

Traffic and Road Safety Advisory Panel AGENDA

DATE: Wednesday 31 October 2018

TIME: 7.30 pm

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

MEMBERSHIP (Quorum 3)

Chair: Councillor Jerry Miles

Councillors:

Jeff Anderson
Sarah Butterworth
David Perry (VC)

Christopher Baxter
John Hinkley
Ameet Jogia

Advisers:

Mr N Long
Dr Anoop Shah

Mr A Wood

Reserve Members:

1. Ghazanfar Ali
2. Peymana Assad
3. James Lee
4. Sasi Suresh

1. Vina Mithani
2. Lynda Seymour
3. Ramji Chauhan

Contact: Daksha Ghelani, Senior Democratic Services Officer
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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

The Council will audio record Public and Councillor Questions. The audio recording will be placed on the Council's website.

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.

When present in the meeting room, silent mode should be enabled for all mobile devices.

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Agenda publication date: Tuesday 23 October 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 - 12)

That the minutes of the meeting held on 26 June 2018 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, Friday 26 October 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 13 - 34)

Report of the Corporate Director of Community.

8. INFORMATION REPORT - TRANSPORT LOCAL IMPLEMENTATION PLAN 3 - DRAFT (Pages 35 - 60)

Report of the Corporate Director of Community.

9. INFORMATION REPORT - CYCLING IN HARROW UPDATE (Pages 61 - 80)

Report of the Corporate Director of Community.

10. INFORMATION REPORT - WEALDSTONE LIVEABLE NEIGHBOURHOOD BID (Pages 81 - 94)

Report of the Corporate Director of Community.

11. INFORMATION REPORT - NEIGHBOURHOOD OF THE FUTURE UPDATE - HARROW TOWN CENTRE (Pages 95 - 110)

Report of the Corporate Director of Community.

12. INFORMATION REPORT - TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE - 2018/19 (Pages 111 - 148)

Report of the Corporate Director of Community.

13. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - Nil

*** DATA PROTECTION ACT NOTICE**

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

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

TRAFFIC AND ROAD SAFETY ADVISORY PANEL MINUTES

26 JUNE 2018

Chair:	* Councillor Jerry Miles	
Councillors:	* Jeff Anderson	* John Hinkley
	* Christopher Baxter	* Ameet Jogia
	* Sarah Butterworth	* David Perry
Advisers:	† Mr N Long	* Mr A Wood
	† Dr Anoop Shah	
In attendance: (Councillors)	Simon Brown Nitin Parekh Varsha Parmar Kanti Rabadia	

- * Denotes Member present
- † Denotes apologies received

1. Attendance by Reserve Members

RESOLVED: To note that no Reserve Members had been nominated to attend the meeting.

2. Declarations of Interest

RESOLVED: To note that the following interests were declared:

Agenda Items 6 & 9: Presentation of Petitions and Information Report – Petitions

Councillor Nitin Parekh declared a non-pecuniary interest in that he is an Edgware ward councillor and petitions related to the ward were involved in these items. He would remain in the room whilst the matters were considered and voted upon.

Agenda Item 7: Deputation concerning White House Drive

Councillor Ameet Jogia declared a pecuniary interest in that he owns a property in White House Drive. He would leave the room whilst the matter was considered and voted upon. He also declared a non-pecuniary interest in that he was a ward councillor for one of the areas subject to submission of a petition. He would remain in the room whilst this matter was considered and voted upon.

Agenda Item 9: Information Report – Petitions

Councillor Sarah Butterworth declared a non-pecuniary interest in that one of the petitions in the report mentions the school at which she teaches. She would remain in the room whilst the matter was considered and voted upon.

Agenda Item 9: Information Report – Petitions

Councillor Kanti Rabadia declared a non-pecuniary interest in that one of the petitions in the report in that he is a ward councillor for the area. He would remain in the room whilst the matter was considered and voted upon.

3. Appointment of Vice-Chair

Nominations were proposed, seconded and put to the vote, following which it was

RESOLVED: That Councillor David Perry be appointed as Vice-Chair for the 2018/19 Municipal Year.

4. Suspension of Procedure Rule

RESOLVED: That Executive Procedure Rule 35.4 be suspended to allow the Advisers to the Panel to take part in the meeting, subject to their appointment being agreed by the Portfolio Holder for Environment.

5. Minutes

RESOLVED: That the minutes of the meeting held on 8 February 2018 be taken as read and signed as a correct record.

6. Public Questions

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

7. Petitions

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

1. A Petition presented by Councillor Nitin Parekh and containing 14 signatures with the following terms of reference:

We, the undersigned, are concerned about parking congestion and indiscriminate parking by parents of Stag Lane School. Parents park their cars anywhere on the road and regularly block residents' driveways. Quite often they are abusive when told to move their car. It has reached breaking point. Parking for residents has become a significant issue. It is not appropriate or safe for school children as quite often, cars are also parked on double yellow lines and zig-zag lines near the school gates. We request Harrow Council to address this issue and take appropriate actions.

2. Petitions presented by Councillor Ameet Jogia on behalf of residents of Merrion Avenue and Du Cros Drive, with the following terms of reference:

- a) We, the undersigned, request Harrow Council to implement double yellow lines opposite the construction site on Merrion Avenue between the junction of London Road to Sandymount Avenue to restrict parking at all times. This is to prevent bottlenecks, particularly on event days and on other days when the development is complete.

- b) We, the undersigned, request Harrow Council to implement double yellow lines from 141 Merrion Avenue to the junction of Du Cros Drive to reduce bottlenecks at the junction.

- c) We, the undersigned, request Harrow Council to implement road safety bumps to reduce excessive speeding along Merrion Avenue.

- d) We, the undersigned, request Harrow Council to change the timings of the existing parking restrictions on Merrion Avenue to restrict parking in the morning from 8 am to 9 am.

- e) We, the undersigned, request Harrow Council to change the timings of the existing parking restrictions on Du Cros Drive between the bridge and Howberry Road, to restrict parking in the morning from 8 am to 9 am to prevent bottlenecks.

3. A Petition presented by Councillor Nitin Parekh and containing 30 signatures with the following terms of reference:

We, the undersigned, residents of Methuen Close, Edgware, HA8, seriously object to the very stringent parking restrictions imposed by yourselves. We do not believe the majority of residents were consulted properly, did not understand the plan, or responded either way. Whilst we agree congestion is not a good thing, we would prefer to have these times changed. 8.30 pm is too late and Saturday is very anti-social indeed.

4. A Petition presented by Councillor Nitin Parekh and containing some 300 signatures with the following terms of reference:

We, the undersigned, are concerned about the lack of a pedestrian crossing at the junction of Camrose Avenue with Edgware Road. Crossing this junction is very dangerous and risky, as there is no pedestrian crossing and vehicles come from all directions. Traffic lights are designed to allow vehicles from different directions into and out of Camrose Avenue. This leaves no space or time for pedestrians to cross the road and they simply have to take a chance in between changes of lights and risk their life. This makes it even more dangerous for elderly and less able persons. We call upon the Council and Mayor of London to give this matter their urgent attention and put a pedestrian crossing at this junction.

5. A Petition presented by a local resident and containing some 26 signatures from residents of the Highlands with the following (summarised) terms of reference:

The Council should implement the following:

- No access should be granted from the A5 through the Highlands.
- From Park Way to the A5, there should be a one-way system implemented.
- Width restrictions should be applied to the junction between Park Way and the Highlands.

8. Deputations

At 7.52 pm, in advance of consideration of this item, Councillor Ameet Jogia, left the Council Chamber and took no part in the discussion or decision on this item.

RESOLVED: That, in accordance with Executive Procedure Rule 16 (Part 4B of the Constitution), the following deputation be received:

To outline the severe issues on White House Drive which are having a detrimental impact on the safety and wellbeing of local residents. We were very disappointed with the outcome of the February TARSAP meeting whereby White House Drive was not selected as a priority for the Panel. We

would therefore like to put forward our case to the TARSAP Panel for their consideration.

Two members of the deputation, Mr Shah and Mr Busse, both Directors of the White House Drive Residents Association, addressed the meeting, explaining the parking problems faced by residents. They tabled photographs and a plan outlining a proposed solution through the changes to the times of controlled parking, addition of a new residents parking bay, alterations to yellow line restrictions and improved signage. The Residents Association had sought such improvements over a long period and were of the view that they were easy to implement and cost-effective.

A council officer advised that it would not be possible to vary the agreed programme of works in 2018-19 at this stage. The proposal would be revisited as part of the assessment of schemes for future funding. In the interim, officers could examine whether the changes to yellow line restrictions could be introduced to ensure adequate access, particularly for emergency vehicles.

A Member asked questions to clarify the operation of the changes sought by the residents; he supported the examination of extended yellow line restrictions to secure better access.

The Chair thanked the members of the deputation for attending the meeting to explain the position.

At 8.06 pm, following conclusion of this item, Councillor Ameet Jogia returned to the Council Chamber.

9. Appointment of Advisers

The Panel received a report of the Director of Legal and Governance Services, which set out nominations for Advisers to the Panel for the 2018/19 Municipal Year.

The Chair advised that nominations had been received from the Harrow Public Transport Users Association (Mr Anthony Wood), Harrow Cyclists (Dr Anoop Shah) and the Harrow Association for Disabled People (Mr Nigel Long).

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

That the nominations for Advisers to the Panel as set out at Appendix 1 of the officer report, be agreed.

RESOLVED ITEMS

10. 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 Panel meeting

and provided details of the Council's investigations and findings where these had been undertaken.

A Member expressed surprise that the proposal for a pedestrian crossing in Eastcote Road (Petition 1) had not met the "threshold score" for implementation in the assessment undertaken by officers; he pointed out that there were schools nearby. Mr Wood suggested that the large hedge at a property on the junction nearby could be cut back to improve sightlines and safety. A council officer agreed to check when the consultants' report on the scheme would be available.

Another Member referred to the fact that the introduction of yellow lines on the outside of the bend at Kenton Park Avenue (Petition 5) had not met the threshold score. He underlined the strength of feeling among residents about the safety risks as a result of cars parking here, including those parked briefly to visit nearby shops. A council officer advised that the introduction of yellow lines on the inside of the bend had already improved safety significantly; in terms of fair and consistent treatment of all such bids, it had been considered unnecessary to extend the restrictions to the inside of the bend as well, partly because the Council did not wish to over-restrict parking. The Member disagreed with this assessment, indicating that he did not believe much parking space would be lost.

