

Traffic and Road Safety Advisory Panel AGENDA

DATE: Thursday 8 February 2018

TIME: 7.30 pm

VENUE: Council Chamber, Harrow Civic Centre, Station
Road, Harrow, HA1 2XY

MEMBERSHIP (Quorum 3)

Chair: Councillor Kairul Kareema Marikar

Councillors:

Jeff Anderson
Jerry Miles (VC)
David Perry

John Hinkley
Ameet Jogia
Manjibhai Kara

Advisers:

Mr N Long
Dr Anoop Shah

Mr A Wood

Reserve Members:

1. Nitin Parekh
2. Sachin Shah
3. Anne Whitehead
4. Sasi Suresh

1. Mrs Vina Mithani
2. Lynda Seymour
3. Pritesh Patel

Contact: Frankie Belloli, Senior Democratic Services Officer
Tel: 020 8424 1263 E-mail: frankie.belloli@harrow.gov.uk

Useful Information

Meeting details:

This meeting is open to the press and public.

Directions to the Civic Centre can be found at:
<http://www.harrow.gov.uk/site/scripts/location.php>.

Filming / recording of meetings

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Please note that proceedings at this meeting may be photographed, recorded or filmed. If you choose to attend, you will be deemed to have consented to being photographed, recorded and/or filmed.

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An induction loop system for people with hearing difficulties is available. Please ask at the Security Desk on the Middlesex Floor.

Agenda publication date: 30 January 2018

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 - 16)

That the minutes of the meeting held on 28 November 2017 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 in which they were received. There will be a time limit of 15 minutes for the asking and answering of public questions.

[The deadline for receipt of public questions is 3.00 pm, 5 February 2018. 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 17 - 32)

Report of the Corporate Director, Community

8. PARKING MANAGEMENT SCHEMES PROGRAMME 2018/19 (Pages 33 - 66)

Report of the Corporate Director, Community

9. TRANSPORT FOR LONDON LOCAL TRANSPORT FUND SCHEMES 2018/19 (Pages 67 - 76)

Report of the Corporate Director, Community

10. INFORMATION REPORT: TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE 2017-18 (Pages 77 - 96)

Report of the Corporate Director, Community

11. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL

*** DATA PROTECTION ACT NOTICE**

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

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

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

28 NOVEMBER 2017

Chair: * Councillor Kairul Kareema Marikar

Councillors: * John Hinkley * Jerry Miles
 * Ameet Jogia * David Perry
 * Manjibhai Kara * Sasi Suresh (4)

Advisers: † Mr N Long * Mr A Wood
 * Dr Anoop Shah

In attendance: Phillip O'Dell Minute 163
(Councillors) Georgia Weston Minute 163

* Denotes Member present
 (4) Denotes category of Reserve Member

152. Attendance by Reserve Members

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

Ordinary Member

Reserve Member

Councillor Jeff Anderson

Councillor Sasi Suresh

153. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Item 5 - Petitions

Councillor John Hinkley declared a non-pecuniary interest in that he lived in the vicinity of two of the petitions which would be presented by residents at the meeting (Parking in Hatch End Broadway and Pavements in Shrewsbury Road). He would remain in the room whilst the matters were considered and voted upon.

Agenda Item 11 – Information Report: 2017/18 Traffic and Parking Schemes Programme Update

Councillor Manji Kara declared a non-pecuniary interest in that he lived in the vicinity of the Controlled Parking Zone in Wealdstone. He would remain in the room whilst the matter was considered and voted upon.

Agenda Item 11 - Information Report: 2017/18 Traffic and Parking Schemes Programme Update

Councillor Ameet Jogia declared a pecuniary interest in that he owned a property on Whitehouse Drive. He would leave the room whilst the matter was considered and voted upon.

Agenda Item 11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

Councillor Georgia Weston declared a non-pecuniary interest in that her daughter attended Pinner High School. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 8 – Wealdstone Transport Study; Agenda Item 9 – Wealdstone – Liveable Neighbourhood Bid & Agenda Item 11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

Councillor Kairul Kareema Marikar declared a non-pecuniary interest in that she lived in Wealdstone. She would remain in the room whilst the matters were considered and voted upon.

154. Minutes

RESOLVED: That the minutes of the meeting held on 24 July 2017 be taken as read and signed as a correct record.

155. Right of Members to Speak

RESOLVED: In accordance with Executive Procedure Rule 38.1.1 – Part 4D of the Constitution, the Panel agreed that the following Members could speak at the meeting:

Councillor

Agenda Item

Phillip O'Dell

8 – Information Report: Wealdstone Transport Study

11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

Georgia Weston 11 - Information Report: 2017 /18 Traffic and Parking Schemes Programme update

156. Public Questions

RESOLVED: To note that 3 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.

157. Petitions

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

1. Parking Meters in the Broadway, Hatch End, containing 558 signatures, with the following terms of reference:

‘to enable reasonable access to the essential shops and deter long term parking, we the undersigned local residents, businesses and shoppers request that TARSAP start immediately the process to have parking meters installed in the service roads in the Uxbridge Road, Hatch End.’

2. Lake View, Edgware, containing 19 signatures, with the following terms of reference:

‘We the undersigned call upon Harrow Council to extend the (zones) TB parking restriction to Lake View and repave the pavement and roads urgently as it needs desperate urgent which is getting very unsafe for all pedestrians. We expect the situation to become much worse when the parking restrictions for Dukes Avenue come into effect.’

3. Pavements at Sherington Avenue, Hatch End, containing 19 signatures, with the following terms of reference:

‘The pavements at Sherington Avenue are in a serious state of disrepair on the basis of the following observations (photos attached):

- i. Irregular & broken/cracked;
- ii. Tarmac leading to driveways lifted and cracked;
 - a. Causes: Age, roots & general ‘wear & tear’;
- iii. Tarmac leading to driveways have mud puddles on either side
 - a. Causes: Old design build, forces vehicles to drive over grass becomes mud puddle;

There are registered partially sighted & elderly residents that have to negotiate the above issues to safely get about their daily lives. Furthermore, broken tarmac damages the underside of cars when entering driveways. The broken pavements are also unsightly in a residential locality. The comparison to the new build is quite evident in the attached photos.

We therefore request the Council to continue the pavement replacement/repair that was started at the Rowlands Avenue end and complete the job to the rest of Sherington Avenue.'

158. Deputations

RESOLVED: That, in accordance with Executive Procedure Rule 48 (Part 4D of the Constitution), the following deputations be received:

1. Update regarding safety concerns about Traffic & Parking on Dorset Drive and Cavendish Drive.

The Deputee stated that:

- further to a previous deputation and petition presented to the Panel regarding the above, the incidences of inconsiderate parking of heavy and commercial vehicles by staff at nearby garages continued to be an issue for residents of the above streets. As a result, residents regularly experienced blocked driveways, litter on their streets, speeding low loaders, noise from the testing of vehicle brakes, loading and unloading of vehicles and flashing lights;
- there had been a recent altercation between one of the residents and the driver of one such vehicle who had verbally abused and intimidated the resident;
- local residents worked hard, paid their taxes and contributed to society and naturally expected to receive support from the Council in helping to resolve the matter;
- deputees presenting at the previous meeting of the Panel had requested officers to look into the business licences of the nearby garages and any Planning conditions and to take the appropriate enforcement action against them. However, the deputees had yet to receive any feedback from the Council regarding this request;
- the Council should consider implementing parking controls on these streets to help deal with the situation and hoped this issue would be considered sympathetically at the February 2018 meeting of the Panel.

A Member added that this had been a long-standing issue for residents of Dorset & Cavendish Drives. Residents of those streets planned to present another petition before the February 2018 meeting of the Panel. He hoped that the petition could be put together with support and advice from Traffic officers. Residents were of the view that the only possible solution would be to extend the times of the existing CPZ (Controlled Parking Zone).

An officer advised that officers had met with local residents to discuss possible solutions. This issue would be included in the agenda for the February 2018 meeting of the Panel. He added that officers would rank and score schemes in accordance with policy and that the Panel would make the final decision about which schemes should be progressed.

2. Speeding and Traffic Calming issues on Northumberland Road.

The Deputee stated that:

- residents of Cambridge & Northumberland Roads had a recent meeting following a walk-about by the Leader where they had discussed traffic calming measures and 20 mph zones;
- residents of Cambridge Road and Woodlands Road were not in favour of having 20 mph zones with speed cushions implemented in those streets;
- average speeds on Northumberland Road were 40-45 mph and the road was often used as a 'rat run'. Whereas, the average speed on Woodlands Road was between 20-25 mph, which was in part due to a poorly designed CPZ (Controlled Parking Zone), which meant that cars were parked along only one side of what was a narrow road. Officers had refused residents' request that parking bays be available on alternative sides of the road and did not propose any alternative solution to deal with residents' concerns. Why had the Council failed to engage with residents?
- In recent years, residents had met with several Councillors to discuss ongoing safety concerns, following which they had proposed that parking bays be placed on both sides of the road. He had been informed that having all the bays on one side of the road meant there was a net increase in driving speed of 1 mile per hour;
- the Council had refused residents' requests to move two of the bays to the opposite side of the road which would have been less expensive than implementing speed cushions (as was the case in Lancaster Road, which was parallel to Northumberland Road). Residents were told that having all the bays on one side of the road would lead to an increase in average speeds;
- it was his understanding that the Mayor of London was not in favour of speed bumps because they increased pollution. Local

residents had considered mounting their own 20 mph signs on the streets but were not in favour of speed bumps or speed cushions;

- in his view, the 85 percentile rule used by the Council in traffic surveys was not an accurate reflection of actual speeds on local streets;
- was the Council aware that there was a private school located on Northumberland Road;
- Panel Members had not visited the site or met with local stakeholders or proposed any solutions to residents' concerns regarding safety.

An officer responded that:

- legislation and Department for Transport guidance stated that 20 mph zones must be self-enforcing as the Police would not enforce these due to lack of resources. Therefore, speed bumps and speed cushions, which were considered self-enforcing were used;
- on roads where the speed was considered to be within tolerance levels, for example, those roads where the physical nature of the road, (for example, extremely narrow or winding roads which would not allow speeding) meant vertical deflections were not considered necessary;
- the 85 percentile measurement was the key speed used by transport professionals. This was the 85th highest speed out of a sample of a 100 which was recorded during traffic surveys. This measurement was used by the Metropolitan Police, in terms of enforcement and by transport professionals in terms of designing schemes;
- the Council was obliged to target its limited resources in accordance with its policy which set out how schemes were ranked and prioritised. Harrow's Local Implementation Plan (LIP) stated that 20 mph zones would be focussed in the vicinity of schools. As well as improving safety, these zones were designed to encourage modal shift and promote an environment that was more conducive to walking and cycling. Additionally, evidence to showed that residents felt safer to walk and cycle in 20 mph zones;
- numerous traffic assessments and surveys had been undertaken by the Council in recent years in Northumberland Road. These had indicated that speeds were within tolerances and speed limits and therefore, in accordance with Council policy no further action had been deemed necessary.

Following questions from Members of the Panel, an officer responded that a vehicle had overturned on Northumberland Road several years ago. This was due to an elderly resident accelerating instead of braking which caused the vehicle to hit the kerb and to overturn. He added that there were over 40, 20 mph zones in the Borough, mainly around schools. He had not known about the private school on Northumberland and officers would be willing to carry out another assessment of the road.

A Member acknowledged the issues faced by residents on Northumberland Road and requested that officers liaise with local residents to review the situation there.

An officer stated that parking bays had been moved to the opposite side of the road in one section of Northumberland Road, but these had been moved back as residents had complained that they could not get out of their driveways when vehicles were parked in them..

RESOLVED ITEMS

159. 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 a Member regarding the proposed upgrade of the existing single yellow line to double yellow lines across one side of Howberry Road, an officer advised that the Portfolio Holder had revised the proposals and the section of double yellow lines at the northern end of Howberry Road had now been omitted from the original proposals.

RESOLVED: That the report be noted.

160. Information Report: Wealdstone Transport Study

The Panel considered a report of the Corporate Director, Community, which provided an update regarding the Wealdstone Transport Study and set out the objectives, outcomes and recommendations arising from the Study. An officer did a presentation regarding the Study.

Following questions and comments from the Panel, an officer stated that:

- traffic modelling had been undertaken using both strategic and local modelling techniques to determine the current operation of the highway network and predict the future situation. The modelling, which had taken account of the impact of development sites in Wealdstone and forecast traffic growth and local and through traffic in the area, had predicted a marginal reduction in traffic;

- the Council's Regeneration Programme in Wealdstone, in accordance with the Mayor of London's Transport Strategy, was focussed on sustainable travel methods and encouraging modal shift among residents, for example, new residential developments often had few or no allocated parking spaces and their residents were not eligible to apply for parking permits;
- the A409, which ran through Wealdstone, was and would continue to be a major route. Transport for London was responsible for this road and more detailed modelling and further studies would be undertaken in the near future.

Members congratulated officers on an excellent report. An Adviser to the Panel requested that the slides from the presentation be emailed to him. An officer undertook to do this.

RESOLVED: That the report be noted.

161. Information Report: Wealdstone - Liveable Neighbourhood bid

The Panel received a report of the Corporate Director, Community, which set out details of the Liveable Neighbourhood bid submitted to Transport for London (TfL) in October 2017.

Members stated that there was strong cross-party support for the scheme and that local residents welcomed the proposals.

RESOLVED: That the report be noted.

162. Information Report: Ultra Low Emission Zone - Neighbourhood of the Future (NoF) update

The Panel received a report of the Corporate Director, Community which provided an update on progress with implementation of the Ultra Low Emission Zone (ULEZ) funded by Transport for London (TfL) and the proposed Neighbourhood of the Future (NoF) scheme for Harrow.

Following questions and comments from the Panel, an officer advised that there were 30 electric car charging points in the borough none of these however were on street. These were funded through the LIP (Local Implementation Plan) monies which amounted to £50k per annum. A new parking policy and improvements to the infrastructure would further support users of ULEVs (ultra low emission vehicle) to allow them to park for free when topping up.

RESOLVED: That the report be noted.

163. Information Report: 2017 /18 Traffic and Parking Schemes Programme update

The Panel considered a report of the Corporate Director, Community, which provided an update on progress with the 2017/18 traffic and parking management programme of works. This included schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme.

A Member stated that Canons Ward Councillors had not been informed or consulted regarding the outcome of the proposed changes to yellow lines on Howberry Road. An officer advised that he would seek clarification regarding the matter and would respond to the Member after the meeting.

An Adviser to the Panel stated that there was severe congestion in North Harrow on Station Road between Canterbury Road and Southfield Park due to cars being parked on both sides of the road. This meant two cars or a car and a bus could not pass at the same time. He also requested officers to re-consider the proposed relocation of the bus stop and parking bays opposite Canterbury Road as this would mean a longer walk to the bus stop from North Harrow tube station.

A Member back benching stated that:

- In June 2014, following proposals to expand Whitefriars School and increase its pupils numbers to 1500 pupils, the Council had commissioned a transport assessment. The assessment predicted an increase in car journeys and congestion in the vicinity of the school and recommended that Double Yellow Lines be implemented and the existing CPZ (Controlled Parking Zone) be extended. The CPZ had last been reviewed in 2007 and it was long overdue for re-assessment;
- congestion in the area had increased in recent years, with more anticipated once the Whitefriars' School expansion was complete. There was additional congestion caused by worshippers at the Sri Lankan Islamic Cultural Centre with worshippers all leaving the centre around the same time after Friday prayers. Additionally, the introduction of religious classes in the evenings at the Cultural Centre was causing further congestion in the early evenings, which meant local residents could not park near their homes;
- the Parking Enforcement team had informed him that, on average, only one ticket was issued each day in the area;
- he requested the Panel to forward a Recommendation to the Portfolio Holder for Community calling for a parking Review to be carried out in the vicinity of Whitefriars School within the next 12 months. He suggested that residents should be consulted about the possible implementation of a one-way scheme, to help reduce congestion in the area.

The Panel Members were advised that the Panel normally made formal Recommendations to the Portfolio Holder on the basis of formal officer reports which had received the appropriate legal and finance clearances and following discussion with relevant internal stakeholders.

A Member of the Panel stated that bearing in mind the above information it would not be advisable for the Panel to agree the back benching Member's request. He added that it might be possible to fund the Review as part of the proposed Regeneration Scheme for Wealdstone. Some of the issues mentioned by the back-benching Member also affected Marlborough Ward and a joint approach to tackling congestion in both Wards would be preferable. He further added that the Panel and officers had noted the back benching Member's concerns regarding traffic issues in Wealdstone. He requested officers to provide a report regarding the matter to the February 2018 meeting of the Panel.

The back benching Member further requested that the officer report provide costings and identify any potential funding stream for the review and any potential scheme.

