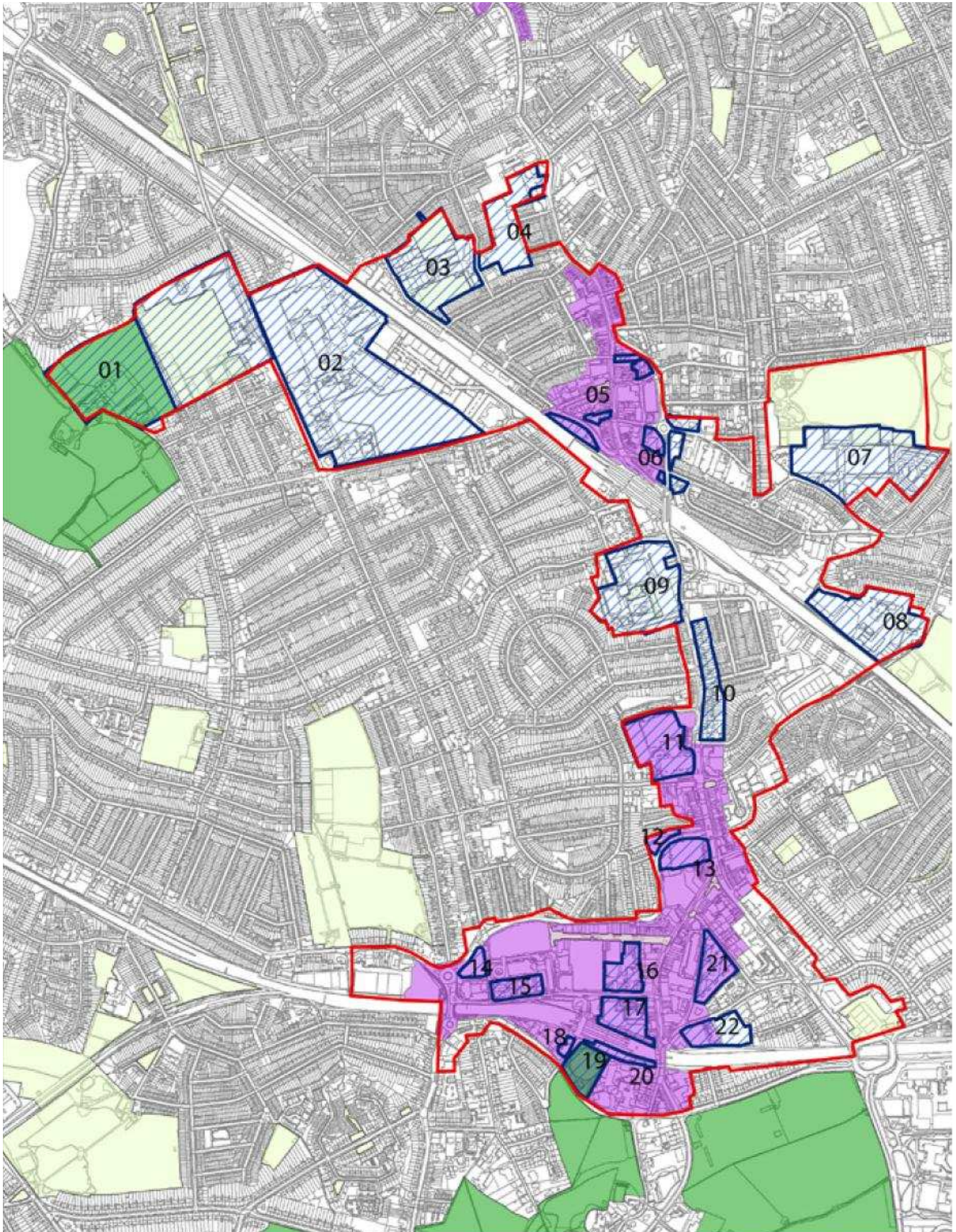
Contact:

David Eaglesham
Tel: 020 8424 1500, Fax: 020 8424 7662, E-mail:
david.eaglesham@harrow.gov.uk

Background Papers:

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APPENDIX A – HARROW & WEALDSTONE AREA ACTION PLAN



Key

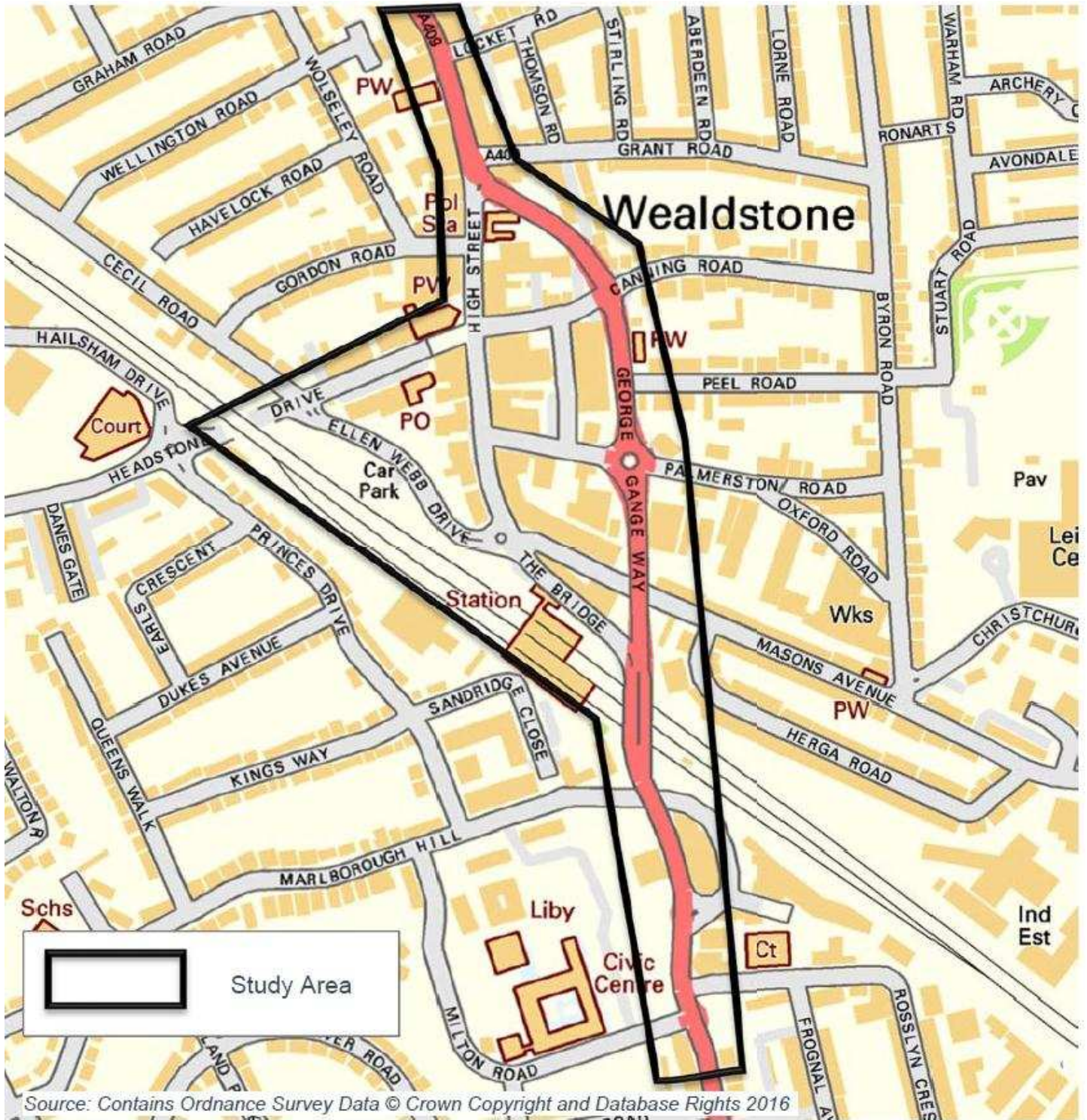
- Intensification Area boundary
- Opportunity Sites
- Town Centre Boundaries
- Metropolitan Land
- Open Space

Opportunity Sites

- | | | | |
|----|-----------------------------------|----|----------------------------------|
| 01 | Headstone Manor | 12 | Greenhill Way North |
| 02 | Kodak and Zoom Leisure | 13 | Greenhill Way Car Park |
| 03 | Teachers Centre | 14 | Bradstowe House |
| 04 | ColArt | 15 | College Road West |
| 05 | Wealdstone Infills | 16 | Havelock Place |
| 06 | Palmerstone Road/George Gange Way | 17 | 17-51 College Road |
| 07 | Harrow Leisure Centre | 18 | Harrow on the Hill Car Park West |
| 08 | Civic Amenity Site | 19 | Lowlands Recreation Ground |
| 09 | Civic Centre | 20 | Harrow on the Hill Car Park East |
| 10 | Station Road Opportunity Area | 21 | Lyon Road |
| 11 | Tesco | 22 | Gayton Road |