RESOLVED: That the report be noted.

11. INFORMATION REPORT - Traffic and Parking Schemes 2018 /19: Programme Update

The Panel received a report of the Corporate Director, Community, which set out progress with schemes in the approved 2018-19 programme.

Mr Wood wished to congratulate the Council and its officers on the 99% compliance with bus accessibility standards for bus stops.

RESOLVED: That the report be noted.

12. INFORMATION REPORT - Harrow View / Headstone Drive Junction Improvement (Goodwill to All Junction) - Progress Update

The Panel received a report of the Corporate Director, Community, which provided an update on improvements to the "Goodwill to All" junction at Harrow View, Headstone Road and Headstone Drive.

A council officer introduced the report, describing the assessment of different traffic flow options and explaining the balance which would need to be struck between, for example, the use of right-turn bans and maintaining the flow of traffic through the area, particularly at peak times. There were always compromises to be made when the road space could not be increased to any degree. He underlined that there would be extensive public consultation on the options before decisions were taken.

A Member suggested that right-turn bans elsewhere had not worked in avoiding congestion. It was explained that there were sometimes different grounds for their use, eg. safety rather than dealing with congestion.

Another Member asked whether consideration had been given to the creation of a roundabout and road to allow for traffic to Wealdstone to go through the Kodak site. Bus lanes could also be created with land from the site to improve the flow for the H10 and H14 buses. The council officer explained that the pub on the corner had been developed separately from the regeneration programme site. He also pointed to the priority for housing within the regeneration strategy and this would obviously impact on the land which could be taken for transport purposes. The Council's Planning Committee would consider the traffic implications of proposed development and this would include the reports of the applicants' transport and traffic consultants.

In response to Mr Wood's question, the council officer advised that signage in respect of banned U-turns would be reviewed as part of the overall scheme.

A local ward Member addressed the meeting expressing concerns over southbound traffic through the junction facing no-right turns. He was not convinced by the consultants' reference to alternative routes for motorists and he argued that data should be obtained about the number of cars turning in this area. In particular, he considered that data from 2016, before the Victor Road closure, could not be relied upon. The Member also referred to problems with the current phasing of traffic lights through the junction and concerns about rat-running in the area. He suggested that more information be provided so that the public consultation would be more meaningful.

The council officer reassured the Member that a considerable amount of data was available to inform assessment of different options and, in respect of traffic light phasing, TfL's modelling of traffic flows was rigorous and would avoid any effect of current phasing issues. He underlined that the current report to this meeting was an overview rather than offering detail on issues, and that information would be provided in readiness for the public consultation.

Another Member suggested that the reference to the "all red pedestrian phase" in the report did not reflect the actual wording of the Section 106 agreement with the developer and other options could be considered. The council officer stated he would need to check the wording, but the measures were certainly about improvements for pedestrians. The Member also asked whether the transport and traffic consultants of developers in the area had informed the assessment outlined in the current report to the Panel. The council officer advised that this was not the case and that the developers had discharged their responsibilities through the Section 106 agreement. The Member indicated that the assessment of the options for the junction was complex and that he would need to reserve judgment until more information and analysis were available.

The Chair thanked Members and Advisers for their comments and looked forward to the public consultation to follow.

RESOLVED: That the report be noted.

13. Any Other Urgent Business

With the agreement of the Panel, a member of the public asked whether the Council would consider allowing free parking in Methuen Road for a charity event to be held on 7 July 2018. The matter would be raised with the Council's Network Management Team.

(Note: The meeting, having commenced at 7.34 pm, closed at 8.57 pm).

(Signed) COUNCILLOR JERRY MILES
Chair



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

Date of Meeting: 31 October 2018

Subject: **INFORMATION REPORT**
 Petitions

1. Wynlie Gardens, Pinner – Request for Controlled Parking
2. Camrose Avenue junction with A5 Edgware Road – Request for pedestrian crossing
3. Merrion Ave area – Various traffic and parking requests
4. Methuen Close- objecting to the CPZ hours
5. Stag Lane School – Request for parking enforcement
6. The Highlands – HGV Traffic
7. Rayners Lane – Heavy vehicles causing vibration
8. Eaton Close – Objection to double yellow lines and request for CPZ
9. Sudbury Court Drive – Request for signal timing review
10. September Way – Request for parking controls
11. Whitchurch Gardens area – CPZ consultation
12. Wealdstone Square – Objection to loss of parking
13. Ellement Close – Request for

- parking controls
14. College Avenue – Request for traffic calming measures
 15. Courtenay Avenue – Request for CPZ
 16. St Margarets Avenue – Objection to double yellow lines
 17. Clitheroe Avenue – Request for CPZ

Key Decision:	No
Responsible Officer :	Paul Walker - Corporate Director, Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	Edgware, Pinner, Roxbourne, Canons, Harrow Weald
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.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken.
- 2.2 No updates on the progress made with previous petitions will be reported because officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any further updates.

Options considered

- 2.3 This report is provided only to update members on the status of petitions received by the Council that are within the terms of reference of TARSAP.

Background

Petition 1 – Wynlie Gardens - request for controlled parking zone.

- 2.4 A petition containing 13 signatures was received by the Council on 17th June 2018. The petition states:

“Non-residents are increasingly using Wynlie Gardens, a cul de sac, as a car park both in the day and at night. Security and overcrowding are concerns. Often no spaces remain in which residents may park. Is it possible for you to enforce parking restrictions to limit non-residents?”

- 2.5 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 the meeting scheduled for February 2019. As members are aware all of the requests for parking schemes received during the year or already on the list for consideration 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 for the year ahead.

Petition 2 – Camrose Avenue junction with A5 Edgware Road – Request for pedestrian crossing

- 2.6 A petition containing 218 signatures was received by the Council in July. The petition states:

“We the undersigned are concerned about lack of pedestrian crossing at the junction of Camrose Avenue with Edgware Road. Crossing this road is very dangerous and risky, as there is no pedestrian crossing and vehicles come from all directions. Traffic lights are designed to allow vehicles from different directions into and out of Camrose Avenue. This leaves no space or time for pedestrians to cross the road and have to

simply take chance in between the change of light and risk their life. This makes it even more dangerous for elderly and less able persons. We call upon the council and Mayor for London to give this matter their attention and put pedestrian crossing at this junction.”

2.7 The London Borough of Barnet would be responsible for evaluating the request and for promoting and taking forward any scheme to include a pedestrian crossing phase at these signals in consultation with Transport for London who own, operate and maintain traffic signals across London. A copy of the petition has been sent to Barnet for their attention.

2.8 We received the following response from Barnet Council:

“We have since considered that there could be merit in considering whether an improvement for pedestrians might be made without providing additional junction capacity (seeking only to not significantly worsen the existing situation, which would introduce other issues for pedestrians and others at this location and in surrounding roads). However, this would require further feasibility work, with no guarantee that a viable solution will result. We have included this one as one of the many proposals to be considered for next year. Further work to assess priority will take place later this financial year.”

Petition 3 (a) – Merrion Avenue – Request for double yellow lines

2.9 Five separate petitions relating to the Merrion Avenue area were presented to the council in July each are summarised below. The first petition states:

“We the undersigned request Harrow Council to implement double yellow lines opposite the construction site on Merrion Avenue from the junction of London Road to Sandymount Avenue to restrict parking at all times. This is to prevent bottlenecks, particularly on event days and on other days once the new development is complete.”

2.10 This request will be assessed as a part of the congestion programme using assessment criteria previously agreed by the Panel. The assessment criteria for all such requests includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request. If the threshold score required for intervention is satisfied a scheme will be added to the programme and will be batched and then progressed through design, consultation and implementation phases.

Petition 3 (b) - Merrion Avenue – Request for double yellow lines

2.11 The second petition states:

“We the undersigned request Harrow Council to implement double yellow lines from 141 Merrion Avenue to the junction of Du Cros Drive to reduce the bottleneck at this junction.”

- 2.12 This request will be assessed as a part of the local safety parking schemes programme (LSP) using assessment criteria previously agreed by the Panel. The assessment criteria for all such requests includes such factors as traffic flows/speeds, pedestrian flows, occurrence of personal injury accidents, the degree to which parking affects access/visibility and the nature of the request. If the threshold score required for intervention is satisfied a scheme will be added to the programme and will be batched and then progressed through design, consultation and implementation phases.

Petition 3 (c) – Merrion Avenue – Request for speed bumps

- 2.13 The third petition states:

“We the undersigned request Harrow Council to implement road safety bumps to reduce excessive speeding along Merrion Avenue”

- 2.14 This request was assessed against factors agreed by TARSAP. The assessment criteria considers factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g. schools, parks) and whether the street is on the cycle network.

- 2.15 Our assessment revealed that there were no speed related personal injury accidents there within the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas and therefore this request would have a low priority.

Petition 3 (d) – Merrion Avenue – Request for change in hours of parking controls

- 2.16 The fourth petition states:

“We the undersigned request Harrow Council to change the timings of the existing parking restrictions on Merion Avenue to restrict parking in the morning from 8am – 9am”

- 2.17 This request will be added to the list of requests to be presented to the panel in February 2019 when the annual parking management report is considered. As members are aware all of the requests for parking schemes or changes to existing ones received during the year 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. The priority for a scheme in Merrion Avenue can then be reviewed.

Petition 3 (e) – Du Cros Drive – Request for change in hours of parking controls

2.18 The fifth petition states:

“We the undersigned request Harrow Council to change the timings of the existing parking restrictions on Du Cros Drive between the bridge and Howberry Road to restrict parking in the morning from 8am to 9am to prevent bottlenecks”

2.19 This request will be added to the list of requests to be presented to the panel in February 2019 when the annual parking management report is considered. As members are aware all of the requests for parking schemes or changes to existing ones received during the year 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. The priority for a scheme in Du Cross Drive can then be reviewed.

Petition 4 – Methuen Close – objecting to the parking controls

2.20 A petition containing 30 signatures was received by the Council in July 2018. The petition states:

“We the undersigned residents of Methuen Close, Edgware HA8 seriously object to the very stringent parking restrictions imposed by yourselves. We do not believe the majority of the residents were consulted properly, did not understand the plans, or responded either way.