Another Member back benching stated that:

- it was her understanding that the Mayor of London had stated cars should be banned from the vicinity of schools as they caused pollution. Therefore, she was not in favour of any traffic calming scheme, within a 20 mph zone which might increase the amount of pollution near schools;
- there was evidence to suggest that both road humps and road cushions caused increased pollution;
- she asked what changes had been made to the plans for traffic calming measures in the vicinity of Woodlands School. There was congestion and inconsiderate parking in the vicinity of Pinner Park School. Were there any other traffic calming measures that could be introduced in the borough that did not include speed humps or cushions?

An officer advised that:

- some modifications had been made to the Scheme proposed for the vicinity of Woodlands Road associated with St. John Fisher School. Some of the speed cushions had been removed and replaced with painted 20 mph roundels. The speed platform proposed at Melrose Road would remain;
- enforcement vehicles with cameras mounted on them operated outside schools. He undertook to look into the possibility of installing a fixed camera outside the school in question;
- another officer added that the council used a number of strategies to deal with those drivers who contravened parking controls or parked

inconsiderately in the vicinity of schools, such as issuing PCNs (Penalty Charge Notices), leafleting drivers and speaking to drivers who sat with their engines idling outside schools.

RESOLVED: That the report be noted.

164. Termination of Meeting

RESOLVED: That, at 9.59 pm to continue until 10.15 pm.

(Note: The meeting, having commenced at 7.30 pm, closed at 10.15 pm).

(Signed) COUNCILLOR KAIRUL KAREEMA MARIKAR
Chair

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REPORT FOR: Traffic and Road Safety Advisory Panel

Date of Meeting: 8th February 2018

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

- 1) Weald Rise Primary School - request for increased parking enforcement.
- 2) Cambridge Road - objection to 20 mph zone with speed cushions.
- 3) Pinner Road - objection to CPZ (controlled parking zone) proposals
- 4) Lake View – request to be included in zone TB
- 5) Uxbridge Road, Hatch End – request to have pay and display in the service roads
- 6) Headstone Lane Medical Centre - request to change parking controls
- 7) Harrow on the Hill - request for CPZ
- 8) Camrose Avenue - request for speed cameras
- 9) Church Avenue, Pinner - request for 20 mph speed limit
- 10) Clitheroe Avenue, Rayners Lane - request for 20 mph speed limit
- 11) Honeypot Lane (slip road flanking Queensbury Park) leading to Ruth and Mary Close - alleviate suffering from the dangerous, antisocial and abusive motorists.

- 12) Southfield Park / Station Road / Parkside Way – request for traffic measures
- 13) Kenton West - request for double yellow lines
- 14) Buckingham Road – request for parking controls
- 15) High Worple – request for a 20 mph speed limit
- 16) Common Road – Request for safety measures outside school
- 17) Cavendish /Dorset Drive – request changes to CPZ

Responsible Officer :	Paul Walker – Corporate Director, Community
Exempt:	No
Wards affected:	Harrow Weald, Headstone South, Hatch End, Rayners Lane, Canons
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. The status of some of the petitions may have changed since the report was drafted because of the timescale in obtaining necessary report approvals.

FOR INFORMATION

Section 2 – Report

Petition 1 – Weald Rise Primary School - request for increased parking enforcement.

- 2.1 A petition containing 51 signatures was received by Cabinet on 16th November 2017. The petition states:

“As local residents we are concerned about continued parking issues around Weald Rise Primary School including unauthorised parking on resident’s driveways, blocked driveways, abusive language and other infringements. We call upon the council to:

- *Increase parking enforcement in the area in particular, parking in residences driveways and blocking driveways.*
- *Ensure that the school takes all possible measures to tackle offending by parent drivers, including direct sanctions against repeat offenders ”*

- 2.2 The request for increased enforcement has been sent to the Council’s Parking Operations team for attention. However, it is worth noting that parking in someone’s driveway off-street is regarded as trespass on private land and is therefore a Police matter. In addition under current legislation the activity of dropping off/picking up on a waiting restriction is permitted.
- 2.3 For information we work closely with schools to produce a School Travel Plan (STP) document. The STP is a policy document written by a school in consultation with its pupils, parents and staff which addresses travel and transport issues in and around the school.
- 2.4 The STP looks at how pupils and staff currently travel to school and what could be done to encourage an increase in sustainable modes of travel such as walking and cycling. Officers of the Council regularly go into schools to talk about the problems the school run can cause and suggest alternatives and we will explore any options further with the school.

Petition 2 – Cambridge Road – objection to 20 mph zone with speed cushions.

- 2.5 A petition containing 298 signatures was received by Cabinet on 16th November. The petition states:
- “We hereby signed below object to the statutory legal notification DP2017-12. Residents of Woodlands, South Way, Thrush Green and Cambridge Road object to the St John Fisher Catholic Primary School 20 mph scheme in the current format. We the residents, object to all the speed cushions / humps. We, the residents, accept 20 mph speed zone without speed cushions / humps.”*
- 2.6 Following a number of meetings between the Portfolio Holder (PH) for Environment and officers after the statutory consultation exercise, the PH agreed that the scheme should be amended by omitting the proposed speed cushions and replacing them with 20mph roundels road markings in the road. The entry treatments and speed platform proposed in Melrose Avenue are to remain in the scheme. The scheme will now be implemented on that basis.

Petition 3 – Pinner Road – objection to Controlled Parking Scheme

- 2.7 A letter signed by local businesses containing 30 signatures was received by the council during the statutory consultation period for the proposed County Roads Controlled Parking Zone. The letter reads:

“We have received notification from your department; reference DP 2017-21, with the details of County Roads Area Parking Review for our local area.

Having gone through the content we learnt that there was a consultation that took place with the residents within the “agreed consultation area” only.

As businesses situated on Pinner Road, we object to the proposal to extend the controlled hours from Monday – Friday 11am to 12pm to Monday – Friday 10 am-11am and 2pm – 3pm on the following grounds:

- 1. This change affects our businesses on Pinner Road directly and we were not included in the consultation.*
- 2. The extension of the parking restrictions will have impact on our customers who frequent our businesses for a wide range of services that our members provide such as:*

Restaurants, IT Consultancy, Solicitors, Accountants, Gardening, Grocery, Butchers, Fruit and Veg, Car spare parts, Car repairs, Travel Agents, Hair Dressers, Dry Cleaners, Funeral Directors, News Agents, Pharmacy, Doctors Surgery, Dentist Surgery, Plumbing Supplies, Tool Hire, Antique Dealers, Estate Agents, Safe Deposit Vault, Photography, Carpet Showroom

Apart from the excellent services our businesses on Pinner Road also provide essential employment to a large number of local residents and contribute positively to the overall economy of Harrow. We pay our taxes and business rates.

Our demand is for an urgent meeting with the proposers of this plan so that we can discuss and put our views forward for consideration.

- 2.8 All comments, representations, objections and petitions relating to the scheme will be discussed with local councillors and the Portfolio Holder for Environment before a final decision is made regarding the scheme.

Petition 4 – Lake View – request to be included in zone TB

- 2.9 A petition containing 19 signatures was presented at the TARSAP meeting on 28th November 2017. The petition states:

“We the undersigned call upon Harrow Council to extend the TB parking restriction to Lake View and repave the pavement and roads urgently as it needs desperate urgent attention which is getting very unsafe for all pedestrians. We expect the situation to become much worse when the parking restrictions for Dukes Avenue come into effect.”

2.10 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

2.11 The request to repave the pavements has been reviewed by the Council's highways team. At this time the condition of the pavements has not deteriorated to a point where structural maintenance is considered necessary.

Petition 5 – Uxbridge Road, Hatch End – request to have pay and display in the service roads

2.12 A petition containing 260 signatures was presented at the TARSAP meeting on 28th November 2017. The petition states:

“To enable reasonable access to the essential shops and deter long term parking we the undersigned Local residents, Businesses and shoppers request that TARSAP start immediately the process to have parking meters installed in the service roads in Uxbridge Road, Hatch End.”

2.13 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

Petition 6 – Headstone Lane Medical Centre – request to review parking controls

2.14 A petition containing 77 signatures was received by the council from attendees of the medical centre in November 2017. The petition states:

“Headstone Lane Medical Centre has raised concerns with the council over the parking restrictions implemented last year outside of the surgery. We believe that showing patients support is crucial to implementing a change. If you would like to support the practice please sign the parking petition”

2.15 A controlled parking zone was introduced in the Headstone Lane area two years ago following extensive consultation. At both stages of the consultation process (informal and statutory) no comments or objections to the parking proposals were received from the medical centre located on Headstone Lane. The surgery itself has sufficient space to accommodate at least six cars and this could be increased if the grassed areas within the forecourt were converted to provide additional car parking space.

- 2.16 The controlled hours of operation around the medical centre are 10am – 3pm Monday to Friday with a single yellow line operating 8am – 6:30pm Mon – Saturday directly outside the medical centre. There are however a number of pay and display bays located a short distance away from the medical centre outside the shops on the opposite side of the road. These bays could be used for patients to the medical centre.
- 2.17 There are no current plans to change the parking arrangements as the combination of on-street pay & display bays and off-street parking within the surgery grounds is sufficient to accommodate the needs of customers at the surgery.

Petition 7 – Harrow on the Hill - request for controlled parking zone

- 2.18 A petition containing 219 signatures from residents of Byron Hill Road, Leigh Court, Clonmel Close, Athena Close, Brickfields, West Hill, Middle Road, Crown Street, Waldron Road, Victoria Terrace, Church Hill and West Street was received by the council in November 2017. The petition states:

“We the undersigned petition the Council to introduce a Controlled Parking Zone (CPZ) for the following streets (listed above) in Harrow on the Hill.”

- 2.19 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

Petition 8 – Camrose Avenue – request for speed cameras

- 2.20 A petition containing 168 signatures was presented to the council meeting on 30th November 2017. The petition states:

“We the undersigned residents of Camrose Avenue and the surrounding streets have great concerns about the speeding of motor vehicles on Camrose Avenue, which has reached breaking point. There are two schools in the vicinity and a popular park. Children and elderly adults are constantly crossing road will cars come up to 60 miles per hour. The problem of speeding has become very dangerous now and has quite often resulted in accidents including one where an air ambulance had to take a seriously injured child to hospital. It is neither appropriate nor safe for these vehicles to be driven at high speed on Camrose Avenue. We strongly request Harrow Council and the people who we have elected to take our concerns seriously and take appropriate action in installing two speed cameras, one each way on Camrose Avenue between the church in Camrose Avenue and the traffic lights. We will recognise with a united

and a loud voice those in the council that have championed our cause and those who have opposed it in the next council election year.”

- 2.21 The installation of speed cameras is the responsibility of TfL and not the council. For speed cameras to be considered they are required to meet strict Department for Transport (DfT) guidelines and are only located at sites where there have been three or more fatal or serious speed related personal injury collisions within the last three years. The accident record for this location would therefore not justify a case for a speed camera.
- 2.22 Other types of road safety improvements are generally carried out by the Council at locations where the number of accidents involving personal injury is higher than average and where an analysis of the accident patterns indicates that changes to the road layout could improve the situation. The Metropolitan Police provides the council with details of all reported personal injury accidents across the borough allow monitoring of accident levels. This information is used to identify individual sites to assess the need for safety measures.
- 2.23 A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas it is therefore considered that Camrose Avenue has a good road safety record.
- 2.24 Where investigations and analysis show that a scheme is justified it is added to the appropriate priority waiting list until finance is available for its implementation. The road safety programme is therefore developed to target sites which satisfy this criteria and killed and seriously injured accidents (KSI's) in line with the Mayor for London's Road Safety Plan. The programme is developed on a yearly basis and is funded entirely by Transport for London (TfL).
- 2.25 The Council has examined the most up to date KSI injury accident data for the whole length of Camrose Avenue. The data revealed that there was one serious accident involving a pedestrian within the last three years, this was not speed related. The pedestrian had serious mental health issues and intentionally stepped out in front of a vehicle. The circumstances of the incident were investigated by the Police and there were no mitigating measures deemed necessary as a consequence
- 2.26 If residents are concerned about speeding traffic they may wish to contact the local Police Safer Neighbourhood team as the Police is responsible for enforcing speed limits on the public highway and may be able to advise them of any initiatives they may have planned in the area. The Police do operate a speed enforcement initiative called Community Road this involves residents and Police working together to target speeding drivers.

Petition 9 - Church Avenue, Pinner – request for a 20 mph limit

- 2.27 A petition containing 18 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Church Avenue is used by pedestrians and cars. Many cars speed through it and ignore pedestrians crossing the road. In order to make the road safer for all road users, we the undersigned propose reducing the speed limit to 20 mph.”

- 2.28 The core objectives of the 20mph zone programme in the Council’s Transport Local Implementation Plan (LIP) is to create a safer environment by reducing the number and severity of personal injury accidents and also to encourage greater levels of walking and cycling, particularly in the vicinity of schools to support the delivery of the Mayor for London’s transport strategy. The vast majority of the Councils existing 20 mph zones are therefore located close to or outside schools in line with the LIP objectives.

- 2.29 An assessment of Church Avenue indicates that this is a “no through road” with low levels of vehicular traffic and no recorded personal injury accidents over the most recent three year period. The road therefore has a good safety conditions and would be a very low priority for consideration of a 20 mph speed limit or zone at the present time. Additionally there is no school in the near vicinity and the route is not used by pedestrians on the school journey.

- 2.30 Church Avenue is therefore not included within our proposed programme of works at the current time. However, we have noted the request for a 20 mph zone and will review this again in the future to check if there is any change in the situation.

Petition 10 – Clitheroe Avenue, Rayners Lane – request for 20 mph limit

- 2.31 A petition containing 31 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Clitheroe Avenue is used by pedestrians and cars. Many cars speed through it and ignore pedestrians crossing the road. In order to make the road safer for all road users, we the undersigned propose reducing the speed limit to 20 mph.”

- 2.32 The core objectives of the 20mph zone programme in the Council’s Transport Local Implementation Plan (LIP) is to create a safer environment by reducing the number and severity of personal injury accidents and also to encourage greater levels of walking and cycling, particularly in the vicinity of schools to support the delivery of the Mayor for London’s transport strategy. The vast majority of the Councils existing 20 mph zones are therefore located close to or outside schools in line with the LIP objectives.

- 2.33 An assessment of Clitheroe Avenue indicates that this is a road with low levels of vehicular traffic and no recorded personal injury accidents over the most recent three year period. The road therefore has a good safety conditions and would be a very low priority for consideration of a 20 mph speed limit or zone at the present time. Additionally there is no school in the near vicinity and the route is not used by pedestrians on the school journey.
- 2.34 Clitheroe Avenue is therefore not included within our proposed programme of works at the current time. However, we have noted the request for a 20 mph zone and will review this again in the future to check if there is any change in the situation.

Petition 11 – Honeypot Lane (slip road flanking Queensbury Park) – Alleviate dangerous antisocial and abusive motorists.

- 2.35 A petition containing 80 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Honeypot Lane (slip road flanking Queensbury Park) leading to Ruth Close and Mary Close is used regularly, especially over the weekend by coaches, minibuses, car transporters and traders. Their presence causes obstructions to safe access for residents of Ruth Close, Mary Close and Honeypot Lane. The vehicles are often parked on corners, curbs and on double yellow lines. The large number of vehicles and people makes access not only difficult for vehicles but also to pedestrians (mothers with buggies, old people with walking aids and shopping carts) who are at times threatened with abusive and lurid behaviour. Residents who access the Queensbury Park for leisure and sport also suffer from this massive presence.

For your information this mass of vehicles have been successfully removed and displaced by Brent Council. They had been operational in Westmoreland Road, only few hundred yards away on the other side of Honeypot Lane.

We the residents of Mary Close, Ruth Close and Honeypot Lane (slip road), petition the Harrow Council to urgently investigate and do the needful to alleviate the suffering from the dangerous, antisocial and abusive motorists, van drivers, coach drivers and traders who use the Honeypot Lane (slip road flanking Queensbury Park) leading to Ruth and Mary Close.”

- 2.36 There has been on-going dialogue about the issue of addressing foreign goods vehicles parking in the Honeypot Lane service roads and the detrimental impact on local businesses including discussions with borough councillors and the local Police. All the conventional physical and regulatory interventions possible have been considered, however, the conclusion has been reached that this is predominantly an enforcement issue.

- 2.37 The main difficulty lies in the fact that any traffic / parking restrictions imposed by the council, where a penalty charge notice can be issued for an offence, will have a limited impact on foreign registered vehicles and drivers because foreign drivers will ignore any penalty charge notices issued and their behaviour will not change.
- 2.38 Unfortunately the existing enforcement methods have been developed to target UK vehicles and drivers that are subject to UK legal processes but clearly there are weaknesses in addressing foreign vehicles that are not registered in the UK. The Council's parking enforcement team is therefore currently investigating ways to improve enforcement against foreign vehicles and any options available to address the problem.