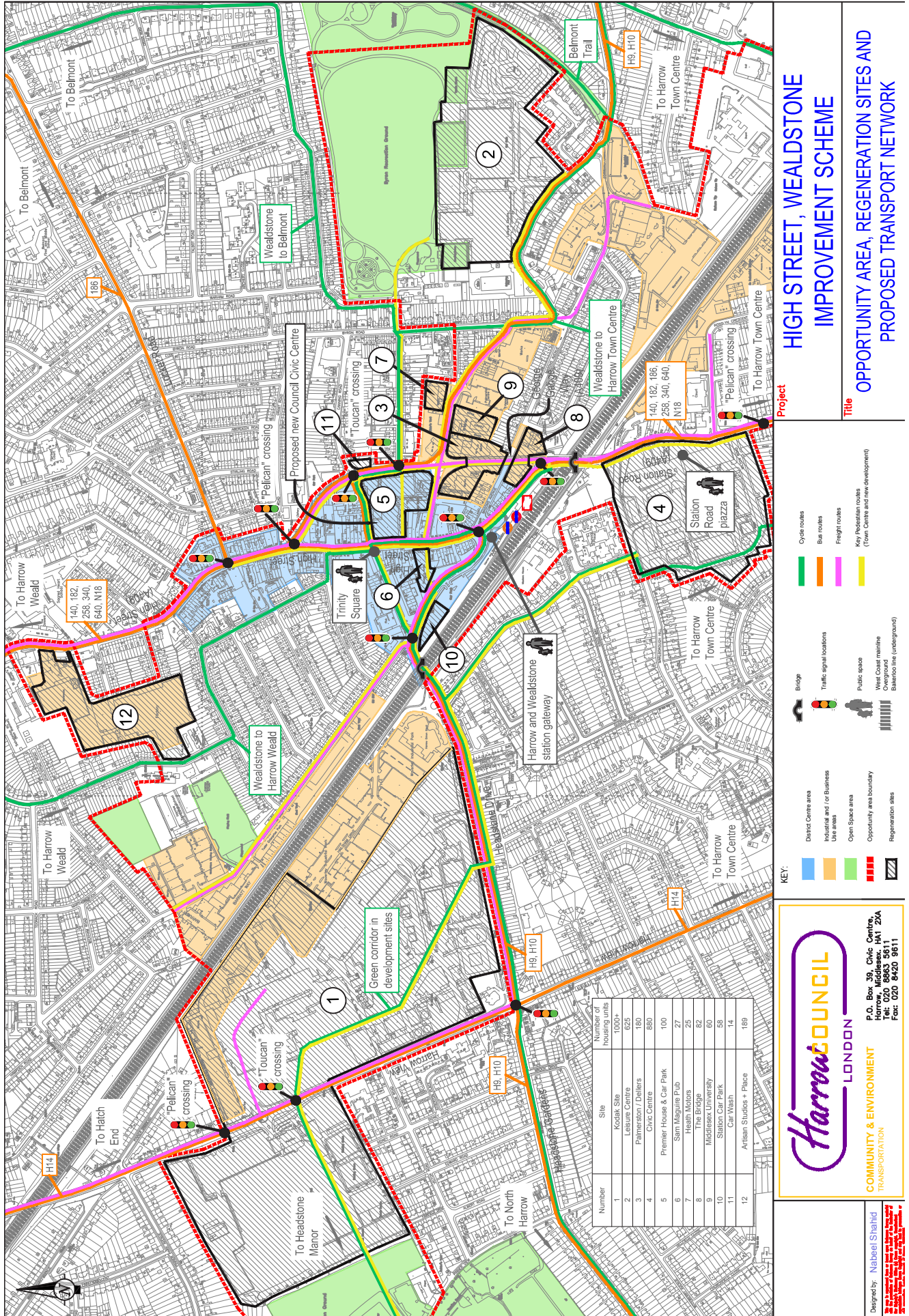
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APPENDIX B – TRANSPORT STUDY LOCATION PLAN



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APPENDIX C - REGENERATION SITES / PROPOSED TRANSPORT LINKS



HIGH STREET, WEALDSTONE IMPROVEMENT SCHEME

Project
Opportunity Area, Regeneration Sites and Proposed Transport Network

KEY:

- District Centre area
- Industrial and/or Business Use area
- Open Space area
- Opportunity area boundary
- Regeneration sites
- Bridge
- Traffic signal locations
- Public space
- West Coast mainline
- Overground
- Bakerloo line (underground)
- Cycle routes
- Bus routes
- Freight routes
- Key pedestrian routes (Town Centre and new development)

Harrow COUNCIL LONDON

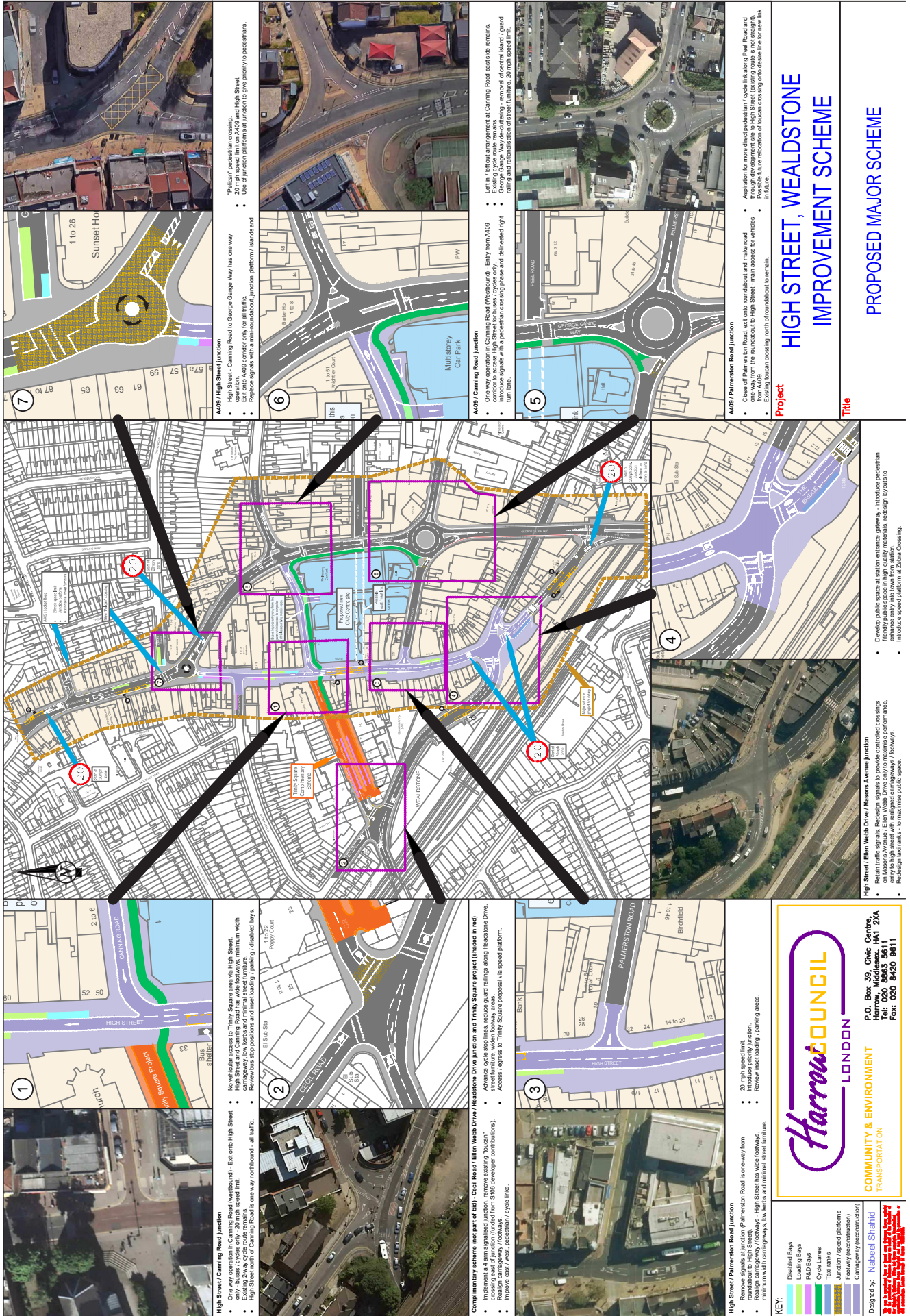
COMMUNITY & ENVIRONMENT
TRANSPORTATION

P.O. Box 39, Civic Centre,
Harrow Road, Harrow, HA1 2QA
Tel: 020 8420 5611
Fax: 020 8420 9611

Designed by: Nabeel Shahid

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APPENDIX D - HIGH STREET, WEALDSTONE MAJOR SCHEME



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APPENDIX E – TRINITY SQUARE VISUALISATION