Whilst we agree that congestion is not a good thing we would prefer to have these times changed. 8. 30 pm is too late and Saturday is very anti-social indeed.”

2.21 An informal consultation exercise was undertaken with residents in Chandos Crescent, Overbrook Walk 1-42, Methuen Road, Methuen Close and Milford Gardens in September 2017 to gauge opinion on whether there were parking problems in the area and suggest hours of operation in order to address these issues.

2.22 Overall the responses indicated an extremely high level of support for the introduction of parking controls (81% in favour) of those resident 67% of respondents preferred parking controls to operate Monday to Saturday 8.30am – 8.30pm.

2.23 On that basis the Portfolio Holder (PH) for Environment agreed that the scheme should progress to the legal notification stage (statutory consultation) on the proposal that Chandos Crescent, Overbrook Walk 1-42, Methuen Road, Methuen Close and Milford Gardens could be included within a new CPZ (O) operational Monday to Saturday between 8.30am to 8.30pm.

- 2.24 Legal notification was carried out between 18th January 2018 and 7th February 2018 and all comments and objections were taken into consideration by the PH before the PH decided to proceed to implementation. The scheme was implemented in June and there are no further reviews planned for this area in the near future.

Petition 5 – Stag Lane School – Request for parking enforcement

- 2.25 A petition containing 14 signatures was received by the Council in July 2018. The petition states:

“We the undersigned are concerned about parking congestion and indiscriminate parking by parents of Stag Lane School. Parents park their cars anywhere on the road and they regularly block residents drive ways. Quite often they are abusive when told to move their car. It has reached breaking point. Parking for residents has become a significant issue. It is neither appropriate nor safe for school children as quite often cars are also parked on double yellow lines or zig zag lines near the school gates. We request Harrow Council to address this issue and take appropriate actions.”

- 2.26 The council employs Civil Enforcement Officers who can only deal with parking contraventions (yellow lines, school zig-zags etc) and parking on the footway and not vehicle obstruction. The Council deploys a CCTV vehicle and staff to patrol schools each day but with over 80 schools in the borough it takes time to work through the list. It is unfortunate that some schools appear to be much more pro-active than others in dealing with school related parking issues however in light of the concerns raised the Parking Operations team will be advised of the concerns raised and requested to review current operations.

Petition 6 - The Highlands – HGV Traffic

- 2.27 A petition / letter containing 25 signatures was received by the Council in July 2018. The petition / letter states:

“Dear Residents the HIGHLANDS

I am collecting a petition to improve our (THE HIGHLANDS) local road safety and the environmental conditions within the area for which I will be grateful for the support of the residents.

From 1993 the our council management has changed where the London Borough of Harrow has taken over from Brent Council due to boundary changes implemented during that time. Since then our area particularly area The Highlands, Burnt Oak Broadway, Park Way and the area between the Highlands to Stage Lane has been completely ignored and neglected by the local authority because the area was previously a part of Brent Council.

Recently I have raised the matter with the local government and ombudsman, where the ombudsman has upheld my complaint and provided the local authority with the recommendations for improvements. Unfortunately the local authority is still ignoring and failing to act on the ombudsman's recommendations.

I am collecting a petition from our local residents and help support the following two main factors:

Traffic – Environment Health and Safety

I request the immediate implementation of the ombudsman recommendation since 1993 local residents have been complaining to the local authority about traffic which is the big impact on the road. Our previous complaint were completely ignored and denied any actions by the local authority due to the fact that area was previously Brent Council.

The Highlands residents have lived with very high volume of traffic through the road on a daily basis especially during the morning and evening and throughout the whole day of the weekends.

Heavy goods vehicles are using the Highlands as bypass from Edgware Road A5 to Mollison Way and this was accepted by the local authority. Signs displayed are not suitable for heavy goods vehicles and they have no impact on the traffic volume whatsoever. The traffic from Edgware Road is still using the Highlands, Burnt Oak Broadway service road and park way to avoid A5 traffic.

The junction between The Highlands, A5 and park way are used as a access to point (to park way, Vancouver Road, bacon lane, stage lane, mollision way etc). Due to very high volume of traffic pedestrian safety is being put at risk. The Park ways one way traffic system is also being ignored by the drivers avoiding the A5 traffic.

I have raised this matter regarding traffic with majority of the local residents and they have provided the following feedback:

- No access should be granted from A5 through the Highlands*
- From Park Way to the A5 there should be a one way system implemented.*
- Width restrictions should be applied to the junction between the park way and The Highlands should be applied to the junction between the park way and the Highlands.*

Similar to our road situation was dealt by the authority recent months taken necessary action.

- 1) Stone Grove Service Road implemented as one way traffic due to High Volume of traffic*

2) *Kenton Lane, Grange Road implemented as one system No access via Uppingham Drive to Kenton Lane due to volume of traffic flow from Crowshott Avenue to Kenton Lane.*

Environmental Issue

Since 24 hours off licence was granted by the local authority our local area has become unhealthy living environment which is having a big impact on our daily lives and the property value.

The Highlands and Park way has become a meeting place for drunks on the street, who dump all kinds of rubbish on the pavements and make the area unhygienic by urinating spiting and littering.

The traders have no respect towards the local residents or the local area as they dump rubbish on the pavement and in the streets.

The local authority has failed in their duty of care towards the public, neglecting the both the health and safety of local residents.

The local authority has repeatedly failed take the necessary legal action to stop the traders who is deliberately abusing the system and are using tax payers money on clearing up the traders rubbish daily on a daily basis. Therefore I am requesting the implementation of ombudsman's recommendation immediately by the local authority and stop wasting council funds on cleaning up failures of acts."

2.28 The ombudsman's report summarised the issues raised by local residents and listed the complaints recorded as follows:

- Incidents of road rage and arguments
- Illegal road users – unsuitable vehicles causing property damage
- Speeding
- Illegal activities such as burglary / drug dealing or prostitution
- Fly tipping
- Noise from local traders
- Urinating, drinking in the street and abuse.

2.29 The ombudsman's report lists the outcomes sort as the following:

- Speed restrictions
- CCTV
- Legal notice warning
- Hot Spot areas installed lighting
- Warning to traders.

2.30 Following the ombudsman's report in 2016 a scheme to extend the existing Bacon Lane 20 mph zone to include the Highlands was put forward as part of the programme of local transport schemes funded by Transport for London which is considered annually by this panel.

- 2.31 Members subsequently agreed at the February 2016 meeting of TARSAP to include the Highlands within the Bacon Lane 20 mph zone and following public consultation the scheme was implemented later that year. As part of the 20 mph zone speed cushions were introduced in order to reduce vehicle speeds.
- 2.32 In addition “Unsuitable for HGV” signs were erected at the entrance to the Highlands at the junction with Stag Lane. The other environmental issues were referred on to the relevant departments within the council for their attention.
- 2.33 Following the concerns raised in the petition the Council has commissioned a transport consultant to conduct an assessment in the Highlands to establish the extent of the perceived problem with regards to the number of HGV’s using the Highlands in order to avoid the Stag Lane / A5 junction and suggest any interventions for future consideration.

Petition 7 – Rayners Lane – Heavy Vehicles causing vibration

- 2.34 A petition / letter containing 104 signatures was received by the Council in July 2018. The petition / letter states:

“Heavy Vehicles are causing serious and severe vibrations to properties in Rayners Lane. Additionally no speed limits are in place to reduce fast speeding vehicles approaching the roundabout. Inspection of our road structure has not been undertaken on a regular basis following previous work to widen this road. The problem of vibrations have exacerbated following these road works on Rayners Lane. Both speeds and weight limits are ignored.

We the undersigned residents of Rayners Lane request Harrow Council, Transport for London and the Police to protect our homes taking measures to reduce property damage through surveillance and enforcement of speed and weight limits for vehicles passing through Rayners Lane, South Harrow.”

- 2.35 This request will be assessed in line with the council’s criteria for the provision of traffic calming measures and arrange for a traffic surveys to be undertaken in Rayners Lane on the approach to the roundabout. The assessment criteria considers factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g. schools, parks) and whether the street is on the cycle network.
- 2.36 The council notes the concerns raised in the petition by residents in the section of Rayners Lane outside number four on the approach to Roxeth Green Avenue, regarding vibration to properties. It should be noted that on some occasions airborne vibration may be generated by traffic which can cause windows to rattle. This could lead to a subjective impression of structural damage, although airborne vibration is not a cause of potential

damage or cracking to buildings as a result of the type of vehicle or speed of traffic.

- 2.37 The Highways Team have carried out a structural survey of the road conditions at this location and found no faults in the road. Generally the advice given to residents where they feel that that damage has been done to a property because of traffic noise / vibration is to discuss this with their insurance company, provide evidence to support their claim and submit a claim to the council's insurance team.
- 2.38 With regard to road noise there is no legal requirements for councils to monitor general traffic noise.
- 2.39 The Police are responsible for enforcing speed limits on the public highway and the Traffic Police have advised that localised speeding issues should be referred to the Police Safer Neighbourhood team for their attention.

Petition 8 – Eaton Close and Hall Farm Close – request for CPZ

- 2.40 A petition containing 52 signatures was received by the Council in July 2018. The petition / letter states:

“We the undersigned respectively request that the council tackles the increasingly problematic commuter parking issues by introducing a controlled parking zone with resident permit bays in both roads.

- *Eaton Close requires restricted parking at all times.*
- *Hall Farm Close requires restricted parking from 10am -11am and 3pm-4pm.*

Both these schemes should apply every day including Sundays which will assist with match day event problems”

- 2.41 As members are aware all of the requests for parking schemes or changes to existing ones received during the year will be assessed against standard assessment factors agreed by TARSAP and this request will be prioritised accordingly.

Petition 9 – Sudbury Hill / Sudbury Court Drive / Harrow Road – Request for a pedestrian phase

- 2.42 A petition containing 119 signatures was received by the Council in July 2018. The petition states:

“We the undersigned call on Harrow Council to review the timing of the light phasing of the traffic lights at the junction for Greenford Road, Sudbury Hill, Sudbury Court Drive with the aim of extending the phasing of the lights from the current 5 seconds, to a more reasonable length of time to safely accommodate the hundreds of children and parents who travel to and from St Georges School.”