Petition 12 – Southfield Park – Station Road – Parkside Way – Request for traffic measures

- 2.39 A petition containing 35 signatures was presented to the council meeting on 30th November 2017. The petition states:

“Despite measures taken by Harrow Council there continues to be speeding traffic and accidents at the junction of Station Road / Parkside Way and Southfield Park with cars speeding and losing control crashing and mounting the pavements causing serious safety risks to pedestrians and damage to property.

Southfield Park is also being used as a cut through from Pinner Road to Station Road in order to avoid the North Harrow traffic lights. This leads to very severe congestion inconveniencing local residents and causing significant air pollution.

We the undersigned ask the Council as a matter of urgency to investigate how these problems can be resolved.”

- 2.40 Following the concerns highlighted in the petition the most three year period of personal injury accident data has been assessed for this location. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.41 The data revealed two slight injury shunt accidents recorded in 2016. Another incident involving a stolen car in April this year was also recorded which resulted in a vehicle losing control and damaging a local resident's boundary wall. This incident did not result in any personal injury but as a result an additional bollard was introduced in this area.
- 2.42 The council has already made some changes to the existing traffic islands in Parkside Way close to the junction with Southfield Park about two years ago to improve road safety and made it easier for pedestrians to cross the road. This was following requests from local residents and a local councillor and on site observations by officers.

- 2.43 At the same time bollards were introduced on the corners of the junctions to provide additional protection for pedestrians, particularly school children as this is a well-used crossing point to access local schools in the area. Two smaller traffic islands were constructed on the approach to the bends to reduce vehicle speeds.
- 2.44 The funds available to the council for accident remedial schemes are limited and consequently there is a set assessment method for considering requests. An objective method of assessing requests is used that prioritises locations with more significant safety and traffic problems first. In terms of road safety this has helped Harrow to become one of the safest London boroughs.
- 2.45 Currently no priority can be given to further measures at the present time because the level of accidents in this location is comparatively low. However, we will keep the area under review and the council will add this to our list of sites for further investigation with regard to rat running traffic and congestion in Southfield Park.

Petition 13 – Kenton West area – request for double yellow lines

- 2.46 A petition containing 114 signatures was presented to the council meeting on 30th November 2017. The petition states:

“We the undersigned residents urge Harrow Council to introduce double yellow lines at the following junctions:

*Kenmore Avenue and Pembroke Avenue
Kingshill Drive and Pembroke Avenue
Kenmore Avenue and Irvine Avenue
Kingshill Drive and Irvine Avenue
Kenmore Avenue and Hartford Avenue
Kingshill Drive and Hartford Avenue
Kenmore Avenue and Radstock Avenue
Kingshill Drive and Radstock Avenue
Kenmore Avenue and Beaufort Avenue
Kingshill Drive and Beaufort Avenue*

The junctions currently present a safety risk due to obstructions (such as parked cars) that reduce the visibility and increase the likelihood of accidents. The double yellow lines would also improve the traffic flow in the areas concerned.”

- 2.47 All of the junctions listed are included within an on-going parking review scheme in the Kenmore Avenue area where double yellow lines on corners are proposed. This scheme is currently included in the 2017/18 parking management programme. The continuation of this scheme within the 2018/19 parking programme is recommended and will be presented to the panel in the annual parking management report which will be considered at this meeting.

- 2.48 These proposals would be subject to the outcome of any associated statutory consultation as a part of that scheme.

Petition 14 – Buckingham Road – Request for parking controls

- 2.49 A petition containing 24 signatures was presented to the council meeting on 30th November 2017. The petition states:

“We the undersigned are concerned about parking issues and congestion in Buckingham Road. It has reached breaking point. Parking for residents has become a significant issue, especially due to commuters, car repair businesses parking their customer’s cars, big vans and low loaders. It is not appropriate or safe for these vehicles to be parked on this road. We request Harrow Council to address this issue and take appropriate action to relieve the residents from this misery”

- 2.50 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

Petition 15 – High Worple – request for 20 mph speed limit

- 2.51 A petition containing 18 signatures was presented to the council meeting on 30th November 2017. The petition states:

“High Worple is used by pedestrians and cars. Many cars speed through it and ignore pedestrians crossing the road. In order to make the road safer for all road users, we the undersigned propose reducing the speed limit to 20 mph.”

- 2.52 The core objectives of the 20mph zone programme in the Council’s Transport Local Implementation Plan (LIP) is to create a safer environment by reducing the number and severity of personal injury accidents and also to encourage greater levels of walking and cycling, particularly in the vicinity of schools to support the delivery of the Mayor for London’s transport strategy. The vast majority of the Councils existing 20 mph zones are therefore located close to or outside schools in line with the LIP objectives.

- 2.53 An assessment of High Worple indicates that this is a “road with low levels of vehicular traffic and no recorded personal injury accidents over the most recent three year period. The road therefore has a good safety conditions and would be a very low priority for consideration of a 20 mph speed limit or zone at the present time. Additionally there is no school in the near vicinity and the route is not used by pedestrians on the school journey.

- 2.54 High Worples is therefore not included within our proposed programme of works at the current time. However, we have noted the request for a 20 mph zone and will review this again in the future should circumstances change.

Petition 16 – Common Road – Request for road safety measures outside school.

- 2.55 A petition containing 18 signatures was presented to the council by a local councillor on 12th January 2018. The petition states:

“We the undersigned call upon Harrow Council to revisit and place appropriate safety measures with the knowledge that a primary school is situated in Common Road, Stanmore. There have been near misses, no zebra crossing, no reduced speed limit, no railings for pedestrians along a narrow footway and inadequate signage. The road urgently needs revisiting which is very unsafe for all pedestrians. We envisage there to be casualties or even fatalities due to the lack of safety provisions”

- 2.56 The council has been working with the school for some time now to improve road safety outside the school. A number of meetings have taken place on site with representatives of the school and the Traffic and Travel Planning teams.

- 2.57 We are continuing to work with them on the development of a school travel plan. In addition we have erected school advanced warning signs on the approaches to the school entrance in Common Road and are in the process of introducing “school keep clear markings” outside the school entrance to prevent parking, improve visibility and to highlight the school entrance to drivers.

- 2.58 In addition we have put forward a number of road safety initiatives for consideration within the LTF report for members to decide on under a separate item on tonight’s agenda.

Petition 17 – Cavendish / Dorset Drive – request changes to existing CPZ

- 2.59 A petition containing 67 signatures was presented to the council on 15th January 2018. The petition states:

“We the duly undersigned are campaigning for Harrow Council to amend the existing CPZ in Dorset Drive and Cavendish Drive to “residents permit parking 8:30 -12:00 pm and 2:00 – 6:00 pm Monday to Saturday. We additionally request the reducing of the size of the bays to prevent recovery vehicles parking and causing health and safety issues. This change is in response to the long campaign with Harrow Council to mitigate the impact of parked heavy goods vehicles from local garages”.

- 2.60 The request has been added to the list of requests to be presented to the panel in the annual parking management report which will be considered at this meeting. As members are aware all of the requests for parking

schemes received during the year or already on the list will be assessed against standard assessment factors agreed by TARSAP. The schemes will be ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation.

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: 23/01/18

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:	8 th February 2018
Subject:	Parking Management Schemes programme 2018/19
Key Decision:	No
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Graham Henson - Portfolio Holder for the Environment
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	Appendix A: Borough wide map of Controlled Parking Schemes Appendix B: Proposed priority list for 2018/19 Appendix C: Schedule of requests and significant Issues within borough Appendix D: Controlled Parking Schemes – Scheme Development Process Appendix E: Maps of areas to be considered on proposed priority list

Section 1 – Summary and Recommendations

This report provides information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It informs Members about requests for parking schemes received by the Council and also recommends a programme of work for 2018/19.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for the Environment that:

1. The list of parking management schemes for 2018/19 is as shown in **Appendix B** be approved, subject to confirmation of the capital funding allocation for 2018/19 by Cabinet,
2. Officers be authorised to carry out scheme design and consultation on the parking management schemes listed in **Appendix B**,
3. Officers be authorised to implement the parking management schemes listed in **Appendix B** subject to further reports being provided on the outcomes of public and statutory consultation and receiving approval of the Portfolio holder to proceed,
4. Any substantive new requests received to undertake a controlled parking scheme or review that are not included within the agreed programme or priority list in Appendices **B or C** in this report be referred to the Panel for consideration.

Reason:

To recommend to the Panel a proposed Parking Management Schemes programme for the 2018/19 financial year.

Section 2 – Report

Background

- 2.1 The annual review of Controlled Parking Zones (CPZs) and other parking schemes in February each year is the means by which the parking management schemes programme for the forthcoming financial year is set. This takes account of progress to date, available budgets and current issues.
- 2.2 The Council's programme of CPZ schemes / reviews has historically been demand-led and addresses parking pressures highlighted by local residents and businesses. This report includes assessments of

existing CPZs and requests for new or extended CPZs, including petitions and other representations received in the last 12 months.

- 2.3 **Appendix C** provides a priority list of areas in the Borough with current parking issues and includes all areas which have not been included in the programme to date, as well as any new issues that have been reported since February 2017.
- 2.4 **Appendix B** shows the programme of work recommended for 2018/19 which consists of on-going schemes that are carrying forward from 2017/18 to completion, as well as new schemes added from the priority list following an assessment. The estimated cost of the programme is shown and takes into account the Council's available staff resources and capital programme allocation for 2018/19.
- 2.5 Progress with implementing the 2017/18 CPZ programme of work agreed by this Panel in February 2017 is shown in a separate progress report on the agenda for this meeting.

Options considered

- 2.6 There are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Regional Transport Strategy and are an integral part of the Council's local transport strategy in the form of a Local Implementation Plan (LIP).
- 2.7 CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper / visitor spaces are available. Restraint based parking standards in new developments, as required by national and regional policy cannot be effective unless on-street parking controls exist, otherwise parking can simply take place in local streets rather than reducing car use. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport.
- 2.8 Introducing parking control schemes also has a beneficial effect on air quality and public health. Air quality modelling in Harrow has identified road traffic as the main source of nitrogen dioxide and a major source of fine particle emissions within the borough and measures to restrain unnecessary car journeys will therefore help to reduce emissions from road traffic as well as reducing public health issues related to poor air quality. In addition, parking restraint measures encourage greater use of sustainable transport modes which will increase the number of people walking and cycling and lead to more active and healthy lifestyles.

- 2.9 Parking is not a static situation but dynamic and constantly changing. This can be due to factors such as new development, conversion of dwellings, changes to rail fares, economic situation. Existing schemes designed over 10 years ago to mitigate the problems at that time may now no longer be appropriate for the area covered or times of control.
- 2.10 The only option available is to take forward parking management schemes because these form a key part of national and local transport strategies and make a significant contribution to the wider aspirations of improving safety, reducing congestion and encouraging modal shift and sustainable transport.
- 2.11 Any adverse impacts of introducing parking controls on the general public is mitigated by undertaking extensive public consultation and statutory consultation as required by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, namely advertising the intended proposal by way of a public notice published in the London Gazette, local press and at diverse visible locations on site where the measures are proposed, seeking majority support for the proposals and consulting with TARSAP prior to consideration by the Portfolio Holder for Environment.

Parking management schemes

Area based controlled parking zones – how they work

- 2.12 A CPZ is an area of highway where parking is restricted during a regular period of the day (the operational hours) as specified on signs in and around a defined zone. Other parking restrictions can also exist within the zone (which may be different from the operational hours), for instance on main roads, which are separately signed. At its simplest, a CPZ may just consist of yellow lines, but they usually are a combination of yellow lines and parking bays.
- 2.13 CPZs therefore provide preferential parking access for permit holders (e.g. residents) during the hours of the zone. Whilst the zone hours in some instances may be for a short period during the day, this still has the effect of protecting residential areas from long stay duration parking by commuters or local workers. The longer the duration of the controls the more effective the CPZ will be.
- 2.14 Local residents who live within the designated CPZ boundary can apply for a parking permit to allow them to park in the CPZ during the days and hours of operation. Most permits are issued to residents whose addresses are within the defined zone. Marked parking bays can also be used by visitors who are displaying the relevant visitors parking permit. Residents may purchase permits for their visitors to use.

- 2.15 In shopping or commercial areas “pay and display” bays are used which allow for short term parking for customers during the working day. For flexibility some bays are designated for shared use, which allow them to be used by both permit holders or with a “pay and display” ticket.
- 2.16 Businesses may also purchase permits for business operational purposes only. These are strictly controlled and only a few permits are usually issued within CPZs in practice. They cannot be used for employee’s workplace parking but are typically used for delivery vehicles for example.
- 2.17 Other types of permit that can be issued are for doctors and health care workers but there are strict eligibility criteria in place. Disabled blue badge holders are allowed by statute to park free of charge in all parking bays except those designated for a special purpose, such as doctor’s parking bays for example.
- 2.18 **Appendix A** is a Borough map showing the locations of existing CPZ’s in the borough. CPZs cover approximately 48% of the length of roads in the borough’s road network and have been developed over the last 25 years in response as a consequence of the increasing pressure to park on the highway.

CPZs – schemes with waiting restrictions only

- 2.19 There are some schemes in the borough which use waiting restrictions only (yellow lines) in situations where there is no demand for on-street residents’ parking. Whilst these schemes have the advantage of being cheaper because fewer signs are required (signs don’t need to be repeated within the zone where the restrictions are the same as those shown on the entry/exit points) such schemes can disadvantage residents who do need on-street parking for themselves or their visitors.
- 2.20 These types of scheme penalise anyone with a legitimate reason to park in the road including local residents and often generate complaints. There is no difference between a scheme that has yellow lines only and one that includes yellow lines and permit parking bays because the impact on long stay parking is exactly the same. The difference is that a scheme with bays facilitates some parking during the controlled hours. It is therefore preferred that scheme options with bays are taken forward to ensure all residents’ needs are catered for.

CPZs – operational hours – short duration schemes

- 2.21 There is always a desire to offer as much customer choice as possible with regard to the operational times in order to tailor schemes to local requirements. However, an excessive amount of choice will also lead to greater difficulty in enforcing schemes and higher operational costs

due to the wide range of variations implemented on the ground. It is therefore necessary to limit choices and standardise the options available.

- 2.22 For example, there are a large number of schemes in existence that operate for 1 or 2 hours per day. The rationale for this was simply that such controls can prevent the majority of long stay parking whilst minimising restrictions on local residential parking. In practice, however, it creates a significant problem for undertaking enforcement because there is only a limited resource available to oversee a large area of restrictions in the Borough within a 1 or 2 hours a day timeframe. This is very impractical and ultimately leads to areas not receiving sufficient enforcement.
- 2.23 The standard commuter parking solution being used currently is to introduce operational hours of Monday – Friday, 10am – 3pm. The principle is that residents that park on-street and commute to work would leave and return outside of the operational hours but the longer 5 hour operational window provides an improved opportunity to organise enforcement activities borough wide. This results in better enforcement with negligible impact on local residents. Commuter-style CPZ schemes are now taken forward on this basis.

CPZs - Zoning

- 2.24 Sometimes areas with parking issues experience different types of problems and need different solutions. The creation of different zones within the same scheme is one way to allow the containment of parking to a specific area and also to introduce different operational hours and times.
- 2.25 The design of multi zone schemes does need to be carefully considered as these can have unintended consequences such as causing parking displacement or can make understanding the regulations in force more confusing for motorists. Therefore zone segregation needs to be based on a clear rationale that addresses the type of parking problems being encountered within specific areas to allow the implementation of an appropriate parking control regime.
- 2.26 Generally speaking a permit can only apply to one specific zone and the creation of a number of smaller zones within a scheme will limit the size of area that permit holders can park in and prevent them from parking in other zones. This will reduce any flexibility to accommodate variations in parking demand on-street and so very small zones are generally avoided as much as possible and only used in exceptional circumstances.

CPZs - reducing street clutter

- 2.27 The council has implemented a number of new style CPZ's which is suited to cul-de-sacs and short sections of road. It is possible to minimise the signing required by just using signing at the entrance to the road stating that the road is for permit holders only past this point followed during the specified times of operation. In this instance there is no need to mark out bays within the road although some double yellow lines may be necessary to keep certain sections of road such as junctions and bends free of parked vehicles.

CPZs - safety at road junctions

- 2.28 The occurrence of dangerous or obstructive parking has continued in recent years due to increasing vehicle ownership and usage. It continues to represent a large proportion of complaints from residents or businesses and continues to be of concern to the emergency services and council refuse collection service. Where these problems occur within CPZs it is typically because operational hours have a very short duration (e.g. limited to 1 -2 hours) and cannot provide controls throughout the busy times of the day or evenings and weekends.
- 2.29 To address this "at any time" waiting restrictions (double yellow lines) are now being proposed at all junctions within proposed zones and immediately surrounding CPZ zones. The Highway Code states that drivers should not park within 10m of a junction and this distance is used as a guide to developing proposals. The actual distance required may be less than 10m and is determined by using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance so that only the necessary space is restricted.
- 2.30 Although the council is under no requirement to provide on-street parking this process allows the Council to maximise as much on-street parking as possible without causing any obstruction.