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APPENDIX F – KODAK DEVELOPMENT DEVELOPER CONTRIBUTIONS

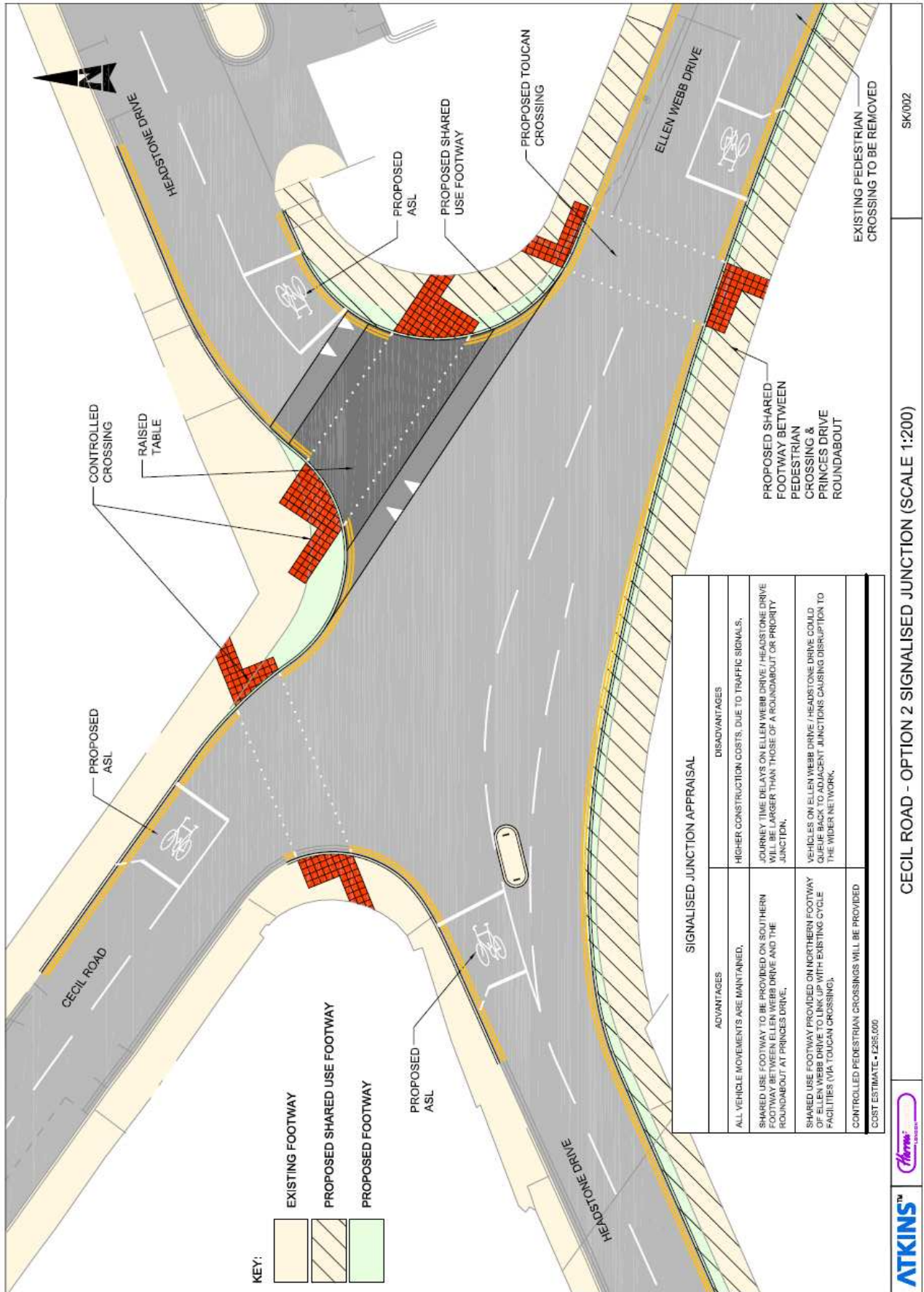
Item	Trigger for release of funds	Contribution	Comment
Access Contribution, Improvements to Pinner View and the access route to Headstone Manor	Prior to commencement of Phase 1B	£29,603.00	Victor Rd / Pinner View estate - scheme for 2017/18
Advance Sum, Highway Works - Design Scheme	Prior to commencement	£50,000.00	Headstone Drive / Harrow View - Design 2016/17
Highways Works, At least £15,000.00 shall be applied on reviewing and implementing traffic calming measures if required	Within four weeks of receipt of the Council's Highway Works Notice.	£831,800.00	Headstone Drive / Harrow View - Implementation 2017/18
Bus Countdown, Providing bus countdown facilities at bus stops on and within 500m of any edge of the Land	Prior to first occupation of Phase A	£34,936.00	
Bus Countdown Bus Service and Bus Stop, Bus countdown facilities at bus stops on and within 500m of any edge of the Land; cost of providing additional frequency on the existing H14 bus service (or such other bus service or bus route as may be jointly agreed by the Council and the Owner) and the cost of upgrading bus stops within 500m of any edge of the Land in accordance with Transport for London's Accessible Bus Stop Design Guidance (or any such replacement guidance)	Prior to practical completion of the first Development Zone within Phase 1B.	£425,636.00	
Bus Countdown, Bus countdown facilities at bus stops on and within 500m of any edge of the Land	Practical completion of the first development zone within Phase 1B	£7,064.00	
Bus Service, Cost of providing additional frequency on the existing H14 bus service (or such other bus service or bus route as may be jointly agreed by the Council and the Owner)	Prior to commencement of development of Phase 2	£374,310.00	
Bus Service, Cost of providing additional frequency on the existing H14 bus service (or such other bus service or bus route as may be jointly agreed by the Council and the Owner)	Prior to commencement of Phase 1B	£75,690.00	
Bus Stop, Upgrading bus stops within 500m of any edge of the Land in accordance with Transport for London's Accessible Bus Stop Design Guidance (or any such replacement guidance)	Prior to first occupation of Phase A	£16,636.00	
Bus Stop, Upgrading bus stops within 500m of any edge of the Land in accordance with Transport for London's Accessible Bus Stop Design Guidance (or any such replacement guidance)	Practical completion of the first development zone within Phase 1B	£3,364.00	

Item	Trigger for release of funds	Contribution	Comment
Cecil Road, Improvements to Cecil Road/Ellen Webb Drive junction	Prior to commencement of Phase A	£124,770.00	Ellen Webb Drive / Cecil Road - Junction improvement
Cecil Road, Improvements to Cecil Road/Ellen Webb Drive junction	Prior to commencement of Phase 1B	£25,230.00	
CPZ Implementation A, Implement CPZ for Phase A	Prior to first occupation of Phase A	£23,075.00	
CPZ Implementation B, Implement CPZ for Phase B	Prior to first occupation of Phase B	£23,075.00	
CPZ Implementation C, Implement CPZ for Phase C	Prior to first occupation of Phase C	£23,075.00	
CPZ Implementation D, Implement CPZ for Phase D	Prior to first occupation of Phase D	£23,075.00	
CPZ Implementation, CPZ or other general parking controls in the CPZ area in order to mitigate the negative impacts of the Development on parking in those areas		£92,300.00	
CPZ Implementation, CPZ or other general parking controls in the CPZ area in order to mitigate the negative impacts of the Development on parking in those areas		£37,700.00	
CPZ Monitoring Phase A, Monitoring th need to introduce a CPZ in respect of Phase A as a result of the Development.	Prior to first occupation of Phase A	£3,550.00	
CPZ Monitoring Phase B, Monitoring th need to introduce a CPZ in respect of Phase B as a result of the Development.	Prior to first occupation of Phase B	£3,550.00	
CPZ Monitoring Phase C, Monitoring th need to introduce a CPZ in respect of Phase C as a result of the Development.	Prior to first occupation of Phase C	£3,550.00	
CPZ Monitoring Phase D, Monitoring th need to introduce a CPZ in respect of Phase D as a result of the Development.	Prior to first occupation of Phase D	£3,550.00	
CPZ Monitoring, Monitor impact of each Phase of the Development on parking capacity in the CPZ aRea and preparing any required CPZ Report	Prior to first occupation of Phase 1B	£5,800.00	
Cycle Quietway Route, Delivery of Cycle Quietway Rote along Harrow View	Prior to commencemnt of Phase D	£50,000.00	To support major scheme bid
Greenhill Way, Junction improvments at Headstone Road/Greenhill Way junction	Prior to commencement of Development of Phase 2	£124,770.00	
Greenhill Way, Junction improvments at Headstone Road/Greenhill Way junction	Prior to occupation of Phase 1B	£25,230.00	
Pedestrian, Cycle and pedestrian improvement between the Land and the Town Centre	Prior to commencement of Phase 1A.	£224,586.00	To support major scheme bid

Item	Trigger for release of funds	Contribution	Comment
Pedestrian, Cycle and pedestrian improvement between the Land and the Town Centre	Prior to commencement of Phase 1B	£45,414.00	To support major scheme bid
Signage and Wayfinding Phase A, Legible London wayfinding signs along Headstone Drive and Ellen Webb Drive	Practical Completion of Phase 1B	£2,523.00	
Signage and Wayfinding Phase C, Legible London wayfinding signs along Headstone Drive and Ellen Webb Drive	Prior to first occupation of Phase C	£12,477.00	
Travel Plan Phase A, Security for the due performance by the Owner of the objective measures and targets in the Travel Plane	Prior to first occupation of Phase A	£20,795.00	
Travel Plan Phase B	Prior to first occupation of Phase B	£20,795.00	
Travel Plan Phase C	Prior to first occupation of Phase C	£20,795.00	
Travel Plan Phase D	Prior to first occupation of Phase D	£20,795.00	
Travel Plan, Security for the due performance by the Owner of the objective measures and targets in the Travel Plane	Prior to first occupation of Phase B	£16,820.00	
Underpass, Improvements to the railway bridge underpass between the Land and the Town Centre	Prior to commencement of Phase A	£124,770.00	
Underpass, Improvements to the railway bridge underpass between the Land and the Town Centre	Prior to commencement of Phase 1B	£25,230.00	
Wayfinding, Providing Legible London wayfinding signs along Harrow View	Practical completion of Phase 3.	£12,477.00	
Wayfinding, Providing Legible London wayfinding signs along Harrow View	Prior to practical completion of Phase 1B	£2,523.00	

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APPENDIX G – HEADSTONE DRIVE / ELLEN WEBB DRIVE / CECIL ROAD JUNCTION



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

Date of Meeting:	23 rd November 2016
Subject:	INFORMATION REPORT 2016 /17 Traffic and Parking Schemes Programme update
Responsible Officer:	Tom McCourt – Corporate Director, Community
Exempt:	No
Wards affected:	All
Enclosures:	Appendix A - Parking management programme 2016/17 Appendix B - Transport for London programme 2016/17 Appendix C - Longfield School, 20 mph zone Appendix D - Park High School, 20 mph zone Appendix E – High Road, Harrow Weald- LSS Appendix F – Station Road, Entry Treatments Appendix G – Bacon Lane, 20mph zone Ext Appendix H – Whitefriars, 20mph zone Ext Appendix J – Kenton Road to HLC, Cycle scheme Appendix K – Imperial Drive, Cycle scheme Appendix L – The Ridgeway, Bus scheme

Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2016 /17 traffic and parking management 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 2016/17 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 2016/17

Parking management programme

- 2.3 The 2016/17 parking programme was agreed at Traffic and Road Safety Advisory Panel (TARSAP) meeting in February 2016. There are five schemes from previous year being carried forward and these are:
- Headstone Lane Station Area – New CPZ (Z) Monday to Friday 10 am to 3 pm – Scheme has been implemented and became operational 1st October 2016
 - Wealdstone CPZ (by Colart development) – New CPZ (C1) Monday to Sunday 8 am to Midnight – Scheme been implemented and became operational 1st October 2016
 - South Harrow CPZ – New zone (M1) Monday to Saturday 10 am to 9 pm, new zone (M2) Monday to Saturday 8 am to 6.30 pm and extension of existing zone (M) to include Wyvenhoe Road – Scheme have been implemented and became operational 1st October 2016
 - Hatch End CPZ – New zone Monday to Saturday 10 am to 11 am - statutory notification completed results/ recommendations to be reported TARSAP recommending no changes to existing CPZ (Y)