- 2.43 Transport for London (TfL) has responsibility for all traffic lights in London and any changes to the signal timings or phases would need to be agreed with them in order to strike a balance between the needs of all user groups, particularly pedestrians and motorists.
- 2.44 For information following a meeting in July 2017 last year with officer's from the Council, St George's School and a governor of the school TfL agreed to increase the green time for pedestrians by a further second for each phase at the junction. This was considered the maximum allowance that could be given without further modelling on the entire junction being required.

Petition 10 – September Way - Request for parking controls

- 2.45 A petition / letter containing 20 signatures was received by the Council in July 2018. The petition states:

“The residents of September Way and Laurimal Close are facing very arduous time due to the nuisance being caused by some of the students of Stanmore College, which is situated just opposite September Way.

The problems have started from the time the college opened their gate at the rear entrance and students started parking their cars on both sides in the street.

Sometimes it becomes so difficult for the residents to pass through when the cars are parked in a very hazardous way. Even the students stop their cars, chatting with the other students, showing no respect to the residents of September Way when they have to go out or come in.

Students have been eating in the cars and then dispose of their rubbish outside their cars or dropping on the pavement or even on the road. The council has provided the area with litter bins, but no notice is taken by them.

Students have been caught entering the three courts, Seasons, Mentmore Court and Stanley Court in September Way and the garages. This occurs when someone forgets to lock the garages. It is a concern why students feel the need to hide out in this area.

Students have no right to enter the private places in any of the courts or the houses anywhere in September Way.

House holders are fed up with the student's behaviour parking their cars in front of their entrances, sitting on the grass in the front lawns, even trying to peep into their houses, while they are not there.

The students have made September Way more like a car park and play ground, the way they have been driving recklessly and shouting and using abusive language in the street. September Way residents humbly plea that the parking restrictions should be imposed in September Way.

Morning 11am -1pm Afternoon 2pm – 4 pm

The residents of September Way / Laurimal Close can apply for the resident permit if wish so, including the seventeen houses.

There is a blind corner outside Stanley Court. A speed bump should be installed as one cannot see the cars coming from either direction when the big vans are parked there. Drawing double yellow lines there as well would avoid accidents.

We do hope that your kind intervention would yeald favourable results to mitigate the problems of the residents.

- 2.46 The request for a change to the existing controls will be assessed against factors already agreed by TARSAP and ranked against all other existing and new parking requests across the borough and then presented to the February 2019 meeting of the panel for their consideration and prioritisation. This meeting will discuss and decide the parking review programme for the coming financial year.
- 2.47 With regard to the request for a road hump the most up to date personal injury accident data has been examined in Stanley Court which revealed that there were no speed related personal injury accidents there within the last three years. A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.48 The assessment therefore concluded that the site does not meet the criteria for intervention.

Petition 11 – Whitchurch Gardens – CPZ Consultation

- 2.49 A petition / letter containing 63 signatures was received by the Council in August in response to the informal consultation process. The petition / letter states:

“We feel we have to criticise the above consultation. It has not identified nor investigated the true nature of the issues that impact the parking; it has not offered solutions that would address the actual issues and the options offered would adversely impact the residents (whilst not addressing the issues). It is also inappropriate to include in the consultation, Whitchurch Lane, which is already subject to controlled parking and also Queen’s Mead which is a private road and will not be affected by the outcome. We also know of at least two households that did not receive the consultation documents.

The Issues:

- *There is much long term parking by non-residents. Much of this is commercial.*

- *The number of parked vehicles during the evenings and overnight is just as great as during the day indicating that commuters have only a minimal impact in the street.*
- *Although sometimes a little frustrating, residents currently manage to park with visitors often conveniently parking over their own drive.*
- *We have some sympathy for the ambulance drivers based next to Canons Park station who park here. The council should ensure that their employer provides them, as shift workers, with appropriate off street parking. This alone would reduce the parking pressure on the street significantly. The community needs ambulance drivers and their needs are not being considered.*

The Council proposed options:

Only two choices were offered: A permit based CPZ

*Monday – Friday or Saturday 10am – 3pm or
Monday – Friday or Saturday 8:30am – 8:30pm.*

Both sledgehammers to crack a nut, stopping residents having visitors and service visits for significant parts of the waking day, but will not address the evening or overnight parking.

- *Unusually the street has long stretches of kerb that do not run in front of houses. Parking along these stretches has only minimal impact on residents. Optimised use of these areas was not considered.*
- *Only expensive and complex schemes were offered involving residents parking permits and visitors permits.*

The impact of the proposed schemes:

- *Many Whitchurch Gardens residents contribute to a vibrant community life. Amongst those signing below are residents that from time to time host during the day Christian Bible study, a book group, a Jewish group with home based prayer and festival celebrations, an informal yoga mediation gathering, an art and literature appreciation group, a gourmet lunch group, charity trustee and committee meetings and much more. The long hours of the proposed restrictions will in all probability stop the hosting of these life enriching activities.*
- *For one reason or another, many residents are at home during the day including a significant number of pensioners with increasing care needs. They currently benefit from both friends visiting, often for short periods of say 30 minutes, where use of visitor permits would be unreasonable. Also trades people providing services or personal care need to often park for short periods. The long hours of the restrictions will inhibit social contact and services for those who need it most.*

- *Many fear more front gardens will be paved over. Whitchurch Gardens has long maintained its character with interesting planting and greenery in the front gardens. This plan appears to be encouraging residents to destroy this.*

Next steps:

Although we would appreciate some reduction in the parking stress in Whitchurch Gardens and adjoining closes, we appreciate the value of living in a street without parking restrictions and will live with the current situation rather than lose the social contact we enjoy with visitors popping in for, often short, visits, overnight guests etc as described above.

We would be very happy to discuss with you and officers in the council alternative schemes and suggestions of our own that would not impact our quality of life.”

- 2.50 This scheme was included in the annual parking review programme at the February 2018 meeting of TARSAP following an assessment of the request which included a petition received from the residents of Whitchurch Gardens in November 2016.
- 2.51 The comments raised in the petition have been noted and have been considered by the PH and local councillors along with all other representations and comments received during the consultation process.
- 2.52 The PH is in the process of confirming her decision and the formal PH report detailing the comments received and officers responses will be available for inspection on the council’s web site
- 2.53 It should be noted that there is a large number of schemes that operate for 1 or 2 hours per day. The rationale for this is simply that it prevents all day parking and minimises any restrictions on residential parking. However, it creates huge problems for undertaking enforcement because there is a limited resource that is required to oversee a large area of restrictions with only 1 or 2 hours a day to do this. Even with different hours being selected in different areas this still creates problems in scheduling enforcement activities.

Petition 12 – Wealdstone Square – objection to the scheme

- 2.54 An online petition containing 14 names was received by the Council in August 2018 in response to the statutory consultation published as part of this scheme. The petition states:

“We the undersigned object to the plans for Headstone Drive

‘We feel the plan to reduce parking and extend the square will be at the detriment of the residents of Headstone Drive causing further congestion and anti – social behaviour adding to the problems we already experience daily.’

- 2.55 The contents of the petition and the objections / comments received during the statutory consultation period were reported to the Portfolio Holder (PH). A PH report detailing the comments and officers responses was published on the council's web site along with the officer's recommendations. The PH agreed to proceed with the scheme as advertised.

Petition 13 – Ellement Close – Request for controlled parking zone

- 2.56 A petition containing 55 signatures was presented to Cabinet in September. The petition / letter states:

“We, the undersigned residents of Ellement Close, Pinner HAS would like Harrow council to address a lack of street parking on our road caused by (in our opinion):

- the number of road crossings;*
- the granting of planning permission to construct additional properties without an uplift in parking spaces;*
- the sale of 4 council-owned garages, 2 of which were demolished to make way for flats;*
- residents parking on alternate sides of the street, which creates several chicanes and wastes space.*
- Residents from Eastcote Road parking on Ellement Close.*

Because of the lack of space:

- the gap between cars parked on opposite sides of the road can be very narrow. This not only inconveniences drivers of large vehicles such as dust carts and delivery lorries, but also places lives at risk through obstructing the emergency services.*
- Frequently, residents are forced to park with two wheels on the pavement, obstructing the footways.*
- It can be difficult to welcome guests to our homes because of the lack of parking.*

Proposal:

Whilst we recognise that financial resources are tight, we request that the road is widened to include parking bays on the grassed areas between the kerb and footpath. Furthermore, we propose that a controlled parking zone is established by way of a double yellow line on the southern side of the street from numbers 28 to 48.

- The use of available parking space will be fully optimised, allowing up to 15 additional cars to park safely and legally;*
- Residents with road crossings and driveways will enjoy easier access to their property;*
- Visibility along the length of the street will be improved, thereby increasing safety;*
- The risk of obstructing the emergency services or other large vehicles will be significantly reduced;*

- *Residents will no longer feel obliged to park illegally and so the potential for damage to footways and will be reduced;*
- *The expense to the council will be minimal.*

- 2.57 The grass areas within the estate are land owned by the council but are not public highway maintainable by the highway authority. The maintenance and management of these areas is the responsibility of the Housing Department of the Council.
- 2.58 In general the council does not convert existing grass areas on the highway for parking because the approach set out in the council's Transport Local Implementation Plan indicates that measures that encourage an increase in car ownership and use are discouraged and existing parking demand pressures are dealt with by managing the existing road space with parking restrictions and controls.
- 2.59 However, this land is not highway and therefore this matter will need to be highlighted to the Housing Department who would need to consider the case for promoting the construction of parking bays on Ellement Close and to consider the budget implications of doing so.
- 2.60 It would not be appropriate to consider the use the annual parking management budget for any schemes that are not on the public highway.

Petition 14 – College Avenue – Request for traffic calming

- 2.61 A petition / letter containing 40 signatures was received by the Council in September. The petition / letter states:
- “Due to the amount of collisions speeding cars have had with front garden walls and parked vehicles on College Avenue, we`d like to appeal to Harrow Council about initiating traffic calming measures to help prevent future accidents and possible casualties.”*
- 2.62 The problems highlighted in the petition are unfortunately common at a number of locations throughout the borough. As a result the Traffic Team receives a considerable number of requests for measures to address these local concerns. The funds available to the council for traffic / parking schemes are limited and therefore we have a set assessment method for considering these requests.
- 2.63 The assessment criteria considers factors such as personal injury accidents (most heavily weighted, usually accounting for some 60% of the total points), traffic flows, traffic speeds, number of heavy goods vehicles, sensitive land uses, road widths (e.g. schools, parks) and whether the street is on the cycle network.
- 2.64 A traffic survey will be undertaken in College Avenue and this request will be assessed in line with this criteria. An initial assessment of the personal injury accidents has revealed that no Killed or Seriously personal injury accidents have been reported by the Police within the last three years.