CPZs - public perception of schemes

- 2.31 There is a public perception that CPZs will increase on street parking provision when, in practice, as parking pressures increase it might not always be possible to make space for all the vehicles that residents' own. Whilst schemes are designed to maximise on street parking space, the overall quantity of spaces provided during the controlled hours may actually reduce due to the need to apply design standards such as yellow lines at junctions for example. This is of course compensated for by the fact that demand to park also reduces because vehicles that are ineligible to obtain permits are excluded, meaning that the available space is dedicated to permit holders (residents).

- 2.32 This is of particular relevance in residential roads with private off-street parking where there are many vehicle crossovers. In these situations the application of the parking design standards may mean that a bay marked in between vehicle crossovers may only be able to accommodate one or two vehicles after taking account of the space required for vehicles manoeuvring in and out of accesses.
- 2.33 This, together with waiting restrictions (double yellow lines) at junctions, leads to CPZs being more contentious with residents wanting the beneficial effects but not wanting any disadvantages. Consequently the development of CPZ schemes is very customer focussed and also resource intensive in order to deal with these issues.
- 2.34 Increasingly during consultation, residents respond that they consider the council is trying to make money from schemes rather than to try to assist those residents who are requesting help. It is observed in consultation responses in recent years that references to money have increased and this is influencing people's decision making.
- 2.35 However, the position nationally under UK legislation is that where Council's introduce CPZs they are entitled to levy reasonable charges to act as a form of parking demand management and are allowed to reinvest any revenue from charges or penalty charges into the operational management of the schemes in order to ensure that they work effectively. The council's parking enforcement activity is funded from this source of revenue.
- 2.36 Ultimately the public and statutory consultation processes ensure that residents can take account of the cost of having a scheme and decide if they are in favour or oppose proposals. Decisions are made on the basis of a majority view being demonstrated, unless other factors dictate.

Local Safety Parking Schemes Programme (LSPP)

- 2.37 In addition to the development and implementation of CPZs, an initiative to progress localised improvements (usually outside of the main CPZ areas) has been undertaken in recent years known as the Local Safety Parking Schemes Programme.
- 2.38 Examples of this type of initiative are where refuse vehicles and the emergency services have reported persistent access difficulties and "at any time" waiting restrictions (double yellow lines) at junctions and bends have been used as remedial measures. These schemes are generally outside of CPZs and are a valuable initiative primarily targeted at improving road safety and facilitating adequate vehicular access.

Developer funded parking schemes

- 2.39 Additional funding that could support the parking management programme is possible through section 106 developer contributions via planning applications where parking controls to facilitate development are required. The Council reviews planning applications and takes opportunities to secure contributions from developers in order to address potential parking impacts and/or the public's aspirations for parking controls in the vicinity of development.

Programme development

- 2.40 The programme of schemes in **Appendix B** is developed by including those projects where the greatest areas of need are identified.

Assessment of service requests

- 2.41 To determine these areas of need, all requests for schemes or actions to tackle parking problems received by the Council are assessed against an agreed set of assessment factors. This allows the requests to be assessed and prioritised in a consistent and fair manner. At the Panel meeting in November 2012, the Panel agreed the Transport Programme Entry Procedure which formalised these assessment factors and a methodology making the process more transparent.
- 2.42 The report sets out for each category of transport related work the key factors that are used in assessing and prioritising the requests for parking schemes. In summary these are as follows:

<u>Area parking management schemes</u>	
Assessment factor	Typical areas of priority
a) Key stakeholders	Emergency services / Local services / Residents petitions
b) External factors likely to increase demand for parking	Parking displacement, development impact, commercial activity, etc.
c) How long since the location was last considered for the programme	Longer duration since last evaluation
d) Position on the current programme	Longer duration without implementation
e) Number of requests in close proximity within the location	Higher number of requests

<u>Minor localised parking issues (LSPP)</u>	
Assessment factor	Typical areas of priority
a) Key stakeholders	Emergency services / Local services / Residents petitions
b) Traffic accidents and speed	High numbers of accidents / high vehicle speeds
c) Vehicle flows	High vehicular flows
d) Pedestrian flows	High flow areas like shopping parades, schools
e) Level of accessibility and visibility	Continuous obstruction of sightlines
f) Other local factors with an impact	Adverse impact on bus services, the disabled

Scheme development

- 2.43 The time taken to investigate and design a CPZ is influenced heavily by the extent of public and statutory consultation undertaken. A medium to large area scheme will typically take 12 -18 months from inception to completion.
- 2.44 In the past the Council had a policy of undertaking an automatic follow up review of a new scheme within 6-12 months in order to address any issues arising from implementation. However, the Panel agreed to abandon this process in February 2012. This was because the work involved in undertaking the follow up review was just as extensive as implementing the original scheme and was causing other areas on the priority list to wait an excessive amount of time to be included in the works programme.
- 2.45 Public concern continues to be expressed that it takes too long to implement measures and that the programme is slow to respond to specific needs. At the current level of funding (£300,000 per annum) the Panel therefore agreed that any follow up scheme reviews will now only be considered where substantive issues are reported to the Panel and the Panel agrees a change to the approved programme to include a review.
- 2.46 The reviews of existing schemes that are included in the programme will generally be areas where an existing CPZ has been operating for a long period of time and new parking pressures and operational issues are being highlighted. This is usually where the original scheme design is no longer suitable and circumstances have changed since the original implementation. Typical issues concern the extent of the zone, operational times and types of controls in place.

- 2.47 In February 2015 the Panel considered a review of the existing scheme development and implementation process for area based parking management schemes and agreed a revised process. **Appendix D** shows the currently approved scheme development and implementation process.

Scheme Costs

- 2.48 The estimated costs of schemes shown in this report anticipate the likely costs of scheme development and implementation based on best practice and experience with delivering the programme in recent years. There is always a degree of variability in costs due to the requirement to take account of the results of public consultation and any resultant scheme design changes. The estimates take account of:
- a) Staff time in carrying out consultation and scheme designs including site surveys. This includes all correspondence, telephone and personal visits to the civic centre or site.
 - b) The preparation, printing and distribution of all consultation material, analysis of data, updating of website.
 - c) Arranging and staffing exhibitions where appropriate, including venue costs and display equipment.
 - d) Preparation of reports and other documents such as briefing notes
 - e) Drafting and advertising draft traffic orders and orders of making.
 - f) Replacing existing CPZ signs (where relevant) that do not contain the operation times following the commitment by Cabinet a number of years ago.
 - g) Setting out and implementing scheme of lining and or signing.
 - h) Dealing with related complaints, freedom of information requests and comments both pre and post implementation.
- 2.49 There are significant costs associated with developing a scheme in terms of design and consultation in addition to the actual implementation of any physical works on the streets.

Wembley Event Day Parking Controls

- 2.50 Since February 2016, issues with parking at Tube stations in connection with events at Wembley have become more common. This affects the Jubilee line in particular. Requests for event day parking controls have been made by local residents and some councillors in the past.

- 2.51 Tottenham Hotspur Football Club (THFC) is currently playing their home premier league, cup and European matches at Wembley Stadium. This is a temporary arrangement for one season whilst their current stadium is redeveloped and this has caused a few parking issues close to Jubilee Line stations.
- 2.52 To combat this council has increased enforcement around stations on match days and has introduced some “at any time” double yellow line waiting restrictions at strategic locations.
- 2.53 There is also a possibility that Chelsea Football Club will also play their home matches at Wembley Stadium for a temporary three year period from the start of the 2019/20 season as they have recently been granted planning permission to redevelop their stadium. This is likely to have a similar impact on the network as the current use by THFC.
- 2.54 Officers have already undertaken a detailed evaluation of the feasibility of an event day parking scheme covering the areas around all three Jubilee Line stations at Stanmore, Canons Park and Queensbury including an enlarged area around the existing CPZ at the terminus at Stanmore.
- 2.55 This was discussed at the February 2017 meeting of TARSAP and members decided that this would not be feasible within the existing budgets available because of the very high cost of introducing this type of scheme both in terms of capital and revenue budgets. The panel having judged that the parking impacts are not frequent and of a short term nature it was not considered that this type of scheme would represent good value for money. In addition the use of resources on an event day scheme would take resources away from other parking schemes in the programme that were considered a higher priority.

Parking Management Programme 2018/19

- 2.56 To summarise, this report provides a comprehensive explanation of the types of schemes, sources of funding, assessment processes, costs and development processes required to deliver the parking management programme and is intended to assist the Panel in understanding how the programme has been developed.
- 2.57 A summary of the current parking issues within the various locations of the borough highlighted in the proposed programme is shown in **Appendix C**. This will assist the panel to refer quickly to the relevant issues in each particular area when considering the programme.
- 2.58 The proposed programme for 2018/19 can be seen in **Appendix B** and members are recommended to ask the Portfolio Holder to give approval to implement this programme.

Legal implications

- 2.59 The programme of schemes highlighted in this report will all involve introducing restrictions or controls on parking that require a legal process to be undertaken before they can be physically implemented.
- 2.60 Subject to statutory consultation requirements, the council has powers to introduce, implement and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

Financial Implications

- 2.61 Transport for London (TfL) has not provided funding specifically for CPZs as it considers that these should be funded by boroughs that have powers to raise income from the local administration and enforcement of parking schemes. Therefore TfL only funds parking measures where they form a part of an identified traffic or transport scheme or initiative in the agreed Local Implementation Plan (LIP) programme of investment.
- 2.62 The funding available for 2018/19 from the Harrow Capital programme is proposed as £300k, subject to approval by Cabinet. **Appendix B** indicates that new CPZ schemes or CPZ reviews will have a sub allocation of £240k and the local safety parking schemes programme (LSPP) will have a sub allocation of £60k.

Equalities Implications / Public Sector Equality Duty

- 2.63 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. In addition, all CPZs have a positive impact on those with mobility difficulties as more spaces are identified for disabled parking. As a result of double yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties. Typical benefits are likely to be as follows:

Protected characteristic	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.

2.64 Each Scheme that is developed has a design risk assessment undertaken which includes an assessment of the impact on equalities issues. In addition all public consultations are subject to issue of the council's corporate Equality Monitoring Forms. The returned forms are subject to analysis to ensure that they reflect the local community by comparing them to data held by the council at the time such as Census, vitality profiles. Any significant differences are used to adapt future consultations and would be reported to the Panel as part of the scheme reports.

Council Priorities

2.65 The parking scheme detailed in the report accords 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.

	By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling lessening the impact on the local environment.
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.
Making a difference for local businesses	The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.66 The principle of enforcing parking controls is integral to delivering the Mayor for London's Transport Strategy and the Council's adopted Transport Local Implementation Plan.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 23/01/18		
Name: Louise Middleton	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 25/01/18		
Ward Councillors notified:	YES	
EqIA carried out:	NO	

EqlA cleared by:

An EqlA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqlA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact:

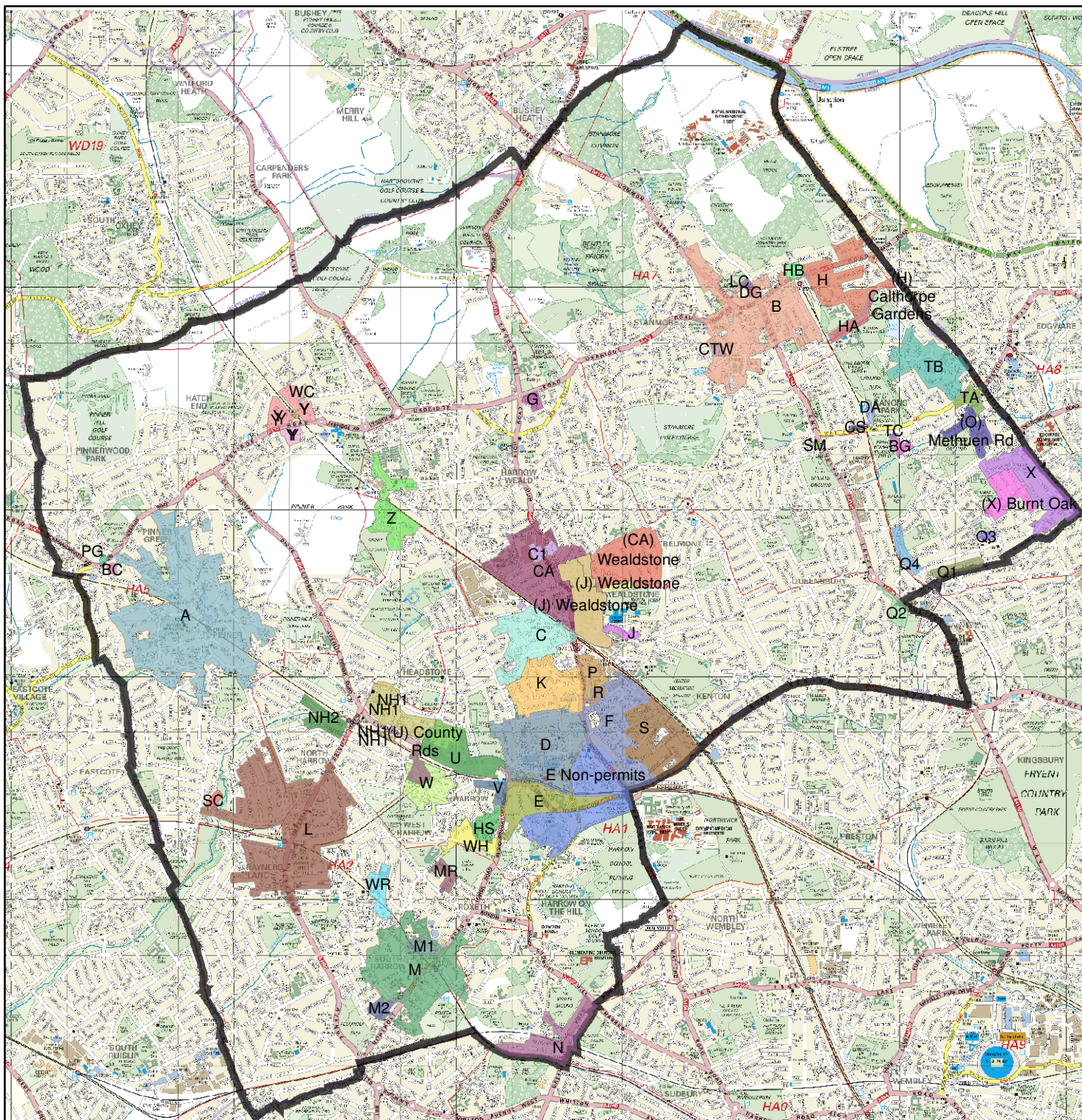
David Eaglesham, Head of Traffic, Highways and Asset Management
Tel: 020 8424 1500; E-mail: David.Eaglesham@harrow.gov.uk

Barry Philips, Traffic and Parking Team Leader
Tel: 020 8424 1649; E-mail: Barry.Philips@harrow.gov.uk

Sajjad Farid, Infrastructure Engineer, Parking
Tel:0208 424 1888; E-mail: Sajjad.Farid@harrow.gov.uk

Background Papers:

Local Implementation Plan (LIP)
Parking Management and Enforcement Plan
DfT TAL 1/13
Petitions
General correspondence
Previous annual parking reports



Proposed CPZ's

- (CA) Wealdstone
- (H) Calthorpe Gardens
- (J) Wealdstone
- (O) Methuen Rd
- (U) County Rds
- (W1) The Gardens
- (X) Burnt Oak

CPZ Zone boundaries

CPZ, TIMES

- A, 11am - 12pm Mon - Fri
- B, 3pm to 4pm Mon - Fri
- BC, 8am - 6.30pm Mon - Sat
- BG, 2 - 3pm Mon - Fri
- C, 10am - 11am Mon - Fri
- C1, 8am - Midnight Mon - Sun

- CA, 10am - 11am and 2pm - 3pm Mon - Fri
- CS, 8am - 6.30pm Mon - Sat
- CTW, 10am - 11am & 3pm - 4pm Mon - Fri
- DA, 8am - 6.30pm Mon - Sat
- DG, 10am - 11am & 3pm - 4pm Mon - Fri
- E Non-permits, 8.30am - 6.30pm Mon - Sat
- E, 8.30am - 6.30pm Mon - Sat
- F, 8.30am - 6.30pm Mon - Sat
- G, 10am - 11am & 2pm - 3pm Mon - Fri
- H, 10am - 11am & 3pm - 4pm Mon - Sat
- HA, 2 - 3pm Mon - Fri
- HB, At any time
- HS, 10am - 11am & 2pm - 3pm Mon - Sat
- J, 7am - 12 midnight Mon - Sun
- K, 8.30am - 6.30pm Mon - Sat