- Somerset Road area (North Harrow) – PH approval obtained to proceed to implementation, works instructions issued to Kier awaiting completion date (possibly late December 2016)

2.4 There are six new schemes in this year's programme as follows:

- Pangbourne Drive, Canons Park extension of existing CPZ (H) – 2 week public consultation to end 28th Oct 2016 results to be reported/discussed with the ward councillors, Chair and PH to seek approval to proceed to legal notification.
- West Avenue, Rayners Lane – Extension of Zone (L) to include west Avenue – Scheme has been implemented and became operational 1st October 2016
- Wealdstone (by leisure centre) – roads to west and north of Leisure Centre - area parking review to consider longer control hours and or possible extension of existing CPZ (CA) – Stakeholder meeting held 18th Oct 2016, public consultations being prepared.
- Kerry Court area, Stanmore – localised review for possible extended CPZ hours to stop mini cabs and obstructive parking – meeting to be arranged with local ward councillors to discuss options to take forward to public consultation.
- Burnt Oak Broadway area – localised review and possible extension to CPZ (X) and P&D on main road.
- Belmont Circle area
Localised statutory notification review to convert double yellow lines back to single yellow lines operating Mon –Sat 8:00am - 6:30 pm – Completed/Implemented
-Install P&D in Kenton Lane and Kingshill Drive car parks – Legal notification/consultation to be undertaken between 27th October 2016 to 16th November 2016 results to be reported to local councillors, Chair of TARSAP and the Portfolio Holder for Environment, Crime & Community Safety (PH)

2.5 The Hatch End and North Harrow extension schemes did not commence until September 2015 as stipulated by TARSAP. Both schemes have undergone public consultation and the results were presented to February 2016 panel meeting. Both schemes have now been to statutory consultation and the results shared with local councillors, the chair of TARSAP and the PH.

Localised Safety Parking Schemes Programme (LSPP)

2.6 This programme is concerned with localised sites where minor parking problems occur. Typically remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also reinforce the well-established principles set out in The Highway Code. This is an on-going rolling programme of works and members will be advised of the locations included in the programme during the course of the year.

Transport for London – Local Implementation Plan Programme 2016/17

Walking Projects

- 2.7 There is one walking scheme scheduled for implementation this financial year. This will involve providing a formal pedestrian crossing facility on Honeypot Lane (between Broadcroft Avenue and Dalston Gardens). Initial investigations and surveys are complete and a scheme is being designed in discussion with TfL.

20 mph zone programme

- 2.8 There are currently thirty three zones in Harrow which are concentrated mainly around schools. Implementing these zones is an objective set out in the council's Transport Local Implementation Plan and aims to improve road safety and reduce accidents, reduce through traffic and traffic speeds and improves the pedestrian environment to encourage a greater up take of walking and cycling.
- 2.9 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. There is a budget of £130,000 this year for two new 20 mph zones in the streets surrounding Longfield and Park High Schools.

Longfield School

- 2.10 The informal public consultation for the Longfield School 20mph zone took place from the 23rd July until 2nd September 2016. In total 468 leaflets were delivered with 87 responses (19% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme				
Street name	Don't Know	No	Yes	Road Total
Chester Drive		(33%) 4	(67%) 8	12
Church Drive		(33%) 5	(67%) 10	15
Dukes Avenue			(100%) 1	1
Farm Avenue	(20%) 1		(80%) 4	5
Hawthorn Drive		(25%) 3	(75%) 9	12
Lankers Drive		(13%) 2	(87%) 13	15
No road name		(43%) 3	(57%) 4	7
Norwood Drive		(36%) 4	(64%) 7	11
Park Drive		(33%) 3	(67%) 6	9
Grand Total	(1%) 1	(28%) 24	(71%) 62	87

- 2.11 In order to improve visibility for drivers and pedestrians at the existing zebra crossing facility on Rayners lane, it is proposed to extend the kerb build out which will remove a parking bay. Local residents were asked whether they supported this proposal. The results are tabulated below:

Are you in favour of the buildout at the zebra crossing on Rayners Lane				
Street name	Don't know	No	Yes	Road Totals
Chester Drive	(25%) 3	(8%) 1	(67%) 8	12
Church Drive	(13%) 2	(20%) 3	(67%) 10	15
Dukes Avenue			(100%) 1	1
Farm Avenue			(100%) 5	5
Hawthorn Drive		(33%) 4	(67%) 8	12
Lankers Drive	(7%) 1	(20%) 3	(73%) 11	15
No road name	(43%) 3		(57%) 4	7
Norwood Drive	(8%) 1	(8%) 1	(83%) 9	11
Park Drive	(22%) 2	(44%) 4	(33%) 3	9
Grand Total	(13%) 12	(18%) 16	(68%) 59	87

- 2.12 The Portfolio Holder (PH) for Environment, Crime & Community has agreed to proceed to statutory consultation and implementation on both schemes subject to resolving any objections. **Appendix C** shows details of the 20 mph zone proposals for information.

Park High School

- 2.13 The informal public consultation for the Park High School 20mph zone took place from the 23rd July until 12th August 2016. In total 1255 leaflets were delivered with 143 returned (11% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme				
Road	Don't Know	No	Yes	Road Total
Anmersh Grove		(11%) 1	(89%) 8	9
Bromefield	(20%) 2	(50%) 5	(30%) 3	10
Burnell Gardens			(100%) 7	7
Bush Grove		(24%) 4	(76%) 12	16
Crowshott Ave		(18%) 2	(82%) 9	11
Gyles Park		(30%) 3	(70%) 7	10
Home Mead			(100%) 2	2
Ladycroft Walk		(67%) 6	(33%) 3	9
Lamorna Grove		(25%) 2	(75%) 6	8
Lyon Meade		(36%) 4	(64%) 7	11
No road name		(19%) 4	(81%) 17	21
Peareswood Gardens		(33%) 1	(67%) 2	3
Pickett Croft			(100%) 4	4
Thistlecroft Gardens		(33%) 3	(87%) 18	21
Grand Total	(2%) 2	(24%) 36	(74%) 105	143

- 2.14 In order to reduce traffic speeds and improve safety for pedestrians, a raised table and kerb build out on Honey-pot lane service road has been included within

the proposals. Overall support (76%) was demonstrated for this aspect of the proposals

Are you in favour of the proposed raised table and kerb buildout on Honeypot Lane service road				
Road	Don't Know	No	Yes	Road Total
Burnell Gardens	(100%) 1			1
Anmersh Grove			(100%) 9	9
Bromefield			(100%) 10	10
Burnell Gardens	(50%) 3		(50%) 3	6
Bush Grove	(29%) 5	(12%) 2	(59%) 9	16
Crowshott Ave		(18%) 2	(82%) 9	11
Gyles Park	(10%) 1	(20%) 2	(70%) 7	10
Home Mead			(100%) 2	2
Ladycroft Walk		(44%) 4	(56%) 5	9
Lamorna Grove	(25%) 2		(75%) 6	8
Lyon Meade	(9%) 1	(36%) 4	(55%) 6	11
No road name		(19%) 4	(81%) 17	21
Peareswood Gardens	(25%) 1		(75%) 3	4
Pickett Croft			(100%) 4	4
Thistlecroft Gardens	(17%) 1		(83%) 20	21
Grand Total	(12%) 15	(12%) 18	(76%) 110	143

2.15 A further question asked residents regarding the proposed double yellow line waiting restrictions on Thistlecroft Gardens to deal with obstructive parking.

2.16 The results indicated that there was marginal widespread support (52%) for double yellow lines in Thistlecroft Gardens with the results from Thistlecroft Gardens itself showing 12 (57%) in favour and 9 (43%) not in favour therefore because support was demonstrated it was recommended to the PH that we proceed to statutory consultation with this proposal.

Are you in favour of the proposed double yellow line waiting restrictions on Thistlecroft Gardens				
Road	Don't Know	No	Yes	Road Total
Anmersh Grove	(11%) 1		(89%) 8	9
Bromefield		(30%) 3	(70%) 7	10
Burnell Gardens	(28%) 2	(28%) 2	(43%) 3	7
Bush Grove	(12%) 2	(12%) 2	(75%) 12	16
Crowshott Ave	(36%) 4	(36%) 4	(27%) 3	11
Gyles Park	(30%) 3	(10%) 1	(60%) 6	10
Home Mead			(100%) 2	2
Ladycroft Walk		(44%) 4	(56%) 5	9
Lamorna Grove	(17%) 1	(50%) 3	(33%) 2	6

Lyon Meade		(64%) 7	(36%) 4	11
No road name	(28%) 6	(28%) 6	(43%) 9	21
Peareswood Gardens	(75%) 3		(25%) 1	4
Pickett Croft		(100%) 4		4
Thistlecroft Gardens		(43%) 9	(57%) 12	21
Grand Total	(16%) 23	(32%) 46	(52%) 74	143

- 2.17 The PH has agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix D** shows details of the scheme.

Local Safety Schemes (LSS)

- 2.18 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 and our own Road Safety Plan to reduce Killed and Seriously Injured accidents by 40% by 2020.
- 2.19 The Council's transport consultant is continuing design work from last year with regard to a scheme for High Road, Harrow Weald and changes to the signal phasing at Alexandra Avenue/Eastcote Lane junction. This required remodelling of the junction in discussion with TfL who own and operate all traffic signals on the public highway in London.
- 2.20 Honeypot Lane service road (near Wemborough Road) has been included within this year's programme due to the high level of pedestrian accidents and a scheme to address these accidents is in development.
- 2.21 The informal public engagement for the High Road, Harrow Weald scheme took place between 16th and 30th September 2016. In total around 109 leaflets were delivered. The feedback regarding the proposals was generally positive however the level of responses was very disappointing with a total of five responses being recorded. The PH agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix E** shows details of the scheme.
- 2.22 The informal public consultation for the Honeypot Lane Service Road proposals was included within the Park High 20mph zone consultation. The PH has agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix D** shows details of the scheme

Bus Priority

- 2.23 Harrow Council works closely with Transport for London (TfL) to make bus services a more attractive and reliable mode of transport by promoting the use of public transport and improving the highway infrastructure to facilitate bus routes

and bus movements. The following areas have been highlighted in this year's programme for improvements:

- Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue)
- High Road, Harrow Weald
- The Ridgeway (between the bridge and Imperial Drive junction)

Eastcote Lane Bus Route Improvement Scheme

- 2.24 Eastcote Lane (Phase 2) is the extension of bus route improvement measures that were carried out along Eastcote Lane last financial year. The section of the road identified for investigation is between Alexandra Avenue and Roxeth Green Avenue. A preliminary design is being developed.