- 2.65 It should be noted that damage only accidents where there are no casualties are not taken into account. This is because there are no reliable sources of information about 'damage only accidents' because they do not have to be reported to the Police. We are also aware that there is under reporting of personal injury accidents although drivers are legally required to report all injury accidents.
- 2.66 This information is reported accurately by the Police and is a reliable source of information which engineers can use to assist with the assessment. Other sources of accident information unfortunately are less reliable and are therefore not used.
- 2.67 The Police are responsible for enforcing speed limits on the public highway and we have been advised previously by the Traffic Police that localised speeding issues should be referred to the Police Safer Neighbourhood team for their attention. The Police operate a speed enforcement initiative called community Roadwatch this involves residents and Police working together to target speeding drivers.

Petition 15 – Courtenay Avenue – Request for controlled parking zone

- 2.68 A petition containing 67 signatures was received by the Council in October. The petition / letter states:

“Petition for parking permit in Courtenay Avenue HA3 5JJ

Please sign for application for Permit Parking to be installed in Courtenay Avenue”

- 2.69 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 the meeting scheduled for February 2019. As members are aware all of the requests for parking schemes received during the year or already on the list for consideration 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 for the year ahead.

Petition 16 – St Margaret’s Avenue – Objection to double yellow lines

- 2.70 A petition containing 28 signatures was received by the Council in October. The petition / letter states:

“We the residents of St Margarets Avenue South Harrow strongly oppose double yellow lines on our street.”

- 2.71 The double yellow lines located in St Margaret's Avenue were implemented to prevent vehicles from obstructing the turning head at the end of the cul du sac because the road is quite narrow and larger vehicles have difficulty in turning around.

- 2.72 At the legal notification (statutory consultation) stage the council received seven objections to the proposed double yellow lines in St Margaret's Avenue and one comment.
- 2.73 Three objections were received from the same household in Somervell Road three were from separate addresses in St Margaret's Avenue, one from an address in Hounslow. The one comment received was from an unknown address
- 2.74 All the objections were collated and considered by the PH at a meeting on the 7th August 2018 and subsequently overruled.

Petition 17 – Clitheroe Avenue - Request for controlled parking zone

- 2.75 A hand delivered petition containing 77 signatures was received by the Council in October. The petition / letter states:

“The undersigned wish to file a petition to the London Borough of Harrow to implement parking permits on Clitheroe Avenue between the hours of 10 am to 3pm.”

- 2.76 This request will be added to the list of requests to be presented to the panel in the annual parking management report which will be considered at the meeting scheduled for February 2019. As members are aware all of the requests for parking schemes received during the year or already on the list for consideration 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 for the year ahead.

Staffing/workforce

- 2.77 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.78 The development of any schemes arising from petitions would support the wider aims, objectives and targets in the current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.79 The development of any schemes arising from petitions would accord with the current Transport Local Implementation Plan (LIP2) and draft LIP3 which have both undergone a Strategic Environmental Assessment (SEA). The SEA has indicated that there are environmental benefits from delivering the proposed programme of investment which includes all of

the current measures and initiatives that could potentially be suggested as mitigations.

- 2.80 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.81 Risk included on Directorate risk register? No
- 2.82 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.83 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal implications

- 2.84 There are no legal implications.

Financial Implications

- 2.85 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.

Equalities Implications / Public Sector Equality Duty

- 2.86 The petitions raise issues about issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.
- 2.87 If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan (LIP2) or proposed draft LIP3 both of which have been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

Council Priorities

2.88 Any findings or investigations in response to petitions detailed in the report support the Harrow ambition plan and 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 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/10/18		

Ward Councillors notified:	YES
EqIA carried out:	NO, a full EQIA has been undertaken on LIP3 which covers this work area. A separate EqIA is therefore not necessary.
EqIA cleared by:	N/A

Section 4 - 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: None

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*[Call-in does not apply as the
report is for noting only]*



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

Date of Meeting:	31 October 2018
Subject:	INFORMATION REPORT Transport Local Implementation Plan 3 - Draft
Key Decision:	No, decision to approve draft LIP subject to public consultation was taken by Cabinet on 13 th September 2018.
Responsible Officer:	Paul Walker, Corporate Director - Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	All
Enclosures:	Appendix A - Mayor of London's nine strategic transport outcomes Appendix B - Draft LIP3 objectives Appendix C - Draft LIP3 policies Appendix D - Funding to delivery LIP3 Appendix E - Timescale for development and implementation of LIP3

Section 1 – Summary and Recommendations

This report sets out the background to the development of the draft third Transport Local Implementation Plan (LIP3) which will supersede the previous versions of the plan (LIP2 and LIP1).

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 LIP3 is a statutory document required by the Mayor of London that must show how the borough will implement the Mayor’s Transport Strategy (MTS) locally in Harrow. It contains all of Harrow’s transport objectives, policies, delivery proposals and outcomes that the borough is seeking to achieve. Funding for schemes included in LIP3 is predominantly from Transport for London (TfL), although Borough capital funding and Section 106 funding are also included in the plan. The LIP3 delivery plan covers the three year period from 2019/20 to 2021/22.
- 2.2 It is a statutory requirement that the draft LIP3 is subject to public consultation, an equality impact assessment and a Strategic Environmental Assessment (SEA). The final LIP3 will be submitted to Transport for London (TfL) who will then advise the Mayor of London whether or not to approve it.
- 2.3 LIP3 will contribute to all the Borough’s corporate priorities. The policies and delivery programme detailed in the plan support sustainable growth and regeneration in the borough, improve the environment, support healthy lifestyles, improve road safety and encourage sustainable transport. The draft LIP3 document can be seen at the following link:

http://www.harrow.gov.uk/info/100011/transport_and_streets/951/harrow_transport_policy_documents

Options considered

2.4 None, this is a legal requirement.

Background

2.5 The Mayor of London published his transport strategy in 2018. There are three key themes to the MTS as follows

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

Subsequently the borough was required to produce a revised Transport Local Implementation Plan. The draft LIP3 has been prepared in line with the Mayor of London's *Guidance for Borough Officers on Developing the Third Local Implementation Plan, March 2018*.

2.6 As members will be aware the annual review of Controlled Parking Zones (CPZs) and other parking schemes in February each year by the Traffic & Road Safety Advisory Panel (TARSAP) is the means by which the parking management schemes programme for the forthcoming financial year mentioned in the draft LIP3 is set. This takes account of progress to date, available budgets and current issues.

2.7 The overarching aim of the MTS is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.8 LIP3 includes borough objectives for the next 20 years and explains how meeting these will contribute to achieving the Mayor's overarching mode share aim and each of the nine Mayoral strategic outcomes. It also include a three year programme of investment starting in 2019/20 and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. It also contains a Delivery Plan for meeting the borough's objectives. The MTS nine strategic transport outcomes are shown in **Appendix A**.

2.9 TfL have stated that it is a requirement that the draft LIP3 is submitted to them by 2nd November 2018. Harrow is on target to comply with this requirement. The overall timescales for the development and implementation of LIP3 is shown in **Appendix E**.

2.10 It should be noted that the Mayor cannot approve the LIP unless he considers that:

- It is consistent with the MTS
- The proposals contained in the LIP are adequate for the purposes of the implementation of the strategy

- The timetable for implementing the proposals and the end date by which the proposals will be implemented are adequate

- 2.11 The public consultation for LIP3 ran for six weeks from 17th September 2018 to 26th October. There are specified statutory consultees for LIP3 which include the Metropolitan Police, Transport for London, organisations representing disabled people in the borough and neighbouring London boroughs whose area may be affected. Details of the public consultation were sent to a wide range of key stakeholders directly. The general public have access to the public consultation on Harrow's consultation portal and a variety of communications have been issued by the council to promote participation in the consultation.
- 2.12 The draft LIP3 objectives included in the plan have been developed in order to do the following:
- Assist in delivering the borough corporate priorities
 - Address Harrow's key transport concerns
 - Help to address local environmental issues relevant to LIP3
 - Assist in delivering the Mayor of London's nine strategic transport outcomes identified in the MTS
 - Assist in delivering the Mayoral overarching aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041
- 2.13 The draft LIP3 objectives are shown in **Appendix B**.
- 2.14 The draft LIP3 has also considered the Harrow Core Strategy, the Harrow Health and Wellbeing Strategy 2016-2020, the needs of the Harrow and Wealdstone Opportunity area, the legal requirements of the Disability Discrimination Act and the environmental implications.
- 2.15 TfL annual funding grant for the boroughs is provided to implement works identified in LIP3 which are predominantly formula funding based on the following factors: local public transport (buses), safety, congestion, environment and accessibility. Currently principal road maintenance is no longer funded by TfL.
- 2.16 The indicative formula funding awards for Harrow included in LIP3 are as follows:
- | Year | Indicative funding (£000) |
|-----------|---------------------------|
| 2019/2020 | £1,290.7k |
| 2020/2021 | £1,290.7k |
| 2021/2022 | £1,290.7k |
- 2.17 Additional strategic funding which does not come from formula funding is likely to be made available from the following sources:
- Liveable Neighbourhood funding
 - Mayor's Air Quality Fund

- Bus Priority funding
- Road Safety funding
- Quietway funding

Subject to successful bids the amount to be awarded for this could be as much as £1,800k for 2019/20, £1,800k for 2020/21 and £300k for 2021/22.

- 2.18 The previous LIP2 policies have been updated to reflect the Mayor's new Transport Strategy and to ensure that the borough can achieve the Mayor's strategic transport outcomes in LIP3. These revised policies are contained in **Appendix C**.
- 2.19 As the document is a statutory plan it required a Strategic Environmental Assessment. The Environmental Report for the SEA was consulted on alongside the LIP3 consultation. The draft SEA Environment Report for LIP3 can be seen at the following link:

http://www.harrow.gov.uk/info/100011/transport_and_streets/951/harrow_transport_policy_documents
- 2.20 Following consultation, LIP3 will be revised to take account of the comments received and in agreement with the Portfolio Holder and appropriate changes made. This will then be submitted to TfL for Mayoral approval. LIP3 will be reported to the Overview & Scrutiny Committee with the consultation results and amended LIP on 13th November 2018.
- 2.21 The revised final draft LIP3 will be submitted to TfL by 16th February 2019. It is then envisaged that the Mayor will approve the final LIP3 by March 2019. Following this, LIP3 will be reported to Cabinet to recommend LIP3 adoption by full Council. Once LIP3 has been adopted the previous LIP2 will no longer be Council policy.
- 2.22 There are several other documents associated with LIP3 that expand on different areas of policy delivery in the LIP and are also being reviewed in light of the changes introduced through LIP3. These include the Harrow Road Safety Plan, Parking Management Strategy and Sustainable Transport Strategy.