- L, 10am - 11am Mon - Fri
- LC, 10am - 11am & 3pm - 4pm Mon - Fri
- M, 10am - 11am and 2pm - 3pm Mon - Sat
- M1, 10am - 9pm Mon - Sat
- M2, 8am - 6.30pm Mon - Sat
- MR, 10am-11am & 2pm-3pm & Sat-Sun 10am-11am Mon-Fri
- N, 11am - 12 noon Mon - Fri
- NH1, 10am - 11am & 2pm - 3pm Mon - Fri
- NH2, 10am - 11am Mon - Fri
- P, 8.30am - 8.30pm Mon - Sun
- Q1, 11am - 12 noon Mon - Fri
- Q2, 6pm - Midnight Mon - Sun
- Q3, 11am - 12 noon Mon - Fri
- Q4, 11am - 12 noon & 3pm - 4pm Mon - Fri
- R, At any time

- S, 11am - 12 noon Mon - Fri
- SC, At any time
- SM, 8am - 6.30pm Mon - Fri
- TA, 8.30am - 8.30pm Mon - Sat
- TB, 11am - 12pm Mon - Fri
- TC, 2pm - 3pm Mon - Fri
- U, 11am - 12pm Mon - Fri
- V, 10am - 11am & 2pm - 3pm Mon - Sat
- W, 10am - 11am Mon - Fri
- WC, 10am - 11am Mon - Sat
- WH, 10am - 1pm Mon - Fri
- WR, 9am - 10am & 3pm - 4pm Mon - Fri
- X, 10am - 11am & 2pm - 3pm Mon - Fri
- Y, 10am - 11am & 3pm - 4pm Mon - Sat
- Y, 10am - 11am & 3pm - 4pm Mon - Sat
- Z, 10am to 3pm Mon to Fri



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APPENDIX B

PROPOSED PARKING MANAGEMENT PROGRAMME 2018/19

Location	Scope of scheme	18/19 (£k)
On-going schemes carried over from 2017/18		
Kenmore Ave / Brampton Grove area, Kenton	Area parking review to address displaced parking from the leisure centre in Kenmore Ave, Christchurch Ave, Christchurch Gardens, Brampton Grove. Undertake public consultation, statutory notification and implementation.	30
Proposed new schemes 2018/19		
The Broadway, Hatch End	New parking controls, proposals to introduce pay and display outside the shops in the service roads. Undertake surveys, public consultation, statutory notification and implementation.	50
CPZ zone TB, Canons - area review	Area parking review – on proposals to extend the hours of control in Cavendish Drive and Dorset Drive to address concerns raised by the residents and also to consult uncontrolled sections of roads outside the existing zone (Lake View, Canons Drive, Rose Close and Orchard Close) on being included within the CPZ zone. Undertake surveys, public consultation, statutory notification and implementation.	45
72-94 Lower Road, Harrow on the Hill	New parking controls – on proposals to introduce a CPZ in the service road. Undertake public consultation, statutory notification and implementation.	10
West Street / Nelson Road area, Harrow on the Hill	New parking controls - on proposals to introduce a CPZ to address commuter and long stay parking problems in area bounded by (but not including) Roxeth Hill and Lower Road and including West Street, Nelson Road, Trafalgar Terrace, London Road, High Street and Church Hill. Undertake surveys, public consultation, statutory notification and implementation.	60
Whitchurch Gardens area, Canons	New parking controls – on proposals to introduce a CPZ in Whitchurch Gardens, Queens Mead, Woodstead Grove, Whitchurch Close, Stratton Close, St	45

	Lawrence Close, Whitchurch Lane and Winton Gardens. Undertake surveys, public consultation, statutory notification and implementation.	
Local Safety Parking Schemes Programme	On-going programme of localised parking controls	60
Total		300**

* Section 106 funding contributing to scheme budget (not included in total)

** Anticipated overall budget (subject to confirmation by Cabinet)

Developer contributions funding (section 106 agreement) (release of funding subject to triggers in legal agreements as stipulated below)	18/19 (£k)
The Matrix Pub – Eastcote Lane / Alexandra Avenue / Sandringham Crescent – The sum of ten thousand pounds towards the council’s costs in carrying out a parking review.	10
A maximum sum of twenty thousand pounds to fund implementation of the parking review outcomes and any additional parking controls that may be recommended by the parking review.	20
136, Honeypot Lane – The sum of twenty five thousand pounds to be applied in the event of receipt towards reimbursing any costs incurred by the London Borough of Harrow to facilitate the putting in place of a parking permit exemption scheme for residents living in the vicinity of the development in the London Borough of Harrow administrative area.	25
Regeneration Programme funding – parking schemes (subject to funding approval)	(£k)
Vaughan Road/Butler Road, Sumner Road, Colbeck Road, Lance Road, Bowen Road, Butler Avenue, Drury Road, Merivale Road Area parking review – on proposals to introduce CPZ. Undertake surveys, public consultation, statutory notification and implementation	50

Appendix C

Priority list of borough parking issues

This list summarises the main areas where parking issues have been reported. The locations are shown in priority order based on the assessments undertaken in accordance with the assessment factors agreed by TARSAP. The list does not show each individual request received but aggregates all the requests into locations which share common issues suitable for a scheme.

Sites **1 to 5** are the highest priorities that can be afforded within the allocated budget for next year, subject to Cabinet approval, and these schemes are proposed to be taken forward in the 2018/19 parking programme.

Priority	Location	Issues
1	The Broadway, Hatch End	Uncontrolled long term parking restricts access for residents and shoppers using the local shopping parade. The council has received a petition from “local residents, businesses and shoppers” requesting to have parking meters installed in the service roads in the Uxbridge Road Hatch End to improve turn over and help to regenerate the shopping area .
2	CPZ zone TB, Canons - area review	Outside the existing controlled hours non-resident and business vehicles are parking indiscriminately affecting both Cavendish and Dorset Drive. These residents are seeking a review of the hours of operation of zone TB. Some vehicles have also migrated to Lake View following the recent extension of Zone TB to include Dukes Avenue. The council has received petitions from residents requesting that these issues are addressed and Lake View is brought into zone TB.
3	72-94 Lower Road, Harrow on the Hill	Non-resident parking is causing inconvenience to residents of the three blocks of flats served by the service road. Residents of 72-94 have submitted a petition to install resident only parking outside the three blocks of flats on Lower Road.
4	West Street / Nelson Road area, Harrow on the Hill	Parking associated with commuters, long term holiday travellers and the schools in the area restricts access for residents, delivery vehicles and the emergency services. The council has received two separate residents’ petitions requesting the introduction of residents permit holder parking (CPZ) in the roads listed opposite.

5	Whitchurch Gardens area, Canons	Commuter parking restricts access for residents. The council has received a petition requesting a review of parking arrangements with a strong desire to implement a controlled parking zone in order to reduce non-resident vehicle parking and congestion and to prevent transfer of parking to B461
6	Edgware and Canons	The council has received a petition requesting a review of parking arrangements in Buckingham Gardens and to implement a controlled parking zone in order prevent non-resident vehicle parking, congestion and displaced parking onto Whitchurch Avenue and Whitchurch Lane (part)
7	Harrow on the Hill	The council has received requests from residents in Hornbuckle Close, Grange Farm Close, Abercorn Crescent, Dudley Road, Shaftebury Avenue requesting the council introduce a CPZ to help address congestion and access issues due to non-residential parking
8	Roxbourne	The council has received a petition from residents of Eastleigh Avenue regarding the introduction of parking controls to regulate parking in the area. The council has also received requests to introduce parking controls in Coles Crescent to address non-resident parking.
9	Wealdstone	The council has received individual requests from residents in Cecil Road, Newton Road, Gordon Road, Farmstead Road raising concerns about parking and requesting a review of existing controls.
10	West Harrow	The council has received requests from residents of Ferness Gardens and Welbeck Road to introduce parking controls to address congestion issues that are causing access problems for emergency service and refuse vehicles.
11	Kenton East	The council has received individual requests from residents in Orchard Grove and Ruskin Gardens to consider the implementation of parking controls to remove non-resident on street parking and to improve access for emergency service vehicles. Potential s106 developer contributions funding for this area.

12	Hatch End	The council has received individual requests from residents of Milne Field and Grimsdyke Road to consider the introduction of parking controls to improve access and remove commuter parking.
13	Pinner	The council has received a request from a resident of The Chase to review the extent of the adjacent CPZ with a view to including The Chase.
14	Canons	The council has received a petition from residents of White House Drive asking to change the operational hours of the CPZ and introduce additional parking bays. A request has also been received from a resident of The Grove asking for the introduction of parking controls.
15	Edgware	The council has received requests from residents of Haverford Way, Prescelly Place, Nolton Place, Roch Avenue and Tenby Road asking for the introduction of a CPZ.
16	Pinner South	The council has received a request from a resident of Durley Avenue asking for the introduction of a CPZ to address the problem of vehicles migrating from the adjacent zone. The council also received a request from a resident of Cecil Park requesting an extension to the existing operational hours of CPZ.
17	Rayners Lane	The council has received a request to introduce a CPZ from a resident of Kings Road .
18	West Harrow	The council has received a request from a resident of Beechcroft Avenue to extend the operational hours of the CPZ.
19	Harrow Weald	The council has received a request from a resident of Stafford Road to increase the number of inset parking bays.
20	Belmont	The council has received a request from a resident of Crowshott Avenue and Honeypot Lane asking to consider the introduction of a CPZ.

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Appendix D

CONTROLLED PARKING SCHEMES – SCHEME DEVELOPMENT PROCESS

In February each year Traffic & Road Safety Advisory Panel (TARSAP) undertakes an annual review of parking issues in the borough and prioritises and agrees a work programme for the forthcoming year. All service requests, petitions and other issues identified and received during the year are considered and a priority list developed based on agreed assessment criteria (TARSAP November 2012) which are presented to the Panel for consideration. The programme of parking schemes approved all follow a standard scheme development process as follows:

Stage 1 – Stakeholder Engagement

Officers prepare a report on parking problems and issues, most suitable parking management solutions and define study area (including consideration of areas that are likely to be affected by displaced parking).



Organise a stakeholder meeting to present report from officers and discuss approach to project and any relevant issues, suggest initial consultation area as agreed by TARSAP and the Portfolio Holder, issue minutes of meeting to stakeholders.



Refine and agree public consultation area and scheme principles with the Chair of TARSAP and / Portfolio Holder.

Stage 2 – Public Consultation

Officers prepare consultation material / questionnaires and distribute to premises in the agreed consultation area specifying a deadline for responses. Consultations are typically arranged over a 3 to 4 weeks period to allow sufficient time for the local community to respond. Consultation material including questionnaires is delivered to premises with details of how to reply. Consultation material is also available online via the Council's website with questionnaires completed online. Exhibitions are held within or as close as possible to consultations areas to allow the public to speak with officers directly about the scheme. Indicative road layout plans will be provided at exhibitions to assist consultees with considering scheme options. In all cases consultation material is displayed or made available for inspection at the Civic Centre. Contact details are available on all consultation material to enable further information or clarification to be provided on request.



A report is prepared by officers for the next available meeting of TARSAP or for the Portfolio Holder directly which provides details of the public consultation, an analysis of the results and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The Panel will agree, amend or reject recommendations at their discretion. Generally areas that demonstrate majority support for common geographical areas and common parking control measures will be approved to proceed to stage 3. More contentious consultations may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the budget and resources is required.



The PH formally approves the recommendations of TARSAP or a Portfolio Holder report and this is recorded as a formal decision.

Stage 3 – Detail Design

Officers prepare a detailed scheme design indicating the exact locations of parking bays, waiting and loading restrictions (yellow lines), pay and display machines and other infrastructure.



Refine and agree plans with the Chair of TARSAP, Portfolio Holder and ward councillors

Draft Traffic Regulation Order (TRO).



Consult Police and other statutory consultees on draft TRO.

Stage 4 – Statutory Consultation

Advertise TRO in local papers and London Gazette, erect statutory notices on site,



Officers prepare statutory consultation material and distribute to premises in the agreed area of the scheme specifying a deadline for any representations or objections. The statutory consultation period advertised to the public is 21 days. The material should be delivered at the same time as the adverts are placed. Statutory consultation is different from public consultation. It is notifying the public that an approved scheme will be implemented and offers the public a statutory right to make representations if they feel they may be materially affected by the proposals.



A meeting is arranged with the Chair of TARSAP and ward councillors to review the outcome of the statutory consultation. Any final revisions to the scheme to be reported to TARSAP are agreed



A report is prepared by officers for the next available meeting of TARSAP or the Portfolio Holder which provides details of the statutory consultation, an analysis of any representations received and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.



The Panel will agree, amend or reject recommendations at their discretion. Generally objections and representations will either be overruled because they are of a minor consequence or minor reductions in the extent of the scheme will be agreed to mitigate the impact (e.g. reducing the length of a yellow line or reducing the hours of operation). However, no additions to the content of the TRO can be made. More contentious consultations with high levels of objections may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the budget and resources is required.



The PH formally approves the recommendations of TARSAP or a Portfolio Holder report and this is recorded as a formal decision.

Stage 5 – Implementation and Monitoring

Construction drawings and estimates are finalised and a works package is prepared and issued to contractors for implementation of the scheme. The implementation dates are dependent on available contractor resources, road space permits and arranging any temporary TROs required for restricting on-street parking to allow road markings to be laid.



The TRO is formally made specifying the operational date once the implementation completion date is known. Information about the operation of the scheme, including any application forms for permits, is distributed to premises in the scheme area in advance of the operational date so that applications can be processed.



The scheme will be monitored during the initial 6 months of operation. If there are any substantial requests for changes or there are identified operational problems then these will be reported to TARSAP.



The Panel will review any reported issues and where these are urgent can decide to include small scale localised scheme reviews to address concerns within the current annual work programme subject to funding. Alternatively, further consideration to a parking scheme review can be referred to the next February meeting when TARSAP considers the wider programme of work for the following year. This is at the discretion of the Panel.

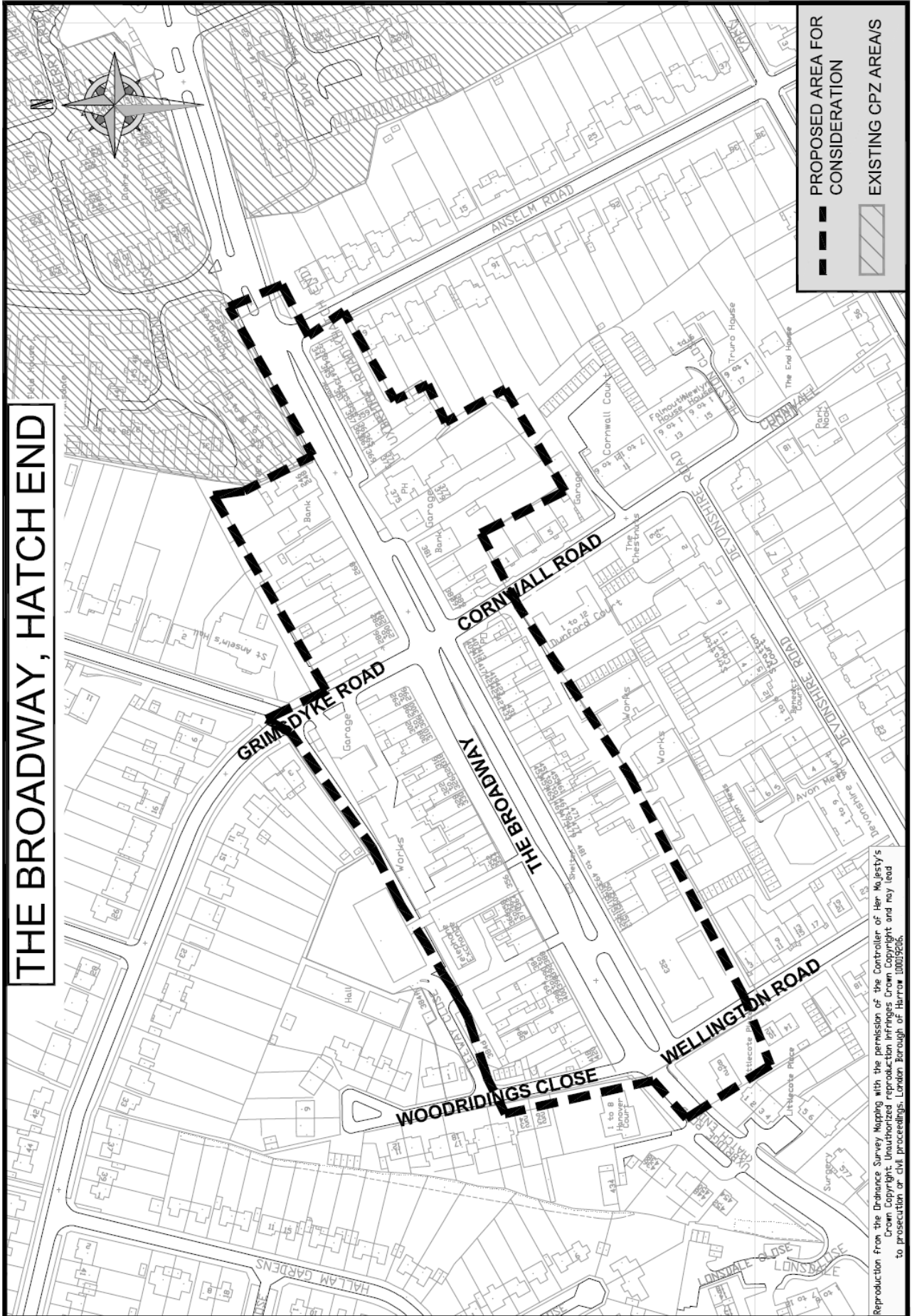
Notes

Where there is a high degree of confidence about the design of a scheme for a particular area, one or more of the first three stages of consultation can be omitted. However, this is often not the case and the process is therefore designed to interact with the community at frequent intervals, to ensure that as far as possible the design reflects the wishes of the local community.