High Road, Harrow Weald Bus Route Improvement Scheme

- 2.25 High Road, Harrow Weald is a new location where congestion and safety issues were identified involving buses. This scheme is combined with the High Road local safety scheme in order to deliver a holistic improvement. The proposals are shown in **Appendix E**.

The Ridgeway Bus Route Improvement Scheme

- 2.26 The bus route H11 reliability is affected along the section of The Ridgeway between Imperial Drive and Whitmore Road. The main issue identified as the reason for delays on this route is traffic congestion caused by vehicles parking on both sides of The Ridgeway. After detailed investigation, measures have been identified to improve the existing situation and to prevent delays to buses and other traffic.
- 2.27 The proposals are targeted at addressing the traffic congestion issue along The Ridgeway, whilst consideration has also been given to pedestrian safety and minimising the loss of parking spaces for local residents. Please refer to the attached plans for more detail. The proposals are shown in **Appendix L** and include the following measures:
- Carriageway widening: The carriageway will be widened to allow two buses to pass each other simultaneously, in the areas where vehicles are parked.
 - Bus Stop build outs: In order to improve accessibility and the ability for buses to enter and exit the bus stops, bus cages and footway build outs have been provided where possible.
 - Trees, lamp columns and other street furniture: In order to facilitate new kerb alignments, it is required to remove or relocate some of the existing street furniture, trees and lamp columns along The Ridgeway. Some trees along The Ridgeway are diseased, dying or causing damage to footways and require high maintenance. These trees are planned to be replaced with new trees,

irrespective of the scheme. Hence we are taking this opportunity to plant same number of trees along the road.

- Vehicle crossovers: All existing vehicle access to the properties will remain unaffected by the scheme proposals. If you are considering applying for new vehicle crossover or would like to widen your existing crossover we recommend that you apply now. This is because contractors may be working near your property and therefore we may be able to offer new vehicle crossovers at a reduced cost to properties within the scheme area only.

2.28 An informal public consultation exercise was carried out in July- August 2016 which demonstrated majority support with 55% in favour 42% against and 3% indicating that they didn't know.

2.29 The PH has agreed to proceed with implementation to the measures subject to resolving any objections that the council may receive during statutory consultation on double yellow lines.

Bus Stop Accessibility

2.30 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. Currently the borough is 97% compliant and we are one of only a few boroughs in London with such a high percentage of compliant bus stops. The 2016/17 programme will include reviews and improvements at bus stop in the following areas and the Council intends to achieve 100% compliance as soon as possible. The following areas are programmed for works:

- Kenton Lane
- Village Way
- Elm Park Road
- Brookshill and
- Headstone Lane

2.31 Additional bus stops may be investigated for improvements based on ad hoc requests from TfL, bus operators or other stakeholders. TfL has confirmed that additional monies are available to complete the programme and the Council will be pursuing this further.

Freight Strategy

2.32 In recent years a network of designated HGV routes across the borough have been signed using advance direction signing to guide freight traffic to the main commercial and industrial sites in the borough. This minimises freight traffic using other inappropriate through routes in the borough. In addition to this advance warning signing for width restrictions in the borough have been modified and improved to include metric and imperial measurements to comply with national traffic signs guidance. Recent surveys have concluded that these measures have had a positive impact on ensuring HGV drivers use the designated routes to travel to freight destinations.

- 2.33 In this year's programme it is intended to review the existing lorry ban (weight limit restriction) areas in the borough with regard to their extents, level of compliance and enforceability. Currently these areas are very large and impractical to enforce and this review will consider alternative designs which could be more easily enforced and protect residential streets on non-through routes more effectively. This will involve checking the existing entry and exit signing. This work is currently underway.

Legible London

- 2.34 Pedestrian way finding signs will be provided in the central parts of Hatch End and Pinner. The provisional artwork and site locations have been agreed with TfL, local community groups and West House. Works have been issued to the contractors and it is anticipated that the signs will be installed in March 2017.

Station Road (A409 Corridor) - Central Parade and Eastern Parade

- 2.35 The council was successful in securing additional funds from the GLA to continue the work started in 2014/15 to improve the Station Road corridor. The work last year focused on improving the public realm at Central Parade and Eastern Parade on the opposite side of the road.
- 2.36 Whilst undertaking trial holes on Eastern Parade, a concrete plinth encasing unidentified statutory undertakers plant was unearthed which resulted in the works being temporarily deferred pending further investigations. As a result, only the works on Central Parade and a small section of Eastern Parade (by the junction with Elmgrove Road) were completed.
- 2.37 Following investigations of the unidentified plant cables, it was determined that they were redundant cables belonging to Transport for London associated with the nearby signalised junction. Phased works are therefore planned to commence in early November to allow for the Christmas period embargo.
- 2.38 The remaining part of the corridor scheme is to provide raised entry treatments to the side roads off Station Road between Central Parade and the Civic Centre.
- 2.39 The informal public engagement for the raised entry treatments took place between 16th and 30th September 2016. In total around 243 leaflets were delivered. The feedback regarding the proposals was generally positive however the level of responses was very disappointing with a total of four responses being recorded.
- 2.40 The PH agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix F** shows details of the scheme

Cycling schemes

- 2.41 A scheme to improve cycling facilities connecting Kenton Road near Kenton Station and the Harrow Leisure Centre is being taken forward.

- 2.42 The aim of the scheme is to investigate and provide suitable cycling facilities (e.g. cycle lanes / tracks with appropriate lining, signing, etc.) to improve and encourage cycling between Kenton Road Station and the Harrow Leisure Centre. The proposals include the following measures along Christchurch Avenue and Francis Road / Elmwood Avenue junction. The proposals are shown in **Appendix J**:

Christchurch Avenue:

The council is proposing to convert existing footway on the southern side of Christchurch Avenue between Kenmore Avenue and The Hollies to shared cycle and pedestrian use and on the northern side adjacent to the Belmont Trail.

The existing pedestrian refuge island is proposed to be removed and replaced with a parallel Cycle and Zebra crossing adjacent to the entrance at The Hollies. These facilities will help to connect the proposed shared cycle facility on southern footpath with the Belmont Trail.

At the Christchurch Avenue / Kenmore Avenue junction, the pedestrian crossing islands are proposed to be altered to enable the footways to be widened at this location.

The shared use cycle route will consist of repeater signs on bollards, erected at regular intervals along the route.

Francis Road - Elmwood Avenue

A small section of shared use footway is proposed at the end of Francis Road and Elmwood Avenue. This improvement will ease cycle access and connect the cycle routes on Francis Road and Elmwood Avenue.

- 2.43 The public consultation on the proposals will commence from 14th November 2016, asking local residents to provide their comments/concerns on the proposals.

Local Transport Fund (LTF) 2016/17

- 2.44 The TfL award for funding in 2016/17 included a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process. 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. Members agreed a programme of LTF schemes at the February TARSAP meeting.

Imperial Drive cycle route (LTF)

- 2.45 A scheme has been developed to promote a safer off road shared use facility for all cycle users, particularly less experienced cyclists, along this busy route that connects North Harrow and Rayners Lane stations.

2.46 The council is proposing to provide a shared use cycle route both sides of Imperial Drive using the existing footways. The proposals are shown in **Appendix K** and are as follows:

- Western side: The shared use footpath is proposed between Imperial Court adjacent to Village Way East and Imperial Close. The existing segregated cycle track on the footway between Imperial Court and Rayners Lane and between Imperial Close and The Ridgeway will be retained.
- Eastern side: A shared use cycle route is proposed from the northern end of service road opposite Rayners Lane Station up to The Ridgeway junction. The existing cycle route on the carriageway between Rayners Lane and The Ridgeway will be removed.

2.47 The shared use cycle route will be clearly signed at the start and end of the routes and repeater signs erected at regular intervals to inform all road users of the shared cycle facilities in the area. The council has already built a number of off-road facilities at various sites across the boroughs which have been successful in its operation.

2.48 The public consultation on the proposals will commence from 14th November 2016, asking local residents to provide their comments/concerns on the proposals.

Bacon Lane, extension to existing 20mph zone (LTF)

2.49 The existing Bacon Lane 20 mph zone will be extended to help to reduce traffic speeds in neighbouring roads such as the Highlands and generally improve road safety for all road users.

2.50 The informal public consultation for the Bacon Lane 20mph zone extension took place from the 23rd July until 2nd September 2016. In total 312 leaflets were delivered with 19 returned (7% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme			
Street name	No	Yes	Road Total
Argyll Gardens		(100%)1	1
Gordon Gardens		(100%)1	1
Kenmore Gardens		(100%)5	5
No road name	(100%)1		1
Strathmore Gardens		(100%)3	3
The Highlands		(100%)8	8
Grand Total	(5%) 1	(95%) 18	19

- 2.51 The PH has agreed to proceed to statutory consultation and implementation on both schemes subject to resolving any objections. **Appendix G** shows details of the scheme

Whitefriars School, extension to existing 20 mph zone (LTF)

- 2.52 The existing Whitefriars School 20 mph zone will be extended to help to reduce traffic speeds in neighbouring roads such as Carmelite Road and generally improve road safety for all road users.
- 2.53 The informal public consultation for the Whitefriars 20mph zone extension took place from the 23rd July until 2nd September 2016. In total 813 leaflets were delivered with 73 responses (9% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme				
Street name	Don't know	No	Yes	Road Total
Bancroft Road	(100%) 1			1
Carmelite Close			(100%)1	1
Carmelite Road		(10%) 2	(90%)18	20
Carmelite Walk		(100%)1		1
Clewer Crescent		(17%)1	(83%) 5	6
Hampden Road		(11%)2	(89%) 16	18
Lynn Close			(100%)1	1
No road name			(100%) 6	6
Regency Lodge, 64-68 Wolesley Road, Cardinal Way			(100%) 1	1
Ross Close			(100%) 1	1
Weald Lane	(50%) 1		(50%) 1	2
Wellington Road		(10%) 1	(90%) 7	8
Windsor Road		(43 %) 3	(57%) 4	7
Grand Total	(3%) 2	(14%) 10	(83%) 61	73

- 2.54 The PH has agreed to proceed to statutory consultation and implementation on both schemes subject to resolving any objections. **Appendix H** shows details of the scheme

Tregenna Avenue / Alexandra Avenue, Junction Improvement (LTF)

- 2.55 A junction improvement is proposed in this location to reduce the disproportionately high number of slight injury accidents. The improvements proposed include introducing a one way section of carriageway to reduce the number of potential conflicts at the junction, to improve access and to manage on street parking in a more regulated manner. The Council's engaged transport consultant is currently working on the design.