Staffing/workforce

- 2.23 The works identified for delivery in the draft LIP3 will be fully resourced by the TfL LIP funding. Some supporting funds from Harrow Capital and section106 developer contributions may be available. The delivery of the programme will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

2.24 Implementing LIP3 will help to deliver Harrow's corporate priorities and in particular building a better Harrow and protecting the most vulnerable.

2.25 It is a requirement for LIP3 to include targets against the Mayor of London's overarching mode share aim, the Mayor of London's nine strategic transport outcomes and their respective outcome indicators. TfL needs to approve the targets set. The targets set are realistic but challenging and meeting them will be dependent on the availability of funds to implement appropriate schemes and the ability to deliver behavioural changes. These caveats are included in LIP3.

2.26 The targets set in LIP3 are shown in the following table.

	Target	Target year	Latest data
Overarching mode share aim			
Londoners' trips to be on foot, by cycle or by public transport	50%	2021	Between 2014/15 and 2016/17, 48% of daily trips were made by foot, cycle or public transport
Outcome 1: London's streets will be healthy and more Londoners will travel actively			
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	34%	2021	Between 2014/15 and 2016/17, 25% of residents were recorded as doing at least 20 mins active travel a day
Londoners have access to a safe and pleasant cycle network	10%	2021	In 2016, none of her residents lived within 400m of the London-wide strategic cycle network
Outcome 2: London's streets will be safe and secure			
Deaths and serious injuries from all road collisions to be eliminated from our streets (2005/09 baseline)	20KSIs	2022	The 2005/09 baseline in Harrow is 58 KSIs
Deaths and serious injuries from all road collisions to be eliminated from our streets (2010/14 baseline)	13KSIs	2030	The 2010/14 baseline in Harrow is 42 KSIs
Outcome 3: London's streets will be used more efficiently and have less traffic on them			

	Target	Target year	Latest data
Reduce the volume of traffic in London.	568 million annual vehicle km miles	2021	In 2015, traffic levels recorded by the DfT were 568 million annual vehicle kms. Target is a 0% increase by 2021
Reduce car ownership in London	100,600	2021	In 2016, the number of licensed cars owned in Harrow was 104,675
Outcome 4: London's streets will be clean and green			
Reduced CO ₂ emissions	124,800 tonnes	2021	In 2013, 141,600 tonnes of CO ₂ were emitted from road transport in Harrow
Reduced NO _x emissions	210 tonnes	2021	In 2013, 460 tonnes of NO _x were emitted from road transport in Harrow
Reduced particulate emissions	43 tonnes PM ₁₀ 21 tonnes PM _{2.5}	2021	In 2013, 51 tonnes of PM ₁₀ and 28 tonnes of PM _{2.5} were emitted from road transport in Harrow
Outcome 5: The public transport network will meet the needs of a growing London			
More trips by public transport - 14-15 million trips made by public transport every day by 2041	125,000 trips	2021	117,000 trips per day were made by public transport between 2013/14 and 2015/16
Outcome 6: Public transport will be safe, affordable and accessible to all			
Everyone will be able to travel spontaneously and independently.	5 mins	2041	Difference between total public transport network journey time and total step free public transport journey time in 2015 was 12 minutes
Outcome 7: Journeys by public transport will be pleasant, fast and reliable			
Bus journeys will be quick and reliable, an attractive alternative to the car	11.5mph	2021	In 2015, bus speeds were 11.1mph
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments			
Outcome 9: Transport investment will unlock the delivery of new homes and jobs			
Delivery of Section 106 agreements	100%	2021	Implementation of all planning conditions
CIL agreements used for strategic transport initiatives	100%	2021	Use of funding to support the delivery of strategic transport interventions

Environmental Implications

2.27 The draft LIP3 has undergone a Strategic Environmental Assessment (SEA). This has indicated that there are environmental benefits from delivering the works included. The main benefits are in improving air

quality and also improving the population and human health. No negative environmental issues were identified as part of the SEA.

- 2.28 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.29 Key population and human health benefits identified were from reducing casualties, encouraging active travel, health walks and as a result of improving air quality. The benefits associated with increased active travel and health walks are reduced diabetes and obesity levels.

Risk Management Implications

- 2.30 Risk included on Directorate risk register? No
- 2.31 Separate risk register in place? Yes. The delivery of interventions and schemes resulting from LIP3 policy will be subject to separate risk assessments.
- 2.32 The major risk to delivery of all schemes is lack of funding. None of the funding shown in the draft LIP3 is guaranteed.
- 2.33 TfL are not able to confirm funding availability over the lifetime of the LIP and therefore not all schemes will be implemented. As this will be a public document, this may raise public expectations and not be realised.
- 2.34 Funds for work outlined in the plan are from Transport for London through the LIPs needs based funding and other TfL / GLA bidding funding streams. Some funding is also from the Council capital budget and Section 106 funds. These funds are also not guaranteed.
- 2.35 Any larger scheme that is progressed will include a separate scheme risk register.
- 2.36 If funding is not available for future works programmed in LIP3 then future TfL funding requests will reflect the changes and timetables will be reprofiled.
- 2.37 If the Mayor of London does not approve the Plan he has the powers to prepare a Plan on behalf of the Council and recover his costs.
- 2.38 If the Council fails to implement any proposal in the Plan, the Mayor of London may do it on the Council's behalf and charge reasonable expenses.

Procurement Implications

- 2.39 Consultants and contractors will need to be procured to deliver LIP3 proposals. This is business as usual. The level of annual funding

available is relatively stable and therefore work will be procured in line with corporate practices and procedures.

Legal Implications

- 2.40 Section 145 of the GLA Act 1999 requires all London authorities as soon as reasonably practicable to prepare a LIP setting out proposals for implementing the Mayor's Transport Strategy for their area. In preparing its LIP, the Council is required to have regard to the Mayor of London's Transport Strategy and the guidance issued by the Mayor.
- 2.41 The Council is required to revise its LIP if the Mayor's Transport Strategy is revised. A revised LIP is subject to public consultation and approval by the Mayor of London.
- 2.42 Any legal implications relating to individual schemes will be further considered and reported at appropriate times to the relevant decision-making body. London boroughs are required to include adequate measures in their LIPs for the purpose of implementing the Mayor of London's Transport Strategy.
- 2.43 Section 153 of The GLA Act 1999 gives the Mayor powers to issue legally binding directions to the boroughs that they must comply with. A direction may cover any matter relating to how a borough exercises its LIP functions, such as:
- The timetable for completing or revising a LIP
 - The bodies or persons that must be consulted in preparation of a LIP
 - Timetables and dates within the LIP
 - Actions to be taken to implement the proposals in the LIP
 - Steps to be taken to remove the effects of an action that is incompatible with the proposals in the LIP
- 2.44 The Mayor of London can exercise his powers under section 152 of the GLA Act on behalf of the council, the powers that the council has in connection with the implementation of those proposals, where he considers a borough has failed or is likely to fail satisfactorily to implement any proposal contained in a local implementation plan as required by section 151(1)(a) of the GLA Act. Should the Mayor exercise this power he is entitled by virtue of section 152 (7) to recover the reasonable costs of doing so. However, it is anticipated that if this power is exercised it is most likely to be in cases where the borough deviates significantly from its LIP and the Mayor's Transport Strategy, rather than minor programme variations.
- 2.45 The Council is empowered to undertake this work.

Financial Implications

- 2.46 The funding requirement for the implementation of LIP3 is provided in **Appendix D**. At this stage, there is no guarantee from TfL that this level of funding will be available over the lifetime of the LIP and therefore the figures shown are indicative only and/or subject to a separate bidding process. TfL normally confirms the financial settlement on an annual basis. If funding is provided by TfL, it is a financial requirement that the borough spends the allocation on the schemes identified.
- 2.47 The programme contained in LIP3 relies on funding from a variety of sources including, TfL grant, the Council's capital budgets and relevant Section 106 developer or other external contributions. The projects will only be implemented based on funding availability.

Equalities implications / Public Sector Equality Duty

- 2.48 LIP3 has undergone an Equalities Impact Assessment. This is shown in **Appendix H**. The policies and programmes promoted in LIP3 will have a positive impact on equality target groups. The following table gives an overview of the likely equalities impact of delivering LIP3.

Protected characteristic	Programmes	Impact
Age	<ul style="list-style-type: none"> • Healthy streets suitable for improved access for all; road safety, additional seating, an improved environment for walking and cycling and general environmental improvements. • More active travel provides health benefits, cycle training and walking for Health encouraged. • School travel planning supports safer and more sustainable journeys to school. • Road safety interventions and resources for road users aged 60+ by targeting community groups, day centres and social clubs, facilitating bespoke workshops and presentations and providing road safety literature. 	Positive
People with mobility difficulties	<ul style="list-style-type: none"> • More appropriately located disabled parking spaces. • Ongoing shopmobility and travel training support. • Healthy streets reviews to include appropriate dropped kerbs and improved road crossings suitable for those with visual or auditory impairments. • Increased provision of healthy streets suitable for improved access for all; including improved road safety, additional seating, an improved environment for walking and cycling and 	Positive

	general environmental improvements. <ul style="list-style-type: none"> • Independent travel training supported for people with learning difficulties. 	
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Council Priorities

2.49 The Council's vision is: **Working Together to Make a Difference for Harrow**

2.50 The following tables show the key inputs from LIP3 that will support the administration priorities and the Harrow ambition plan.