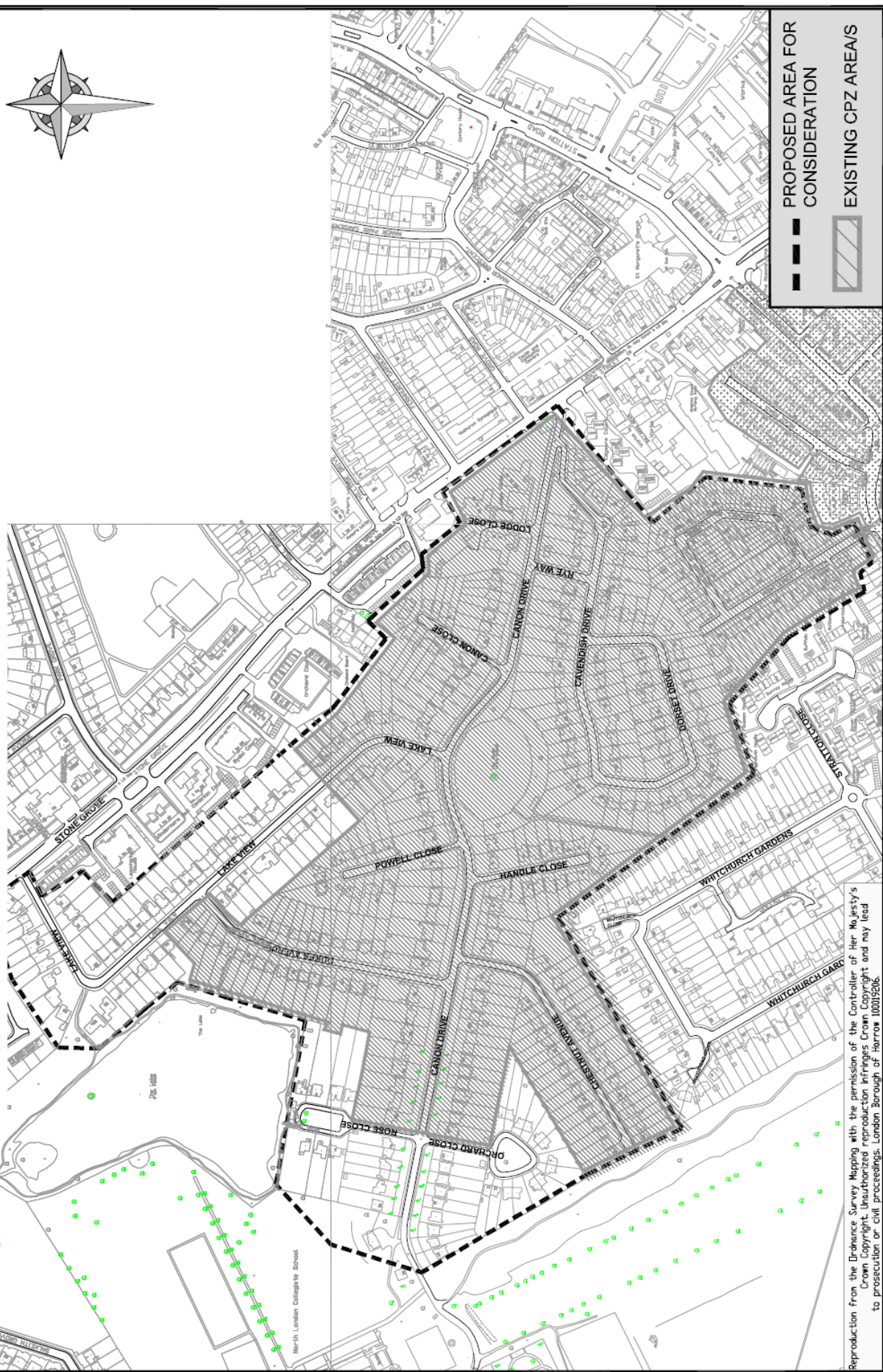
The reason for this incremental approach is that experience has shown that it is very difficult to achieve a consensus concerning the design of controlled parking schemes. It is therefore inevitable that some people will object to proposals. It would be very difficult for the Council to deal with these objections if it could not demonstrate knowledge of the wider community's views.

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APPENDIX-E

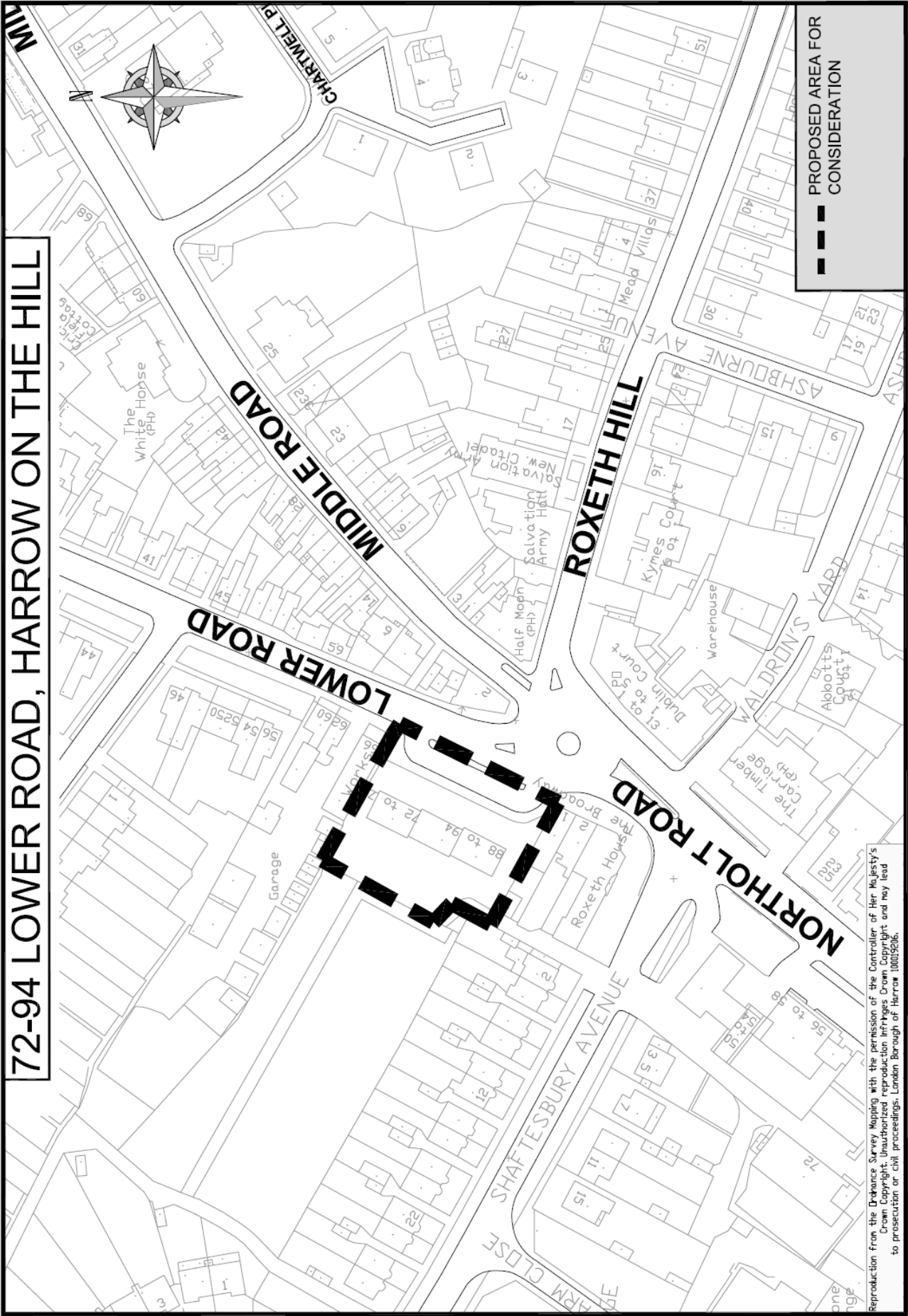


CPZ ZONE TB, CANONS- AREA REVIEW



 PROPOSED AREA FOR CONSIDERATION
 EXISTING CPZ AREAS

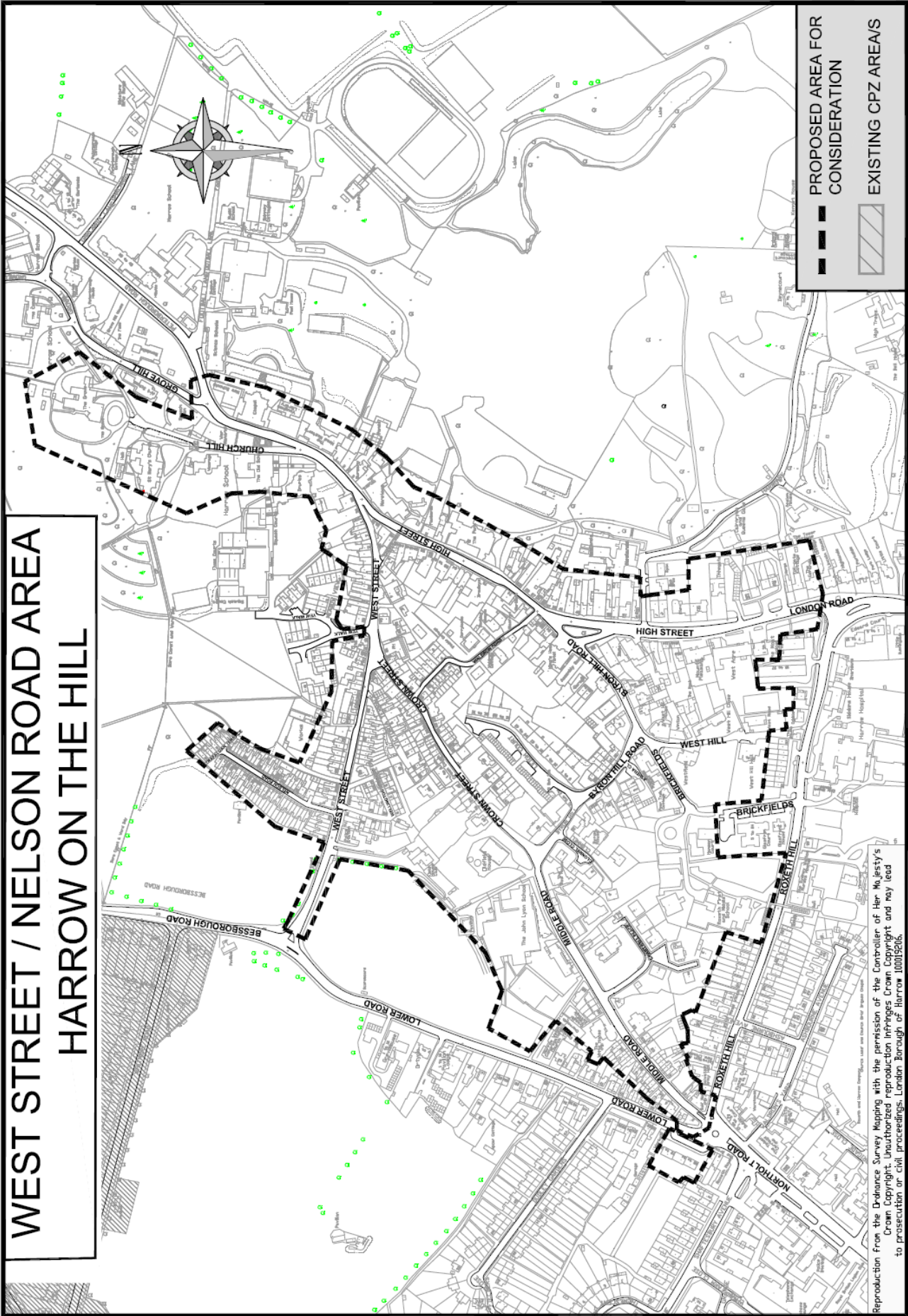
Reproduction from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office. Copyright, Unauthorized reproduction in this form is prohibited and may lead to prosecution or civil proceedings. London Borough of Harrow 100015206.



72-94 LOWER ROAD, HARROW ON THE HILL

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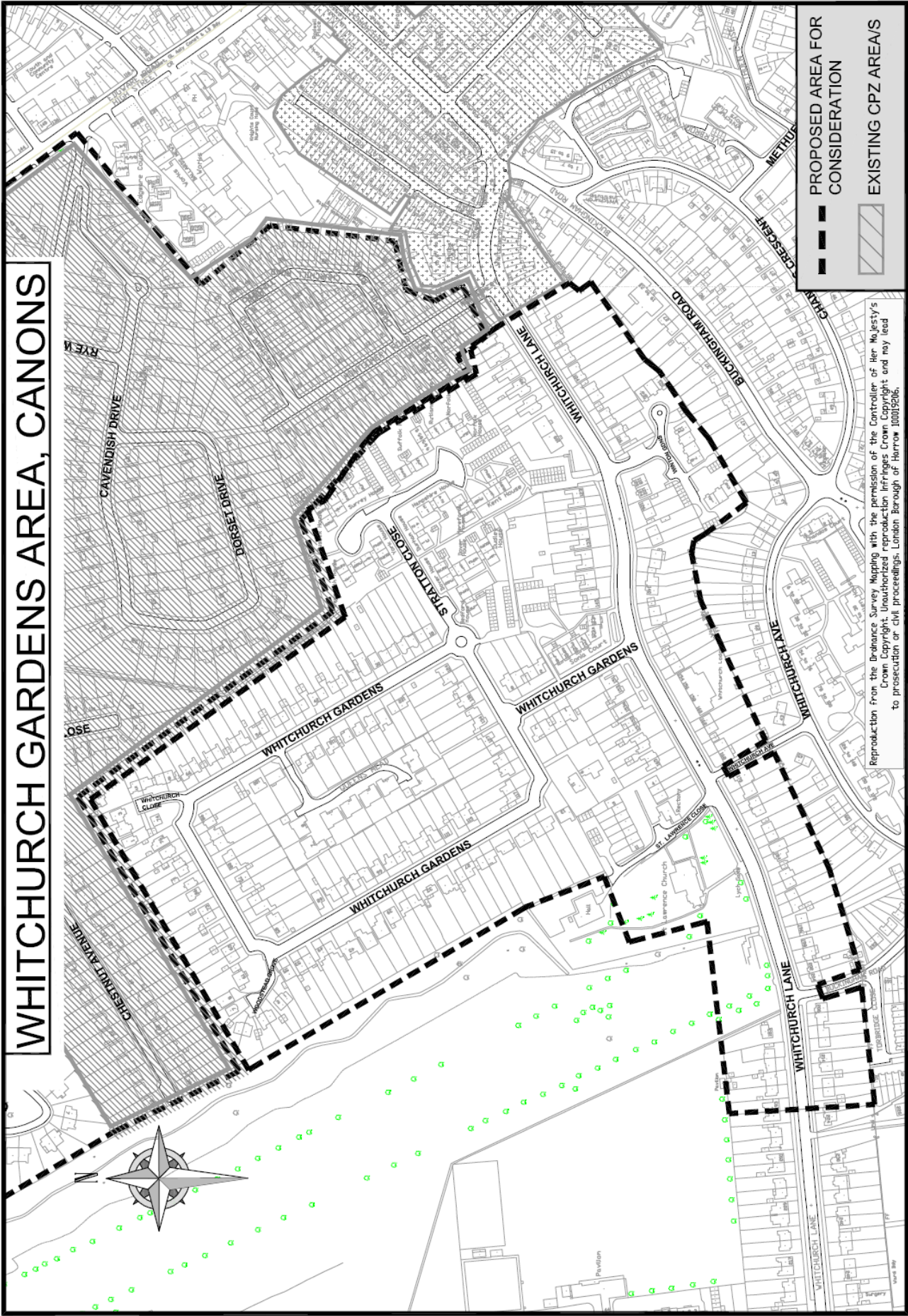
WEST STREET / NELSON ROAD AREA HARROW ON THE HILL



PROPOSED AREA FOR CONSIDERATION

EXISTING CPZ AREAS

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WHITCHURCH GARDENS AREA, CANONS

- PROPOSED AREA FOR CONSIDERATION
- EXISTING CPZ AREAS

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

Date of Meeting:	8 th February 2018
Subject:	Transport for London Local Transport Fund Schemes Programme 2018/19
Key Decision:	No
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Graham Henson - Portfolio Holder for the Environment
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Wards affected:	Stanmore Park, Wealdstone, Harrow Weald, Kenton West, Roxbourne
Enclosures:	Appendix A: Proposed schemes

Section 1 – Summary and Recommendations

This report outlines the proposed programme of traffic schemes to be implemented with the £100,000 Local Transport Fund allocated to the London Borough of Harrow by Transport for London in 2018/19.