Minor safety measures, road markings / traffic signs (LTF)

- 2.56 The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. and so this programme of work will be used throughout the year to address minor local safety concerns that are not prioritised for more major interventions but could benefit from minor works.

Congestion Relief schemes

- 2.57 Traffic congestion occurs when the demand to make journeys gets close to or exceeds the network capacity and is characterised by slower speeds, longer journey times, and vehicle queues. This programme of work seeks to identify areas of the network where improvements can maximise network capacity by removing blockages and ensuring that traffic management is efficient and effective.
- 2.58 A corridor along Wemborough Road, Weston Drive and up to and including Belmont Circle has been identified as an area of concern. A study is therefore proposed along this route to identify any potential causes of congestion and suggest remedial measures. The Council's engaged transport consultant is carrying out this study and will be submitting the detailed report shortly. The report will highlight any recommendations which we can then implement or which require further investigation.

School Travel Plan - Highway schemes

- 2.59 As a part of the school expansion programme and associated transport assessments, approved by the Planning Committee, some highway improvements have been identified to mitigate the traffic impact of expansion. This programme of work takes forward any agreed mitigations identified.
- 2.60 A proposal to introduce parking controls in the access road and parking areas outside Whitchurch School has been identified for implementation this year. This measure is identified in the transport assessment and travel plan for the expanded school. Statutory consultation is scheduled before the end of this calendar year.

Electric Vehicles (EV) infrastructure

- 2.61 In 2015 there were 40 registered plug-in electric vehicles in Harrow. There is a higher take up of hybrid vehicles that do not need an electric charge point, however, it is anticipated that by 2018 there are likely to be more than 100 residents with plug-in electric vehicles. While this is still a proportionately low number of residents this is a growing market.
- 2.62 The council supports EV provision to ensure Harrow remains a competitive destination for visitors and businesses, as well as for residents. With the focus on air quality likely to be a priority of the new mayor it is important to ensure the necessary infrastructure in place and to demonstrate a commitment to electric

vehicles and improving air quality in order to access potential funding streams in future. Because of the high car ownership in the borough, and the limited orbital transport networks, encouraging the use of EV would be appropriate for the borough.

- 2.63 Following a recent meeting with the Portfolio Holder for Environment, Crime and Community Safety a supplier for introducing the electric vehicle charging infrastructure has been approved that will offer the least risk and best opportunities for expanding the number of charging points.
- 2.64 The POLAR network of charging points used by this supplier would link Harrow to other locations around the UK through an established and credible network, enabling us to fulfil corporate priorities, meet the needs of residents and businesses, ensure that Harrow remains an attractive destination with improved air quality, and potentially support future funding opportunities.

Ultra Low Emission Zone (ULEZ)

- 2.65 In July 2015 London set out its vision to become an ultra-low emission vehicle (ULEV) capital. TfL, London Councils and eight London Boroughs submitted a joint bid for £20 million in funding to the Office for Low Emission Vehicles (OLEV) for the Go Ultra Low City Scheme. The bid builds on the progress made by London's innovative policies such as the Congestion Charge and Low Emission Zone and also the work of local councils to incentivise cleaner vehicles through parking policies and by expanding charging provision.
- 2.66 London's bid has been successful in securing £13m to implement the proposed package of measures. The funding is to be spent on initiatives that will help encourage the take up of Low Emission vehicles. This is a 4 year programme and the funding is to be spent between 2016 and 2020.
- 2.67 Harrow's proposal is to create a neighbourhood of the future in Harrow Town Centre where Station Road and College Road are restricted to electric vehicles only (private cars) and electric charging infrastructure is implemented and other initiatives are introduced to encourage the use of electric vehicles.
- 2.68 There is a separate report on the agenda providing more details about the proposed initiatives for Harrow.

Accessibility Improvements

- 2.69 This is an on-going programme of work and is concentrated mainly on the provision of disabled parking bays, dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people.

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 within the current capital programme and funding allocation from TfL for 2016/17.

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



on behalf of the
Chief Financial Officer

Date: 10/11/16

Ward Councillors notified:

NO, as it impacts on all wards

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips – Team Leader, Transportation
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Johann Alles – Deputy Team Leader
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Background Papers:

Local Implementation Plan 2
Previous TARSAP reports

Appendix A – Harrow Capital, parking management schemes update – 2016/17

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2016/17 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 New CPZ	To implement parking controls in the streets surrounding the station	7.5	Statutory notification completed. PH approval June 2016 to proceed to implementation	Barry Philips / Sajjad Farid	Oct 2016
Whitefriars School Localised parking review Wealdstone CPZ (CA zone)	To implement parking controls in roads surrounding Whitefriars School	6	Statutory notification completed. Awaiting final analysis of results and PH approval	Barry Philips / Sajjad Farid	Jul 2016
South Harrow CPZ (M zone) Localised parking reviews	To implement localised reviews: 1. New zone-Stanley Rd, Sherwood Road, 2. New zone-Brendon Gardens, Torrington Drive, Leathsale Road 3. Extension of existing zone to include Wyvenhoe Rd,	10	Statutory notification complete. PH approval June 2016 to proceed to implementation	Barry Philips / Sajjad Farid	Oct 2016
Hatch End CPZ (Y zone) Localised parking review	Localised statutory notification in –Westfield Park, Oakdene Close, Thorndyke Court, St Cuthberts Gardens, Elm Hatch, Cherry Croft Gardens on reduced hours of control	7.5	Statutory consultation due Jul /Aug 2016	Barry Philips / Sajjad Farid	Oct 2016
Somerset Road Localised parking review North Harrow CPZ (NH1 zone)	Localised statutory consultation to extend existing CPZ (NH1) in Somerset Road, Cornwall Rd and part of Sussex Rd.	15	Statutory notification due Jun / Jul 2016	Barry Philips / Sajjad Farid	Dec 2016
Pangbourne Drive Localised parking review Stanmore CPZ (H zones)	Localised review / extension of Zone (H), Also single yellow lines on Stonebridge slip road between properties 119-127 (southwest side only) and	14	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017

Scheme	Details	£ K	Status	Contact officer	Planned finish
	double yellow lines either side of the bend adjacent to 14, Jesmond Way.				
West Avenue Localised parking review Rayners Lane CPZ (L zone)	Localised review / extension of zone (L)	10	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Sept 2016
Wealdstone area localised parking review – roads west and north of leisure centre	Area parking review, roads west and north of leisure centre – extend hours and / or be part of the existing CPZ (CA zone)	65	Undertake stakeholder meeting and public consultation	Barry Philips / Sajjad Farid	Mar 2017
Kerry Court area Localised parking review Stanmore CPZ (H zone)	Localised review – extension of existing CPZ (H) hours	20	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Burnt Oak Broadway area (X zone) Localised parking review	Area parking review – new P&D on main road and extension of existing zone (X)	50	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Belmont Circle area Localised parking review	Localised statutory notification review – changing double yellow lines back to single yellow lines and introduce P&D in Kenton Lane car park and Kingshill car park	35	Undertake statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
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	On-going prioritisation / implementation of requests for yellow lines.	Barry Philips / Sally Wilson	Mar 2017

Appendix B – Transport for London, local implementation plan programme update – 2016/17

This is the main traffic and transportation 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 and initiatives related to the LIP in 2016/17 is £1,766k. This is allocated as either capital or revenue within Harrow's financial system depending on the nature of the work undertaken.