Administration priorities	LIP3 key input
Making a difference for the vulnerable	Support for travel training, extending Shopmobility, disabled parking, healthy streets, road safety and cycle training for vulnerable users, road safety improvements
Making a difference for communities	Electric charging infrastructure, cycle facilities and training, road safety training, sustainable school transport support, 20mph zone extensions
Making a difference for local businesses	More appropriate CPZs and parking, reduced traffic congestion, healthy streets
Making a difference for families	Sustainable school transport support, 20mph zone extensions, road safety improvements, healthy streets, cycle training, electric charging infrastructure

Harrow ambition plan	LIP3 key input
Build a Better Harrow	Sustainable transport support for growth areas, healthy streets, liveable neighbourhoods,
Protect the Most Vulnerable and Support Families	Support for travel training, extending Shopmobility, disabled parking, healthy streets, road safety and cycle training for vulnerable users, road safety improvements

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 18/10/18		

Ward Councillors notified:	YES
EqIA carried out:	YES
EqIA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact: David Eaglesham, Head of Traffic, Highways & Asset Management, 020 8424 1500, david.eaglesham@harrow.gov.uk

Background Papers:

Mayor's Transport Strategy (TFL website)

<https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

Guidance for borough officers on developing the Third Local Implementation Plan (TFL website)

<http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>

Draft Local Implementation Plan 3, Strategic Environmental Assessment, Equalities Impact Assessment (Council website)

http://www.harrow.gov.uk/info/100011/transport_and_streets/951/harrow_transport_policy_documents

Call-In Waived by the Chair of Overview and Scrutiny Committee	NOT APPLICABLE [Call-in does not apply as the report is for noting only]
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APPENDIX A

Mayor of London's nine strategic transport outcomes

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Outcome 2: London's streets will be safe and secure

Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 4: London's streets will be clean and green

Outcome 5: The public transport network will meet the needs of a growing London

Outcome 6: Public transport will be safe, affordable and accessible to all

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Outcome 9: Transport investment will unlock the delivery of new homes and jobs'

APPENDIX B

Draft LIP3 transport objectives

1. Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to encourage active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality
2. Adopt a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041 and focus on reducing the number of motorcycle casualties across the borough
3. Increase the number of people cycling in the borough in order to improve public health, improve air quality, reduce congestion and to reduce the impact of climate change
4. Improve freight servicing and delivery arrangements to reduce congestion and delays on the network
5. Encourage the uptake of more sustainable modes of travel through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.
6. Encourage the uptake of ultra-low emission vehicles instead of fossil fuel powered vehicles through the use of promotional activities, increased Ultra Low emission zones, neighbourhoods of the future, and greater availability of electric charging facilities, thereby improving air quality, reducing traffic noise and reducing CO₂ emissions throughout the borough
7. Support improved orbital transport links across the Borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
8. Improve transport connectivity throughout the Harrow and Wealdstone Opportunity Area and particularly between Harrow-on-the-Hill station/ Harrow bus station and Harrow & Wealdstone station
9. Ensure that the vitality of all town centres are supported through good transport links prioritising sustainable modes of transport
10. Improve public transport accessibility, support the expansion of bus and rail services throughout Harrow and in particular, support increased bus priority to deliver a more reliable, faster and more accessible public transport experience
11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework
12. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area
13. Keep the transport network in good condition and serviceable to encourage the use of sustainable transport modes

APPENDIX C

Draft LIP3 policies

Walking

- W1 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
- W2 Encourage recreational walking as well as active walking as a mode of transport and support of national walking campaigns
- W3 Provide additional school walking buses
- W4 Work in partnership with health providers to promote walking and the Walking for Health scheme
- W5 Work with the Active Harrow Strategic Group to promote active and sustainable travel
- W6 Promote the Walk London network and new leisure routes through Harrow's extensive green areas
- W7 In partnership with Harrow Public Health, work with selected communities to promote the benefits of walking
- W8 Review the Harrow Rights of Way Improvement Plan with a view to increasing active travel through Harrow's parks and open spaces
- W9 Ensure that all aspects of the walking environment including links to parks and open spaces are effectively considered when delivering works for liveable neighbourhoods and corridor schemes
- W10 Improve access to Harrow's green spaces and historic areas and improves pedestrian walkways that use and link existing parks and open spaces with the town centre and transport interchanges.
- W11 Improve pedestrian linkage between Harrow town centre and Harrow on the Hill

Cycling

- C1 Promote and deliver cycle training for children and adults who work, study or live in the borough
- C2 Promote and deliver cycle training for children and adults who work, study or live in the borough
- C3 Promote the recreational cycling – but give priority to increasing cycling as an alternative to car use.
- C4 Encourage cycling generally and in particular for journeys to school
- C5 Provide cycle training for children and additional cycle parking in schools
- C6 Provide safe and secure cycle parking
- C7 Review the level of cycle parking available across the borough
- C8 Review cycle parking on station land particularly at Harrow and Wealdstone, Harrow on the Hill station, Stanmore and Rayners Lane stations
- C9 Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings
- C10 In partnership with WestTrans, trial introduce dockless cycle hire in the town centre with a view to expanding the service throughout the borough
- C11 Review the existing cycle delivery plan with a view to expanding the network

- C12 Ensure the progressive delivery and maintenance of a high quality of cycle route provision, consistent with London Cycling Design Standards, as well as clear continuity and consistency in design; and ensure that, wherever practicable, provision is designed and implemented to cater for tricycles and bikes with trailers
- C13 Encourage the delivery of secure and weather-protected cycle-parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the Borough to do the same
- C14 Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”
- C15 Work with TfL to contribute to delivery of strategic cycle routes including Quietways

Schools

- S1 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
- S2 Encourage and support schools, higher and further education establishments to review their own travel plans and to achieve and improve TfL accredited status where appropriate
- S3 Encourage cycling generally and in particular for journeys to school
- S4 Provide cycle training for children and additional cycle parking in schools
- S5 Provide additional school walking buses
- S6 Work with TfL to ensure take-up of Children's Traffic Club, a London road danger reduction education resource for pre-schoolers
- S7 Work with TfL to ensure take-up of the Safety and Citizenship pre-transition safe and responsible behaviour sessions for Year 6 pupils
- S8 Work with TfL to ensure take-up of the Junior Travel Ambassador and Youth Travel Ambassador schemes, addressing transport and road safety issues in schools
- S9 Provide road safety education events at schools and colleges throughout the borough
- S10 Work with schools to reduce the number of school trips made by car
- S11 Liaise with schools regarding suggested highway works required in school locality
- S12 Work with schools to identify local air quality issues surrounding schools and where appropriate access the Mayor's Air Quality Fund to provide appropriate solutions and raise awareness of the issue
- S13 Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality
- S14 Work with schools to promote travel training for children and young people with learning difficulties

Public transport

- PT1 Seek to secure a fully integrated approach to the provision and operation of public transport services within Harrow, including:
 - Improving the ease and convenience of approach routes to service

- access points, and the quality and clarity of the access signing
- Taking account of the specific needs of people with impaired sight or impaired mobility.
- Improved taxi facilities at rail and underground stations
- PT2 In partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the Borough are progressively improved with the intention of developing at access points, if appropriate, a fully wheelchair-accessible boarding / alighting points, as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
- PT3 Support the extension of additional taxi rank operational hours where this supports late travel such as the night time running of the Jubilee Line
- PT4 Seek to work with public transport providers and regulators to ensure that engineering works and service closures are coordinated to minimise passenger inconvenience
- PT5 Deploy full range of available bus priority measures ensuring that measures are designed to reduce problems for all modes
- PT6 Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough
- PT7 Support improved orbital transport links across the Borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
- PT8 Work with TfL to assess suggested service improvements for the Heathrow bus link route 140 as well as any additional routes needed to support the proposed Heathrow expansion

Road safety

- RS1 Adopt a Vision Zero approach towards eliminating all road deaths and serious injuries by 2041
- RS2 Employ a road danger reduction approach to design, using the streets toolkit for designers, Road Safety Audit, and Healthy Streets Check for Designers
- RS3 Prioritise schemes that maximise casualty reduction predictions and pose the highest risk to vulnerable road users and in particular the numbers killed and seriously injured per annum for the available finance
- RS4 Ensure that the safety concerns of all road users are considered when considering any traffic scheme
- RS5 Prepare a programme of 20 mph zones in the borough and incorporate these into schemes for future TfL funding
- RS6 Increase the extent of 20mph roads in the borough and expand the existing 20mph zones to cover more areas where people live, work and shop and where children travel to school
- RS7 Work with parking enforcement and police to enforce and promote safe driving and parking in school zones
- RS8 Where possible use engineering solutions to minimise the need for additional road safety enforcement
- RS9 Maintain an effective method of accident monitoring for the borough
- RS10 Use accident statistical data to recognise trends and deliver targeted educational and engineering initiatives, with a focus on roads with a higher risk of motorcyclist collisions

- RS11 Support the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the roads with a higher risk of motorcyclist collisions
- RS12 Educate road users on the shared responsibility for safer motorcycle journeys, through driver and motorcyclist skills training and communications
- RS13 Promote Motorcycle Industry Association (MCIA) accredited training providers to motorcyclists looking to undertake Compulsory Basic Training
- RS14 Provide BikeSafe vouchers for subsidised courses delivered by local Motorcycle Industry Association (MCIA) accredited training providers
- RS15 Improve the safety of street design by following the design guidance set out in TfL's Urban Motorcycle Design Handbook
- RS16 Encourage safe and considerate driving, at appropriate speeds, as part of travel awareness and road safety education campaigns and review existing speed limit to ensure they are appropriate to the location
- RS17 Support the police in targeting illegal and non-compliant behaviour that places other road users at risk
- RS18 Carry out road safety audits of all new significant traffic and highway proposals
- RS19 Deliver appropriate road safety interventions and resources for road users aged 60+ by targeting community groups, day centres and social clubs, facilitating bespoke workshops and presentations and providing road safety literature
- RS20 Support the police to maintain focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime
- RS21 Improve lighting across the borough by a change to LED lighting
- RS22 Work with the Metropolitan Police in using their powers of enforcement to deal with illegal cycling on pavements and footpaths

Parking and Enforcement

- PE1 Give high priority to the enforcement of parking and road traffic regulations, particularly to those affecting the safety of all road users, reliable operation of bus services and the prevention of traffic congestion
- PE2 Monitor and review the provision and operation CPZs in all areas of the Borough experiencing on-street parking stress and install new CPZs subject to, demand and consultation with the local community
- PE3 For new CPZs, and as CPZs are reviewed, change the operational hours of enforcement to target the busiest times of the location
- PE4 Review the parking regulations in the Opportunity Area to ensure that the needs of planned growth are appropriately addressed
- PE5 As reviews of CPZs take place, progressively enable the provision of business parking permits in CPZs for vehicles where permits are required as a major part of the operation of the business and where such journeys are not viable without such parking permits
- PE6 Provide reduced cost parking permits for appropriate greener vehicles
- PE7 In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered
- PE8 Ensure adequate provision of blue badge parking is available in all town centres
- PE9 Enforce all road traffic, parking and waiting regulations in the interests of improving bus priority.