Recommendation:

The Panel is requested to consider the contents of this report and Appendix A, and to recommend to the Portfolio Holder those schemes which are a priority to the value of £100,000.

Reason: (For recommendation)

In order for the Council to agree a programme of prioritised local schemes funded by the Local Transport Fund (£100,000) and allocated by Transport for London to the London Borough of Harrow within the 2018/19 financial year.

Section 2 – Report

Introduction

- 2.1 The highway network has a significant impact on the quality of life of Harrow's residents and on the viability of Harrow's businesses. Transport issues are one of the main concerns reported to the Council and this report sets out how local transport issues raised in the borough are being addressed in order to support local residents and businesses.

Options considered

- 2.2 A range of schemes which have a local transport benefit have been suggested for the Panel to consider. The impacts on corporate priorities, the Transport Local Implementation Plan objectives, equalities and the environment have been provided to assist members with setting their priorities for 2018/19 within the available budget.

Background

- 2.3 The Transport for London (TfL) award for funding in 2018/19 includes a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process.
- 2.4 The local transport fund is to be used by the borough for any local transport schemes they wish to implement. The funds must be used for transport purposes broadly consistent with the Mayor for London's current Transport Strategy and the Borough's LIP, but no other

criteria apply to this allocation. The purpose of this freedom is to give greater independence to the boroughs. Funds can be used for separate projects or to supplement other TfL LIP funded projects.

- 2.5 Members have previously determined that the option to use funding to support other LIP projects was not preferred because the fund is too small to have a significant impact and it would be difficult to see these elements as clearly identifiable pieces of work that support local initiatives. The proposed programme therefore focuses on a small number of specific individual projects that are of local interest to members and the public.

Local Transport Fund Programme 2018/19

- 2.6 A proposed programme of local transport schemes which officers consider to be of benefit to Harrow has been prepared for consideration by the panel. This involved a review of local issues of interest to members, public and other key stakeholders where the schemes will contribute to the Mayoral objectives and Harrow's LIP objectives. The evaluation of the issues involved consideration of the following factors:

- Cost
- Corporate priorities
- Equalities
- Public support
- Timeframe for completing work (within 2018/19)
- Impact
- Available resources – staff time

- 2.7 The proposed local transport schemes that could be considered for inclusion in the 2018/19 programme are summarised in the table below.

Ref:	Location	Description of works	Cost Estimate
1)	Common Road - school safety scheme	Reduce speed limit from 40 mph to 30 mph in the proximity of Avanti School	£15,000
2)	Cecil Road - Extension of existing 20 mph zone	Expand the existing Whitefriars School - 20 mph zone to include Cecil Road	£15,000
3)	Eastern Avenue – construct new pedestrian refuge	Provide a pedestrian refuge to assist pedestrians crossing road, notably to access Pinner High School and nearby bus stops	£10,000

4)	Rayners Lane / Clitheroe Avenue / Quartz Court - improve access and road safety.	Remove existing ineffective mini roundabout and replace with a change of priority junction.	£20,000
5)	Gordon Avenue, Stanmore - Speed reduction scheme	Widen the existing speed cushions to make them more effective	£25,000
6)	Graham Road / Claremont Road / Ladysmith Road - walking scheme	Introduce Copenhagen style entry treatments at the junction with High Street (A409)	£25,000
7)	Bessborough Road – pedestrian safety scheme following fatal incident	Widened splitter island and introduce dropped kerbs, tactile paving and waiting restrictions	£10,000
8)	Requests for minor road safety measures such as new road markings or traffic signage including speed activated signs and zebrites (Halos around zebra crossing globes)	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 this fund would be used where appropriate to address these local requests.	£15,000

2.8 **Appendix A** to this report contains three tables giving additional information regarding the above schemes for consideration by members:

- Table 1 provides a description of proposed schemes, reasons for their inclusion and their associated costs
- Table 2 provides a list of proposed schemes with their link to corporate priorities, equalities and their environmental impact
- Table 3 shows a list of proposed schemes with their link to Harrow's transport objectives

2.9 As the panel will note, the implementation of all the above schemes will exceed the £100,000 budget. The panel are therefore requested to recommend to the Portfolio Holder the preferred schemes from the list above, to a value of £100,000, to be taken forward as a part of the 2018/19 TfL programme of works.

Legal implications

- 2.10 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 2.11 The programme of schemes highlighted in this report may involve introducing traffic and parking restrictions that require a legal process to be undertaken before they can be physically implemented.
- 2.12 Subject to statutory consultation requirements, which the Council has complied with, the Council has powers to introduce and change traffic and parking restrictions under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.13 The local transport funding allocation has received approval as a part of the 2018/19 TfL Capital Programme. TfL has allocated 100,000 for the delivery of borough identified schemes and this is an opportunity to deliver local transport schemes which could not have been delivered from the Council's existing resources. Staff costs for design, management and monitoring of the work will be charged to the TfL budget allocation.

Equalities Implications / Public Sector Equality Duty

- 2.14 An equality impact assessment (EqIA) has been undertaken on the programme of investment in the Council's Transport Local Implementation Plan, which includes all of the types of interventions proposed in this report, and no adverse impact on any of the specified equality groups was identified. There are positive impacts on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Disability	Reduced risk to pedestrians with mobility impairment or wheelchair users crossing the road due to reduced traffic speed thereby allowing improved accessibility.
Age	Reduced risk to pedestrians crossing the road due to reduced traffic speeds thereby allowing improved accessibility, reduced risk of conflict between motorised vehicles and cycles, particularly for the elderly and young.

Council priorities

2.15 The delivery of the local transport fund schemes accords with the administration's priorities set out below:

- Making a difference for the vulnerable
- Making a difference for communities
- Making a difference for local businesses
- Making a difference for families

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 23/01/18		
Name: Esayas Kifle	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 25/01/18		

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

Section 4 - Contact Details and Background Papers

Contact: Barry Philips – Team Leader Tel: 020 8424 1649
e-mail: barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan 3, Petitions and Local correspondence

APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

	Scheme	Cost	Reason
1)	Common Road – school safety scheme	£15,000	<p>The main access to Avanti School is located in Common Road which lies within a 40 mph speed limit. At school start and finish times many children are walking near to the school entrance to access the existing bus stops or to continue their journey on foot. The footpaths on both sides of the road are quite narrow and there is no scope to widen them. There is a small traffic island near to the school entrance which is used by parents and children to access the bus stops and to get to and from the school. Traffic speeds are high due to the 40 mph speed limit on this section of Common Road; this does not create a very friendly environment.</p> <p>The plans to improve safety include reducing the existing speed limit from 40mph to 30 mph on both approaches to the school entrance, erecting school warnings signs and flashing “watch your speed signs”, installing “School Keep Clear” markings and new road markings to highlight the school entrance. The school is committed to producing a School Travel Plan and to continue to work with the council to improve safety within their own grounds and on the public highway.</p>
2)	Cecil Road - Extension of existing 20 mph zone	£15,000	<p>The extension of the Whitefriars School 20 mph zones to include Cecil Road will help to reduce traffic speeds and generally improve road safety for all road users close to the School. The promotion of safe and considerate driving and encouraging road users to adopt appropriate speeds on our roads is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users and to encourage modal shift.</p>
3)	Eastern Avenue – pedestrian refuge	£10,000	<p>This scheme was put forward last year as a potential scheme however members decided not to include the request within the programme of LTF requests. The school continues to campaign for a crossing facility in Eastern Avenue to assist children in this area notably to access Pinner High School.</p>
4)	Rayners Lane / Clitheroe Ave / Quartz Court – improve access and road safety.	£20,000	<p>The current road layout is ineffective, the existing mini roundabout is poorly designed and most drivers ignore it and drive straight over the central dome, this leads to speeding and safety concerns which have been raised by residents, local councillors and the bus operator. The predominant traffic movement, which is on a bus route, is Rayners Lane and Quartz Court. Removing the existing mini roundabout and replacing it with a priority junction at the junction of Clitheroe Ave/ Rayners Lane / Quartz Court would therefore make more sense and would help bus accessibility and improve road safety at junction.</p>
5)	Gordon Avenue – widen existing speed cushions	£25,000	<p>A road safety scheme was introduced in Gordon Avenue some twenty years ago. The scheme involved the introduction of speed cushions which were designed to be 1.6 m wide. Since the scheme was introduced personal injury accidents have reduced to zero. More recently however</p>


	Scheme	Cost	Reason
			residents have complained that they are ineffective especially since changes to modern car design and the advent of more 4 x 4 type vehicles with speeds increasing. Traffic surveys have confirmed that the 85%tile speed is around 32 mph this is considered high for a road which is traffic calmed. In order to reduce traffic speeds to a more acceptable level it is proposed to widen the existing speed cushions to 1.8 m which from experience in other parts of the borough would reduce speeds to around 25-27 mph.
6)	Graham Road / Claremont Road / Ladysmith Road – Copenhagen style crossings walking scheme 	£25,000	To help make walking and cycling in the borough easy, safe and enjoyable, we're proposing a new style of crossing at side road junctions at three junction near schools in Wealdstone called blended 'Copenhagen' crossings. Blended crossings are designed to slow down vehicles when entering or exiting side roads and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code. The first crossings of this type in the borough were introduced in Sudbury as part of the Sudbury Village Major Project scheme recently. The first blended crossings in London were introduced in Clapham in June 2014 .They are however commonplace in mainland Europe, particularly in cities that are considered the best places for walking and cycling. As they are new to the borough and the UK, there will be a period of adjustment as people get used to the new layouts. We appreciate that initially these crossings may confuse pedestrians and drivers, and that they may be seen as unsafe, however the design has been through an extensive evaluation process, including an independent road safety audit process.
7)	Bessborough Road – pedestrian safety scheme	£10,000	Following a fatal incident in May involving a pedestrian crossing close onto the narrow splitter island in Bessborough Road a site meeting was held with the Traffic Police. It was observed that if changes were made to the width of the splitter island to better accommodate pedestrians and parking were removed opposite the island then this would improve pedestrian safety by providing more space and better visibility for pedestrians when crossing this section of Bessborough Road.
8)	Requests for minor road safety measures such as new road markings or signage	£15,000	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. This fund would be used where appropriate to address local traffic concerns.

Table 2: Schemes link to corporate priorities, equalities, and their environmental impact

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
1)	Common Road – school safety scheme	£15,000	Making a difference for communities, vulnerable, families.	✓✓✓	Positive, Improves road safety and access, reduces congestion
2)	Cecil Road - Extension of existing 20 mph zone	£15,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
3)	Eastern Avenue – pedestrian refuge	£10,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
4)	Rayners Lane / Clitheroe Ave / Quartz Court – improve access and road safety.	£20,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of public transport
5)	Gordon Avenue – widen existing speed cushions	£25,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
6)	Graham Road / Claremont Road / Ladysmith Road – Copenhagen style crossings walking scheme	£25,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
7)	Bessborough Road – pedestrian safety scheme	£10,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
8)	Requests for minor road safety measures such as new road markings or signage	£15,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and improves the environment.

Equalities impact ✓Positive but low impact benefit, ✓✓□Positive but medium impact benefit, ✓✓✓□Positive but high impact benefit

Table 3: Schemes link to the Local Implementation Plan objectives in accordance with the MTS

Ref	Scheme	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO ₂ emissions in Harrow	Reduce the number of motorcycle casualties across the borough	Reduce the number of pedal cycle casualties across the borough	Increase the number of people cycling in the borough	Improve servicing and reduce congestion and make essential car journeys easier	Improve pedestrian walkways to parks, open spaces, towns and public transport	Improve existing highways, and walkways to promote an uptake in cycling
1)	Common Road – school safety scheme	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓
2)	Cecil Road - Extension of existing 20 mph zone	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓
3)	Eastern Avenue – walking initiative	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓✓	✓✓✓	✓
4)	Rayners Lane / Clitheroe Ave / Quartz Court – improve access and road safety.	✓✓	✓✓	✓✓✓	✓✓✓	✓	✓✓	✓✓	✓✓
5)	Gordon Avenue – widen existing speed cushions	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
6)	Graham Road / Claremont Road / Ladysmith Road – Copenhagen style crossings walking scheme	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓	✓✓✓	✓
7)	Bessborough Road – pedestrian safety scheme	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓	✓✓✓	✓
8)	Requests for minor road safety measures such as new road markings or signage	✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓

Policy impact ✓Positive but low impact benefit, ✓✓Positive but medium impact benefit, ✓✓✓Positive but high impact benefit

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

Date of Meeting: 8th February 2018

Subject: **INFORMATION REPORT**
Traffic and Parking Schemes Programme
Update 2017 /18

Responsible Officer: Paul Walker – Corporate Director, Community

Exempt: No

Wards affected: All

Enclosures: **Appendix A** - Parking management programme 2017/18
Appendix B - Transport for London programme 2017/18

Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2017 /18 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 2017/18 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 2017/18

Parking Management Programme

- 2.3 The Parking Management Schemes Programme for 2017/18 was agreed and approved by cabinet in April this year following revisions proposed to the report presented to TARSAP in February. The current status of each scheme in the programme is shown in Appendix A.

The situation is as follows;

- Wealdstone CPZ Review – area near to Leisure Centre, proceeding to implementation. Statutory consultation in Lorne Road / Grant Road – to be included in zone J.
- Burnt Oak Broadway – extension of Zone X, proceeding to statutory consultation for some roads.
- Kenmore Avenue / Christchurch Avenue – roads to the east of the Leisure Centre, proceeding to statutory consultation.
- Whitefriars Avenue / Graham Road – local review of existing single yellow lines, parking bay times and school keep clear markings – proceeding to consultation.

- Dukes Avenue – extension of zone TB; proceeding to implementation.
- The Gardens – statutory consultation complete meeting members to discuss results with a view to proceeding to implementation.
- Methuen Road – statutory consultation underway.
- County Roads – statutory consultation complete meeting members to discuss results with a view to proceeding to implementation.
- Calthorpe Gardens – proceeding to implementation.

Localised Safety Parking Schemes Programme (LSPP)

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

Transport for London – Local Implementation Plan (LIP) Programme 2017/18

LIP - 20 mph zone programme

- 2.5 All 20 mph zones need to be self-enforcing without relying on police enforcement and so most schemes include traffic calming measures, such as speed cushions, in order to ensure a majority of motorists comply with the 20 mph speed limit. There is a budget of £100,000 this year for two new 20 mph zones in the streets surrounding Pinner Park and St John Fisher High Schools. Progress with these schemes is as follows:

Pinner Park School (20mph zone)

- 2.6 The scheme has now been passed to our contractor for implementation this financial year.

St John Fisher School (20mph zone)

- 2.7 The revised scheme has now been passed to our contractor for implementation this financial year.

LIP - Local Safety Schemes (LSS)

- 2.8 This programme of work is focussed on reducing Killed and Seriously Injured (KSI) accidents throughout the Borough and supports the objectives of the Mayor for London's and our own Road Safety Plan to reduce KSI accidents by 40% by 2020.
- 2.9 The Council's transport consultant is continuing to liaise with TfL regarding last year's scheme at the Alexandra Avenue/Eastcote Lane junction. This work required time consuming remodeling work at the junction in discussion with TfL

who own and operate all traffic signals on the public highway in London. The plan is to have an early cut off on two of the junction arms.

- 2.10 There is a budget of £100,000 this year for three local safety schemes which include, Northolt Road, Pinner Road (between Station Road and Headstone Lane) and Honeypot Lane (between Queensbury Circle and Kingsbury Circle). The Council's transport consultant is currently carrying out detailed design.

LSS - Pinner Road (between Station Road and Headstone Lane)

- 2.11 The detailed design is currently being finalised by our design partners and is scheduled to be passed to our contractors in early February. The works are scheduled for implementation this financial year.

LSS - Honeypot Lane (between Queensbury Circle and Kingsbury Circle)

- 2.12 The detailed design is currently being finalised by our design partners and is scheduled to be passed to our contractors in early February. The works are scheduled for implementation this financial year.

LSS - Northolt Road

- 2.13 The detailed design is currently being finalised by our design partners and is scheduled to be passed to our contractors in mid-February. The works are scheduled for implementation this financial year.