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	20 mph zone programme	Implementation of 20mph zones around schools in the borough	130	Traffic surveys organised, preliminary designs being developed	Barry Philips	Mar 2017
Corridors	Walking Schemes	Infrastructure schemes designed to improve walking facilities	45	Pedestrian crossing on Honeypot Lane (near Crowshott Avenue), Surveys and initial design underway	Barry Philips	Mar 2017
Corridors	Legible London Signing	Pedestrian way finding sign works	50	Way finding signs in Pinner and Hatch End being investigated	Barry Philips	Mar 2017
Corridors	Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	35	On-going investigations to plan and develop bus route improvement works for future programmes of work.	Barry Philips	Mar 2017
Corridors	Bus priority works	Schemes to improve congestion and improve delays to buses. Eastcote Lane, The Ridgeway, High Road – Harrow Weald	180	<ul style="list-style-type: none"> • Completion of Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue), • High Road, Harrow Weald undertaking surveys and preliminary design, • The Ridgeway – consultation complete 	Barry Philips	Mar 2017
Bus Priority	The Ridgeway bus priority scheme	Improvements for bus route H11, carriageway widening and bus stop improvements	45	<ul style="list-style-type: none"> • Funding is supporting delivery of the wider bus priority work programme 	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Accessibility Improvements	Provision of Disabled parking bays, and dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people	85	On-going programme of delivery throughout the year. Delivered in batches.	Barry Philips	Mar 2017
Corridors	Bus stop accessibility schemes	Programme of works to improve accessibility for buses and pedestrians at bus stops	46	Investigation underway to determine bus stop improvements at, North Harrow Station area, Pinner area and South Harrow area (including Shaftesbury Avenue)	Barry Philips	Mar 2017
Corridors	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 2017
Corridors	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 2017
Corridors	Congestion relief studies	Programme of schemes to reduce congestion and improve journey time reliability	70	Route study being undertaken on Wemborough Road, Weston Drive – surveys and preliminary design underway	Barry Philips	Mar 2017
Corridors	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 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Cycling Schemes	Programme of schemes to improve cycle routes on the highway network	90	Improvement to create cycle link between Kenton Road Station and the Harrow Leisure Centre, surveys and preliminary design completed and consultation due to take place in November	Barry Philips	Mar 2017
Corridors	Cycling and Greenways	Provision of cycle routes through parks to link with wider cycle network and support leisure cycling activity.	60	Two schemes identified (1) in Newton Park West and (2) Canons Drive to Howberry Road (east – west route) through Canons Park, initial study started, preliminary design underway	Barry Philips	Mar 2017
Corridors	Freight strategy schemes investigation and implementation	Review of existing weight limit restriction zones	40	Review of Belmont area weight restriction zone, surveys and preliminary design underway	Barry Philips	Mar 2017
Corridors	Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties' reduction. High Road – Harrow Weald, Eastcote Lane/Alexandra Avenue, Honeypt Lane service road	100	Continue with design on two schemes identified in 2015/16 on High Road, Harrow Weald (shared with Bus Priority) and Eastcote Lane/Alexandra Avenue, a new identified site at Honeypt Lane service road near Wemborough Road. Surveys/analysis and design are underway	Barry Philips	Mar 2017
Corridors	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	50	Phase 3 of the Station Road corridor improvements, preliminary design underway for. Phase 2, Eastern Parade to be completed following resolution of statutory undertakers services issue. Changes to Eastern Parade are being funded by GLA.	Barry Philips	Mar 2017
Corridors	Electric vehicles and car clubs	Promote electric charging points and car clubs	35	Investigating suitable sites for electric charging points to support electric vehicles use.	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	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 2017
Corridors	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. Motor cycle banner campaign to be launched in November.	David Corby	Mar 2017
Corridors	School Travel Plan, Highway schemes	Highway improvement schemes identified in School Travel Plans to encourage sustainable transport and mitigate impact of school expansions	50	Whitchurch School – scheme to introduce parking controls in access road and parking areas under development. Other schemes being investigated.	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	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 2017
Corridors	Future programme development	Identify future work through assessments and studies.	50	On-going scheme investigation and development work for 2017/18 schemes	Barry Philips	Mar 2017
Corridors	Travel Planner	Staff funding support	55	Support the cost of the Travel Planning officers in undertaking School and Business Travel Plans.	Barry Philips	Mar 2017
Schools	Safe Drive Stay Alive	Road safety initiative targeting young drivers	23	Stage productions arranged for schools	David Corby	Mar 2016
Local Transport Fund	Various local schemes	Local priority schemes identified by the borough which support the Mayors Transport Strategy	100	<p>Schemes identified at Feb TARSAP as follows:</p> <ul style="list-style-type: none"> • Imperial Drive – cycle route • Bacon Lane – extension to 20mph zone • Whitefriars School – extension to 20mph zone • Tregenna Avenue/Alexandra Avenue – junction safety improvement • Minor safety schemes – ad hoc requests 	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Borough Cycling Programme	Cycle Training – Adults and Children	This additional funding will expand the current cycle training programme	68	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 2017
Borough Cycling Programme	Cycle parking	Implementation of cycle parking at key locations such as shops, stations, libraries, parks, cycle hubs and other key attractors	45	Investigation underway to determine suitable locations	Barry Philips	Mar 2017
Borough Cycling Programme	Staffing	Staffing to support delivery of Borough Cycle Programme	45	To support the costs of the road safety education service in delivering the BCP	David Corby	Mar 2017
Borough Cycling Programme	Cycle Grants for schools	Providing support to schools to introduce infrastructure on school sites (cycle shelters, etc.)	3	Monies confirmed recently. Engagement with schools is underway.	David Corby	Mar 2016

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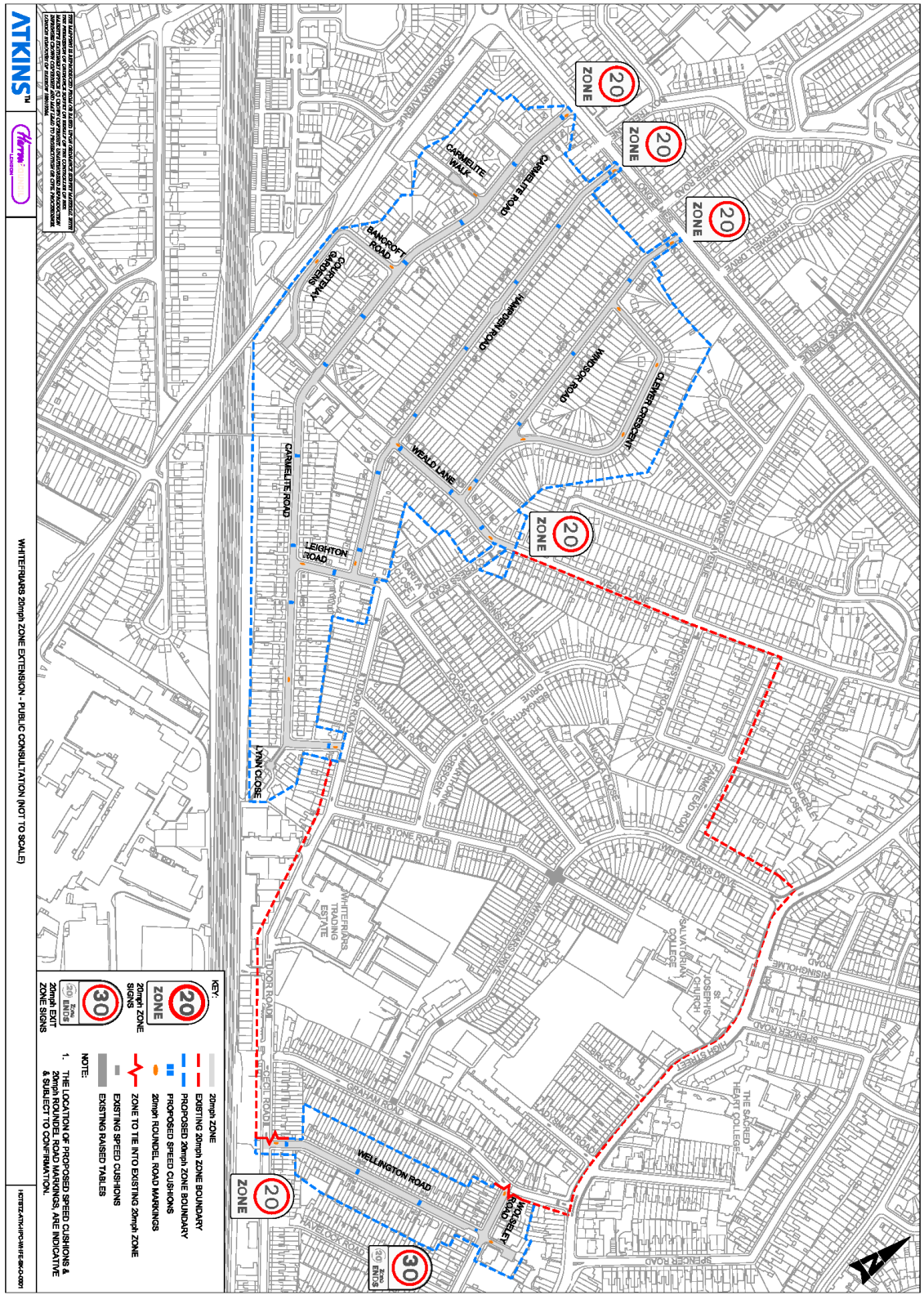
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APPENDIX H



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KEY:

- RETAIL / COMMERCIAL BUILDINGS
- FOOTWAY (ASPHALT)
- FOOTWAY (PAVED)
- GRASS VERGE
- SHARED USE FOOTWAY
- ISLAND
- CYCLE TRAIL
- RAISED TABLE
- CONTROLLED CROSSING
- UNCONTROLLED CROSSING
- CORDUROY TACTILE PAVING

KEY SHEET INFORMATION

HARROW & WEALDSTONE STATION

HARROW COUNCIL

STATION ROAD

KENMORE AVE

CHRISTCHURCH AVE

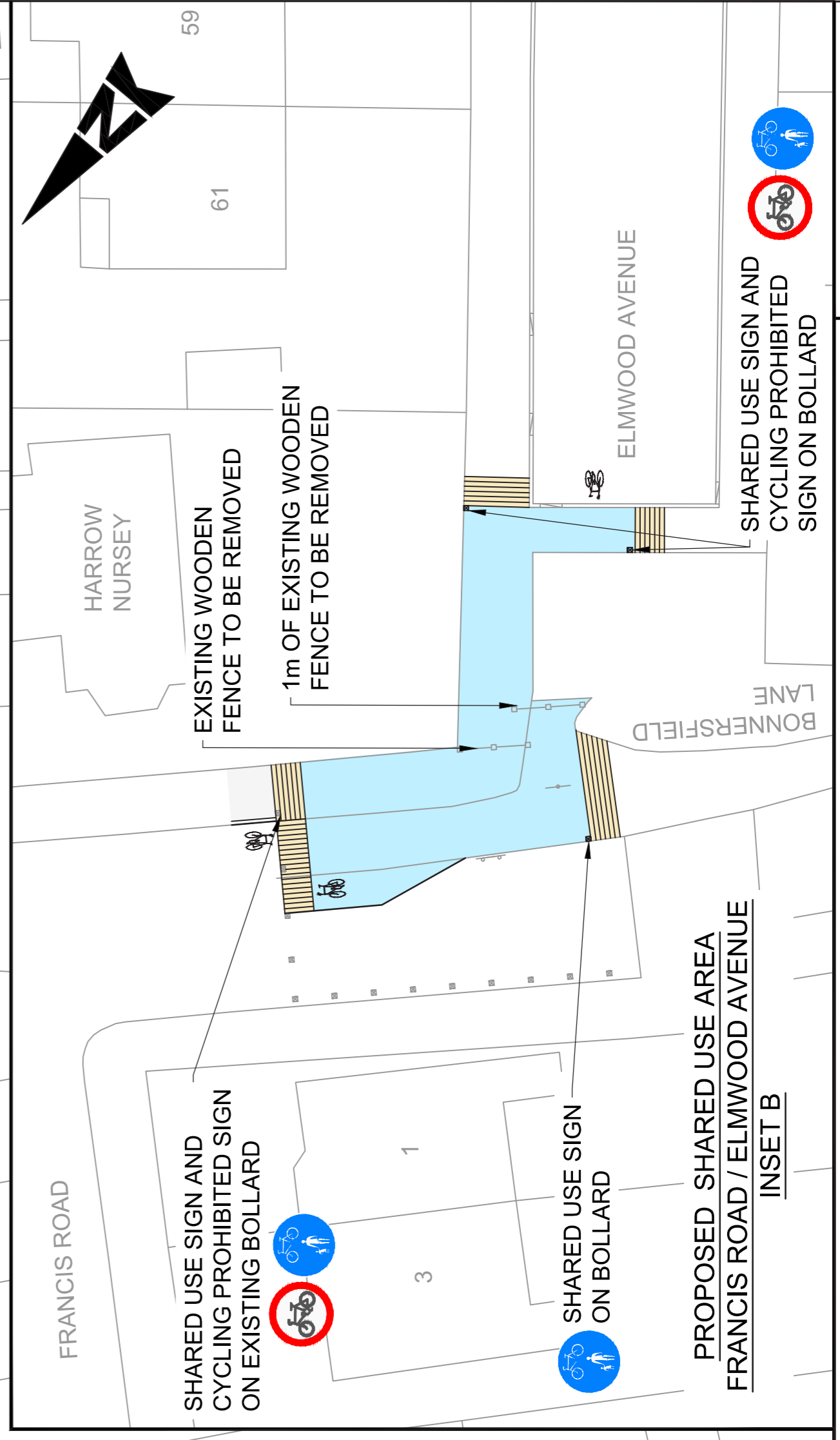
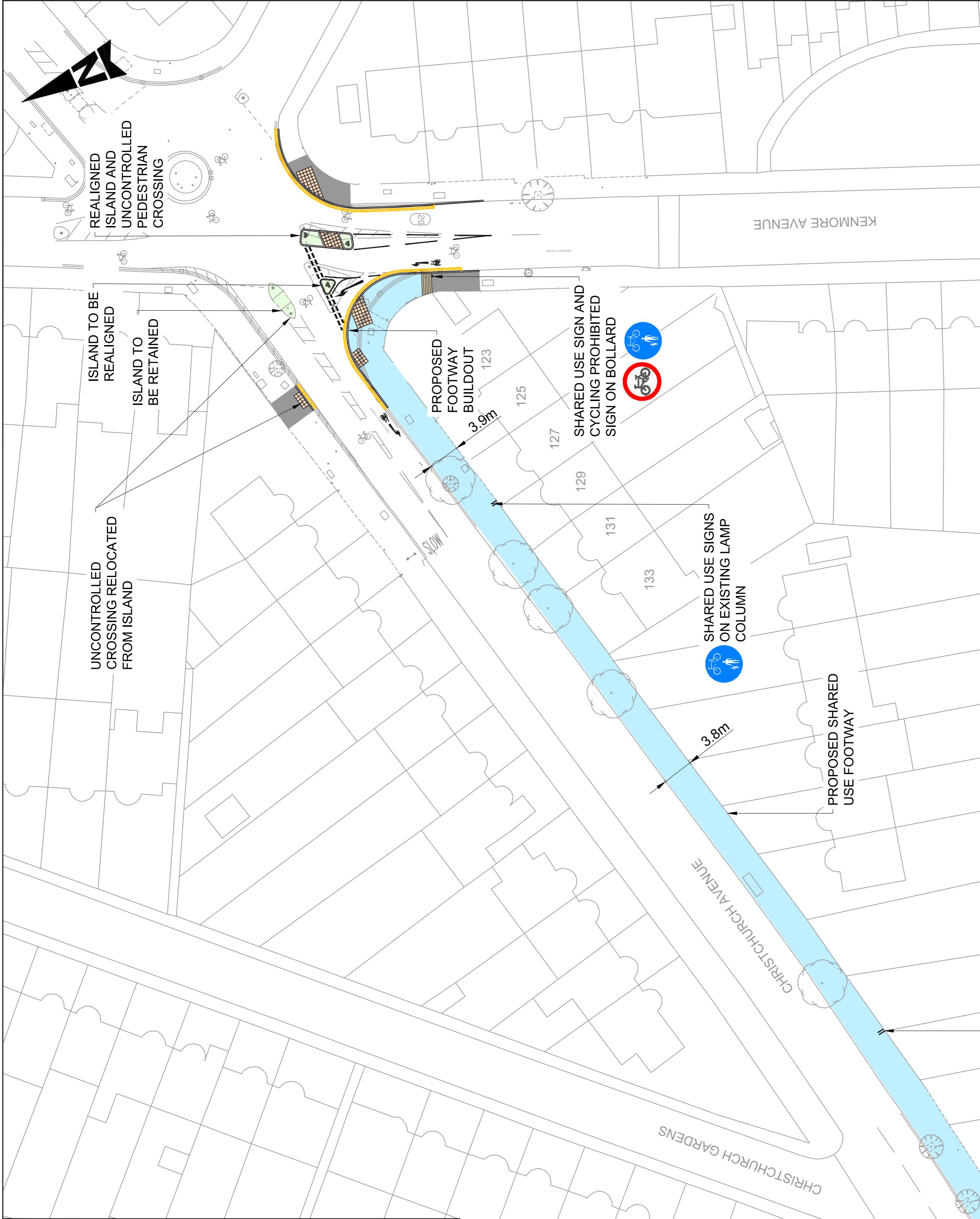
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ELMWOOD AVE

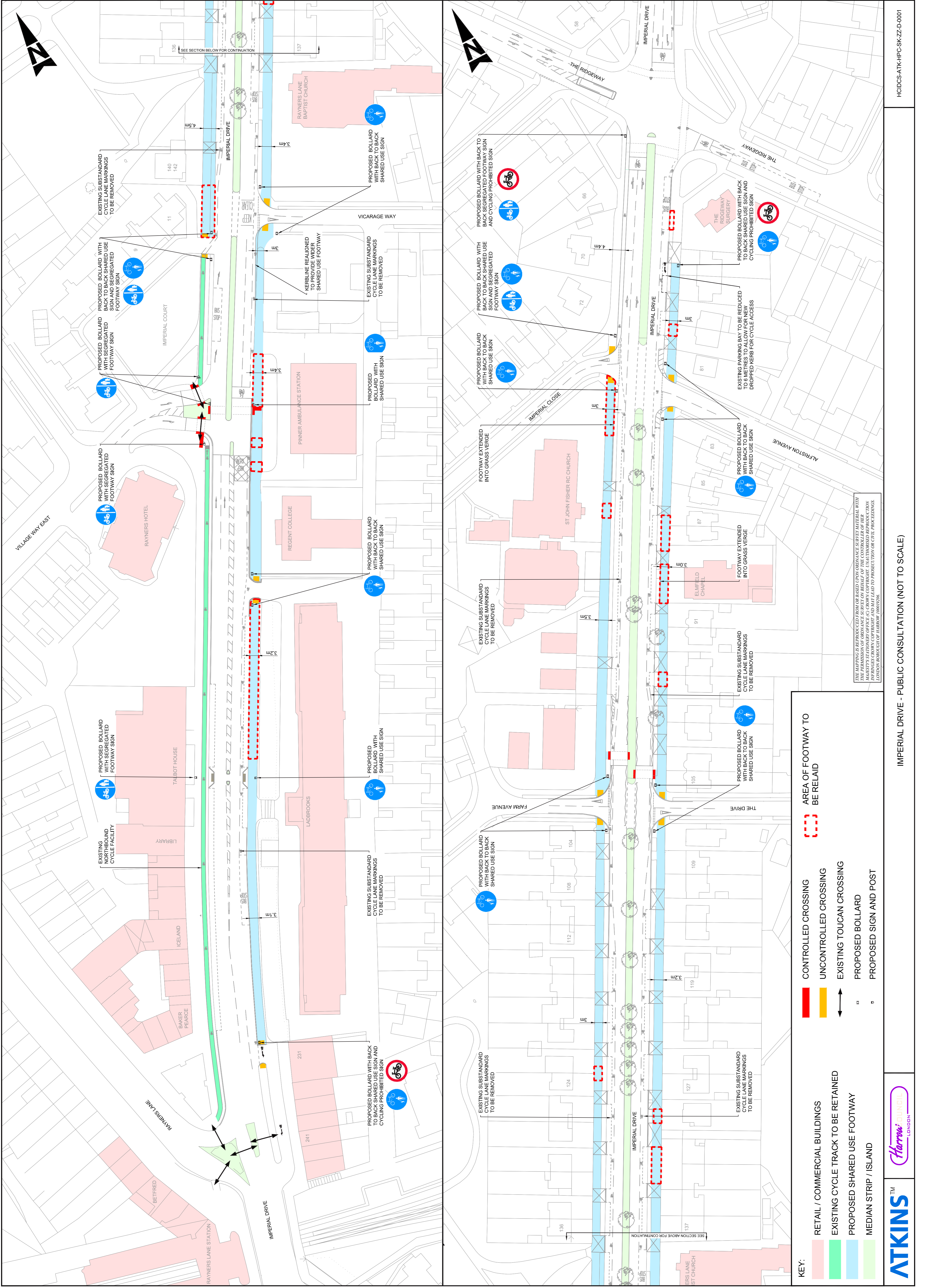
SEE INSET A

SEE INSET B

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