LIP - Bus Priority schemes (BP)

- 2.14 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:

- High Street, Harrow on the Hill between its junction with West Street and Roxeth Hill
- Northolt Road between South Harrow Underground Station and Valentine Road

BP - High Street, Harrow on the Hill Bus Route Improvement Scheme

- 2.15 The statutory consultation is complete there were a few objections to the proposals which we are reviewing with the PH. It is anticipated these objections will be resolved and the scheme passed to our contractors for implementation before the end of the financial year.

BP - Northolt Road Bus Route Improvement Scheme

- 2.16 The bus routes 114, 398, H10, H12 and 140 are affected along the section of Northolt Road between South Harrow Underground Station and Valentine Road. The main issue identified as the reason for delays on this route is traffic

congestion caused by vehicles parking on both sides of Northolt Road. Site surveys and investigations have been carried out to identify measures to improve current situation and reduce delays to buses and other traffic.

- 2.17 Final detailed design will be completed shortly and consultation is scheduled within the next few weeks. We are confident that the works will be completed by the end of the financial year.

BP - Treve Avenue / Porlock Avenue – inset parking bays

- 2.18 The scheme has been consulted on and is with our contractors for implementation before the end of the financial year.

BP – Taxis in Bus Lanes – Camrose Avenue and Headstone Lane

- 2.19 The amendments to the signing and lining have been designed. The traffic order amendment is being advertised in January with the statutory consultation concluding on 14th February 2018. Subject to there being no objections we will pass the work to our contractors for implementation before the end of the financial year.

LIP - Bus Stop Accessibility

- 2.20 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. Currently the borough is 99% compliant and we are one of only a few boroughs in London with such a high percentage of compliant bus stops.
- 2.21 Various bus stops are being reviewed 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.

LIP – Freight Management Schemes

- 2.22 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 on-going.
- 2.23 In addition we are carrying out a review with neighbouring boroughs and TfL of how they carry out enforcement of their lorry bans.

LIP - Legible London

- 2.24 Pedestrian way finding signs will be provided in the Stanmore Broadway area and around Headstone Manor and Museum area. The provisional artwork and

site locations are currently being reviewed. Works will be issued to the contractor once agreed with TfL and it is anticipated that the signs will be installed in February 2018.

LIP - Cycling schemes (CS)

- 2.25 The Council has increased its allocation for cycling in the TfL LIP programme to £100k this will allow us to develop more schemes in line with our adopted cycle strategy.

CS - Harrow Leisure Centre – Cycle route improvement at Kenmore Avenue Roundabout

- 2.26 This scheme is now complete.

CS - Metropolitan Route Cycle Route

- 2.27 The Council's transport consultant has designed improvements to the cycle network along the Metropolitan route corridor. This route extends from east – west from Harrow on the Hill at the College Road / Clarendon Road junction to Station Road in North Harrow.
- 2.28 The measures consist of low to medium interventions such as junction improvements/ entry treatments, off road shared /segregated footways, potential pathway improvements through green spaces and reallocation of road space where permissible.
- 2.29 Consultation is now complete and PH approval has been obtained. Detail designs are nearing completion with the intention of starting the works in March.

CS – Quiet way route Harrow Weald – Kenton Road (via Harrow and Wealdstone Town centres)

- 2.30 TfL have been working with the boroughs and Sustrans, a charitable cycling organisation, to assist the Mayor for London to identify a “Quiet way” network across London. Quiet ways routes are intended to form a network of radial and orbital cycle routes designed to overcome barriers to cycling and target cyclists who want to use quieter, low-traffic routes that provide an environment for those cyclists who want to travel at a gentler pace.
- 2.31 Officers met at the end of December with representatives from Sustrans to agree the route alignment. Some initial concerns regarding Elmgrove Road have now been resolved and it is anticipated that once the route has been finalised funding will be released to start the detailed design process next financial year. Sustrans are now in the process of developing this route further in accordance with their Quietway Delivery Programme (QDP) criteria.
- 2.32 It envisaged that the two town centres Harrow and Wealdstone will be linked through a high quality quiet way route through quiet residential local streets to avoid main roads.

- 2.33 Cycle Greenways funds are being used in Newton Farm Ecology Park West to improve cycling facilities in the park.

LIP - Local Transport Fund (LTF) 2017/18

- 2.34 The TfL award for funding in 2017/18 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. Members agreed a programme of LTF schemes at the February 2017 TARSAP meeting.

LTF - Grange Avenue – Proposed point no entry

- 2.35 The proposal is to introduce a point no entry at the western end of Grange Road to address localised rat running concerns.

- 2.36 The scheme has been consulted on and objections considered by the PH and overturned. The scheme has now been passed to our contractor for implementation this financial year.

LTF - Vaughan Road, extension of existing 20mph zone

- 2.37 This scheme involves expanding the existing Vaughan School 20 mph zone to include roads to the south such as Butler Road, Bouverie Road and Drury Road

- 2.38 The scheme has now been consulted on and now passed to our contractor for implementation this financial year.

LTF - Northolt Road – Localised improvements

- 2.39 Final detailed design will be completed shortly and consultation is scheduled within the next few weeks. We are confident that the works will be completed by the end of the financial year.

LTF - Minor safety measures, road markings / traffic signs

- 2.40 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. This is an on-going programme mainly involving new road markings and road signs

LIP Walking Projects (WP)

Honeypot Lane – proposed pelican crossing (between Broadcroft Avenue and Dalston Gardens).

- 2.41 Detailed investigations and surveys are completed and the final scheme is being agreed in consultation with the TfL signals team. The scheme is scheduled for delivery this financial year.

WP - London Road, Harrow on the Hill - proposed zebra crossing.

- 2.42 The revised scheme involving a new zebra crossing has now been passed to our contractor for implementation this financial year.

LIP - Congestion Relief schemes

- 2.43 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.
- 2.44 Last year our consultants provided a report on the congestion which occurs at Belmont Circle which was mainly attributed to the two Toucan Crossing facilities. It was recommended that the two crossings are linked so that traffic flows more smoothly. TfL are currently working up the design to link the signals.
- 2.45 The Council's transport consultants have suggested a number of options to improve congestion with regards to Queensbury Circle including introducing part time signals. A number of options are being taken forward for consideration these options are being worked up in more detail.
- 2.46 Double yellow lines are planned in the northern section of Kenton Lane (between Gordon Avenue and Uxbridge Road) to improve congestion and help bus movement.

LIP - School Travel Plan Highway schemes

- 2.47 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.
- 2.48 As part of this programme, a review of parking and loading restrictions mainly outside schools is on-going.

LIP Electric Vehicles (EV) infrastructure

- 2.49 We are currently looking at how we can best support electric vehicle use in the borough, including potential locations for on-street charging points. The final locations for these charge points will take into account the views of and requests from residents. Locations will be assessed for suitability and factor in a number of considerations for other road users and pedestrians, for example, ensuring that footpaths continue to be wide enough to accommodate wheelchairs.

- 2.50 Harrow residents and businesses have been consulted about their views on electric vehicles and potential locations for charge points. We are currently analysing the responses and the results will be used to help determine potential locations for electric charge points.

Neighbourhood of the Future (NoF) Ultra Low Emission Zone (ULEZ)

- 2.51 The council is currently working with TfL on a delivery programme for this scheme. We have secured an agreement with Chargemaster to supply our electric charging points. Works are on-going to install the first on street electric charging bays in the NoF area.

LIP - Accessibility Improvements

- 2.52 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.

External funding sources - Section 106

Developer funding - Victor Road – Access improvement scheme (Kodak site)

- 2.53 The scheme has now been passed to our contractor for implementation this financial year.

Goodwill to All junction – Headstone Drive / Harrow View / Headstone Gardens

- 2.54 The scheme to improve the junction is currently being modelled with the council's contractor in liaison with TfL signal design team. A number of options are being considered in order to be able to introduce an all red phase at the junction whilst trying to improve traffic flow through the junction. This will involve banning some right turn movements.

Matrix Pub - Sandringham Crescent area parking review

- 2.55 The business case for the release of funds for this project has been submitted; once the funds have been released we will begin the parking review process in the area surrounding the development with a view to introduce parking controls in the area in the future.

GLA funding - Wealdstone Square (formerly Trinity Square) Wealdstone

- 2.56 The scheme includes the concept of splitting the public realm into three distinct sections. A dwell space near the Trinity Church, a host space for potential events and a servicing space for parking and access. The scheme is designed so that there will be no net loss of parking as part of the improvements.

- 2.57 The Council is currently discussing how access into the host space area can be managed with the Post Office and other stakeholders before completing the final design.

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 2017/18 capital programme and the confirmed funding allocation from TfL for 2017/18.

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: 23/01/18

Ward Councillors notified:

**NO, as it impacts on all
wards**

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

Johann Alles – Deputy “Dog” Team Leader
Tel: 020, Fax: 020 8424 7662,
E- mail: Johann.Alles@Harrow.gov.uk

Background Papers:

Local Implementation Plan
Previous TARSAP reports

Appendix A – Harrow Capital, parking management schemes update – 2017/18

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2017/18 this comprises of allocations of £220K for controlled parking schemes and £80K for the local safety parking schemes programme.

Scheme	Details	£ K	Status	Contact officer	Planned finish
Wealdstone area (nr leisure centre) – Zone CA and J Parking review	Area parking review, roads west and north of leisure centre – extend hours and / or be part of the existing CPZ (CA or J zone)	40	Proceeding to implementation. Statutory consultation in Lorne Road / Grant Road – to be included in zone J.	Barry Philips / Sajjad Farid	March 2018
Burnt Oak Broadway area (zone X) localised parking review	Area parking review – new P&D on main road and extension of existing zone (X)	35	Proceeding to statutory consultation for some roads.	Barry Philips / Sajjad Farid	March 2018
County Roads – Area parking review	Area parking review - possible extension of existing CPZ U and or existing zone NH1	35	Legal notification (Statutory consultation) to be undertaken in November	Barry Philips / Sajjad Farid	March 2018
Calthorpe Gardens – localised parking review	Localised parking review- possible extension of zone zone H	15	Legal notification (Statutory consultation) to be undertaken in January	Barry Philips / Sajjad Farid	March 2018
The Gardens – Zone W – localised parking review	Localised parking review – possible new zone with extended hours of control	20	Legal notification (Statutory consultation) to be undertaken in Nov / Dec	Barry Philips / Sajjad Farid	March 2018
Kenmore Avenue/ Christchurch Avenue- localised parking review	Localised parking review – possible new CPZ	15	Public consultation concluded in Nov results to be discussed with PH and local councillors	Barry Philips / Sajjad Farid	July 2018
Chandos Crescent / Methuen Road – local parking review	Area parking review – possible extension of existing zones TA and or X	35	Legal notification (Statutory consultation) to be undertaken in Dec / Jan	Barry Philips / Sajjad Farid	March 2018
Dukes Avenue – Localised Parking review	Localised parking review – possible extension of existing zone TB to include Dukes Avenue.	10	Legal notification (Statutory consultation) complete scheme to progress to implementation	Barry Philips /Sajjad Farid	March 2018
Whitefriars Avenue - localised	Review of waiting restrictions	10	Initial design underway – to be	Barry Philips /Sajjad	March

Scheme	Details	£ K	Status	Contact officer	Planned finish
parking review	in Whitefriars Avenue, Wealdstone.		discussed with local councillors	Farid	2018
Queensbury Circle parade – localised parking review	Localised parking review – possible new CPZ, Pay and display and shared use bays	5	Public consultation is complete no support for the measures was demonstrated and therefore the scheme will not be taken forward. PH to confirm	Barry Philips / Sajjad Farid	complete
Local Safety Parking Programme Schemes	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	80	On-going prioritisation / implementation of requests for yellow lines. (See main body of report)	Barry Philips /Sajjad	On-going programme

Appendix B – Transport for London, local implementation plan programme update – 2017/18

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 2017/18 is £2,045k. 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	Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties' reduction. Sites include Northolt Road, Honeypot Lane (between Kingsbury and Queensbury Circles) and Pinner Road (between Station Road and Headstone Lane)	100	Detailed designs complete. See main report	Barry Philips	Mar 2018
Corridors	20 mph zone programme	Implementation of 20mph zones around schools in the borough. Pinner Park School and St John Fisher School	100	Implementation in – February - March 2017.	Barry Philips	Mar 2018
Corridors	Walking Schemes	Infrastructure schemes designed to improve walking facilities	50	Pedestrian crossing on Honeypot Lane (near Crowshott Avenue) waiting implementation Zebra crossing on London Road with our contractor	Barry Philips	Mar 2018
Corridors	Cycling Schemes	Programme of schemes to improve cycle routes on the highway network	200	Improvement to create cycle links between Vaughan Road (nr Harrow Town Centre) to Eastcote and Pinner – detailed design underway consultation complete	Barry Philips	Mar 2018

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Bus priority schemes	Schemes to improve congestion and improve delays to buses on Northolt Road and Harrow on the Hill	180	Northolt Road – detailed design. Harrow on the Hill – consultation complete waiting PH response	Barry Philips	Mar 2018
Corridors	Bus stop accessibility schemes	Programme of works to improve accessibility for buses and pedestrians at bus stops	50	Investigations on going to determine sites where improvements are required	Barry Philips	Mar 2018
Corridors	Cycling Greenways	Provision of cycle routes through parks to link with wider cycle network and support leisure cycling activity.	50	In design – Newton Farm Ecology Park West	Barry Philips	Mar 2018
Corridors	Freight management schemes	Review of existing weight limit restriction zones	50	Review of existing lorry ban zones – benchmarking enforcement with other boroughs	Barry Philips	Mar 2018
Corridors	Congestion relief studies	Programme of schemes to reduce congestion and improve journey time reliability	80	Linking pedestrian crossings on Belmont Circle – in design by TfL Kenton Lane (northern end) – waiting restrictions to help bus flow Queensbury Circle – study being undertaken by Atkins	Barry Philips	Mar 2018
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	Review of parking and loading restrictions around schools	Barry Philips	Mar 2018
Corridors	Accessibility Improvements	Provision of Disabled parking bays, and dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people	50	On-going programme of delivery throughout the year. Delivered in batches.	Barry Philips	Mar 2018

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Legible London Signing	Pedestrian way finding sign works	50	Way finding signs in Stanmore and Headstone North being implemented	Barry Philips	Mar 2018
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 2018
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.	David Corby	Mar 2018
Corridors	Future programme development	Identify future work through assessments and studies.	61	On-going scheme investigation and development work for 2018/19 schemes	Barry Philips	Mar 2018
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 2018
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	David Corby	Mar 2018
Corridors	Electric vehicles and car clubs	Promote electric charging points and car clubs	50	Investigating suitable sites for electric charging points to support electric vehicles use.	Barry Philips	Mar 2018

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 • Anti-Idling campaign • Electric vehicles promotion 	Barry Philips	Mar 2018
Corridors	School travel plans	Various initiatives undertaken by travel planning staff: <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	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. Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions	Barry Philips	Mar 2018
Corridors	Travel Plans – businesses and organisations	Support for local businesses and organisations to develop travel plans and implement sustainable travel	55	Travel Planning officers are providing on-going support for organisations and Businesses	Barry Philips	Mar 2018

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Local Transport Fund	Various local schemes	Local priority schemes identified by the borough which support the Mayors Transport Strategy	100	Schemes identified at Feb TARSAP as follows: Grange Avenue – point no entry with contractor for implementation Vaughan Road – extension to 20mph zone with contractor for implementation Northolt Road – improvements to bus stops near Station Christchurch Avenue – complete Minor safety schemes – ad hoc requests	Barry Philips	Mar 2018
GULC Rapid EV Charging Infrastructure	Harrow NOF – Greenhill Go Ultra Low	Implement a neighbourhood of the future in Harrow Town centre Review of parking bays in Station Road / College Rd and surrounding streets and introduction of EV charging points and EV parking bays accredited training courses for mechanics in Harrow to become skilled in the maintenance of electric vehicles	80	Scheme parking layouts design on-going. EV charging point contract being finalised. Reviewing training courses for EV maintenance. (See main body of report)	Barry Philips	Mar 2018
Bus priority delivery portfolio	Wealdstone town centre bus improvements	Additional transport modelling work (VISSIM) to assess bus journey time performance on two design options in the Wealdstone transport study	50	On-going	Barry Philips	Mar 2018

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Bus priority delivery portfolio	Route 140 bus improvements	Northolt Road between South Harrow Underground Station and Valentine Road –proposed changes to parking / bus stops / loading bays Treve Avenue / Porlock Avenue proposed inset parking bays	350	Schemes design completed. Consultation in Nov/Dec	Barry Philips	Mar 2018
Bus priority delivery portfolio	Taxis in bus lanes	Mayoral proposal to allow black taxi cabs to use bus lanes at width restrictions. Two sites at Camrose Avenue and Headstone Lane	10	Design work underway	Barry Philips	Mar 2018
Schools	Safe Drive Stay Alive	Educational theatre programme for schools targeting young drivers (years 12 & 13)	18.1	Design work underway	David Corby	Mar 2018

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