Social inclusion

- SI1 Prioritise in all new schemes the needs of those with mobility difficulties who need to drive to work, shops or other facilities
- SI2 Consider accessibility improvements in all new schemes, such as dropped kerbs, tactile paving and audible signals
- SI3 Work towards introducing a fully integrated, accessible bus and underground station at Harrow on the Hill
- SI4 Seek to ensure that all stations and bus stop locations in the Borough are progressively improved as a basis for supporting a network of fully wheelchair-accessible scheduled bus services
- SI5 Petition TfL to improve the accessibility of all stations in the borough where there is no disabled access
- SI6 Consider the provision of additional seating in all new schemes to benefit the needs of those with mobility difficulties, giving particular consideration to road side seating in areas beyond the town centres which would enable many people to take short walking trips outside their own homes
- SI7 Continue to support of the expansion of the Harrow Shopmobility services and their opening hours
- SI8 Work with schools to promote travel training for children and young people with learning difficulties
- SI9 Ensure convenient car parking for people with disabilities is considered In the development of all parking schemes
- SI10 Where alternative options exist, prevent or deter parking on footways and verges ensuring that the safety and convenience of pedestrians, the visually impaired and disabled people is paramount
- SI11 Ensure adequate provision of blue badge parking is available in all town centres
- SI12 Liaise with the Public Carriage Office regarding improving the accessibility of taxi ranks in the borough
- SI13 Ensure that all aspects of a safe environment, including improved lighting, better sight lines particularly for vulnerable road users and well-lit waiting areas, are effectively considered when delivering works for all new schemes
- SI14 In the development of parking schemes, the council will ensure convenient car parking for people with disabilities is considered
- SI15 Work with schools to promote travel training for children and young people with learning difficulties
- SI16 Work with Harrow Association of Disabled People and other disability organisations to address a range of accessibility issues

Public Realm

- PR1 Ensure that the vitality of town centres are supported through good transport access via all modes of transport prioritising sustainable modes of transport
- PR2 Continue to support the Harrow town centre neighbourhood of the future and deliver new NOFs across the borough
- PR3 Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane
- PR4 Improve on the condition of Harrow roads by continuing to prioritise road maintenance in Harrow's capital and revenue budgets in line with best practice asset management principles

- PR5 Ensure that all aspects of a safe environment, including improved lighting, better sight lines particularly for vulnerable road users and well-lit waiting areas, are effectively considered when delivering works for all new schemes
- PR6 Increase the amount and variety of trees and plants across the Borough's open spaces and within streetscapes
- PR7 Seek opportunities for new tree planting in the Opportunity Area

Regeneration

- R1 Ensure all projects consider their air quality and noise impact and that where possible mitigation is introduced to minimise adverse impacts
- R2 In all liveable neighbourhoods schemes the borough will consider planting and street greening to provide shade and shelter and to create a more attractive environment
- R3 In all new neighbourhood schemes the borough will consider the Healthy Streets checklist
- R4 Improve pedestrian and cycle wayfinding across the borough and work with TfL to expand Legible London in Harrow
- R5 Promote growth in areas of greatest public transport to encourage residual travel by public transport, walking and cycling
- R6 Promote mixed use development in growth locations to reduce the need to use a vehicle for trips between residential, retail, leisure and employment areas
- R7 Consider the improvement of local access by walking, public transport, motorcycling and cycling as a core element in future regeneration programmes for local centres and employment areas
- R8 Secure deliverable Travel Plans for major trip generating development
- R9 Ensure convenient access for walking, cycling and public transport be required in the design and layout of new development
- R10 Use the planning process on major planning applications to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices
- R11 Improve the environment for pedestrians and cyclists in the whole borough and particularly within the Harrow Opportunity Area
- R12 Ensure that all schemes implemented follow the Harrow street furniture design guide ensuring best practice for materials and reducing street clutter
- R13 Use the planning process to ensure that the discharge rate for new development is restricted to the greenfield run off rate using various SUDS measures
- R14 Use Section 106 Planning Agreements to secure developer contributions towards the costs of meeting and ameliorating the travel demand generated by development through improvement to public transport, walking and cycling, installing parking controls and, where necessary, creating regulated and controlled public car-parks
- R15 In considering planning applications for non-residential development the council will have regard to the specific characteristics of the development including provision made for:
 - Operational parking and servicing needs
 - Convenient car-parking for people with disabilities
 - Car parking related to shift and unsociable hours working
 - Convenient and secure parking for bicycles

- Needs of parking for motorcyclists

- R16 Where accessibility by non-car modes is particularly good or can be made so, the council will actively seek to secure lower levels of car parking provision or even zero provision in developments, and require the completion of a binding agreement to introduce residential permit restrictions on the developments to limit the increase in car use and ensure that any measures necessary to improve accessibility by non-car modes are secured
- R17 For new larger developments, use travel plan bonds, for failure to meet performance of agreed travel plans and secure Developer funding to pay to monitor the travel plans; monitoring will continue for at least five years following development completion.
- R18 When considering housing developments the council will encourage developers to explore the potential for schemes to provide access to cars without individual ownership, possibly linked to inducements to use other modes
- R19 In preparing Transport Assessments and Transport Statements to demonstrate sufficient/appropriate levels of car parking provision for location outside of high PTAL areas, trip generation data should be assessed alongside Census travel to work and car ownership data for the relevant ward or Middle Super Output Layer
- R20 Ensure that walking permeability (a multiplicity of routes to give easy accessibility to, from and within a site) is assessed and prioritised for all new residential or business developments
- R21 Use its powers as local planning authority to make planning permission for future development conditional upon the availability of an appropriate level of pedal cycle parking and facilities such as showers and lockers and encourage provision of “cycle pools”
- R22 Use the planning process on major planning applications for larger developments to require a Construction Logistics Plan that reduces the environmental impact through the use of lower vehicle emissions and reduced noise levels; improves the safety of road users; reduces vehicle trips particularly in peak periods and encourages efficient working practices
- R23 Require, as a condition of securing planning permission, that development proposals make proper off-street provision for servicing and loading/unloading within the development site, in such a way that all vehicles entering or leaving a site are enabled to do so in a forward gear
- R24 Maximise training, apprenticeship and employment opportunities on all schemes to ensure residents benefit from the economic opportunities generated by transport infrastructure programmes and journey to work times are reduced.

Freight

- F1 Work with GPS providers to ensure that freight routes are appropriately guided within the borough and avoid residential areas
- F2 Ensure that freight movement, delivery and servicing within the borough is provided for in an environmentally sensitive, economic and efficient manner and ensuring appropriate routing avoiding residential areas while reducing impacts and conflicts with other modes, for example bus lanes, cycle lanes

- F3 Periodically review the provision in town centres and the Harrow Opportunity Area for all aspects of servicing, delivery, loading/unloading and freight movement, with particular regard to its impact on all other modes of transport, the local economy and the local environment
- F4 Seek to provide adequate delivery and servicing access to shops, businesses and residential premises and in particular to provide convenient on-street short-stay spaces for servicing / delivery vehicles
- F5 Produce and publish a map setting out key information in respect of restrictions on lorry movement within the Borough, in terms of:
 - Width, weight and length restrictions
 - Low bridges
 - Loading bans
 - Access restrictions, including pedestrian areas
 - Preferred routes for lorries
- F6 Work with WestTrans to develop a freight heat map enabling the borough to be better informed about the parking and loading needs of freight in the borough
- F7 Support and seek, via the responsible regional/subregional authorities, appropriate sub-regional provision of break-bulk, consolidation, distribution and modal-transfer facilities for freight management, and appropriate and effective access to those facilities from the Borough
- F8 Promote and maintain local area lorry bans together with supporting initiatives to move freight by non-road transport modes

Highway Management

- H1 Maximise the efficiency and reliability of the operation of the road network through methods outlined further in Harrow's Highway Network Management Plan
- H2 Reduce traffic volumes on local roads through traffic management techniques and where possible by diverting traffic to main arterial/distributor roads

Changing behaviour

- CB1 Promote and support the development of travel plans in accordance with TfL guidelines either for individual organisations or on an area wide basis as appropriate
- CB2 Promote sustainable and healthy travel choices through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking environment
- CB3 Encourage modal shift towards more sustainable forms of transport
- CB4 Provide effective alternatives to the car to encourage modal shift
- CB5 Seek to ensure that new facilities to reduce car dependency e.g. real time public transport information and shopping lockers are placed in shopping centres
- CB6 Work with the Mayor, the GLA and the Government to pursue the progressive removal / control of "free" parking – through planning agreements (new development), through voluntary initiatives (retail partnerships) or by extending the principle of charging for car parking spaces
- CB7 Improve transport connectivity within the Opportunity Area between Harrow Town Centre and Wealdstone including the provision of in station cycle parking

- CB8 Promote the use of travel plans for all educational establishments, hospitals and other places of work and where appropriate work with organisations to improve site specific travel plans
- CB9 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
- CB10 Promote sustainable and healthy travel choices and healthy walking routes to school through the use of school travel planning, travel awareness campaigns, cycle training and an improved walking and cycling environment
- CB11 Provide effective alternatives to the car to encourage modal shift and increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport
- CB12 Review the Harrow Rights of Way Improvement Plan with a view to increasing active travel through Harrow's parks and open spaces
- CB13 Increase provision for non-motorised modes of travel including cycling on all local access roads and treating walking as a priority travel mode, to be treated on a par with other means of transport

Environmental issues

- E1 Provide additional public electric charging points at key locations and consider the provision of rapid charging points to assist taxis, freight vehicles and car clubs
- E2 Review the viability of introducing a revised parking permit structure based on vehicle emissions
- E3 Encourage the use of cleaner and more environmentally friendly vehicles through prioritising specific facilities for parking of "greener" vehicles at all council owned car parks, e.g. providing specific locations for parking by providing charging points for electric vehicles
- E4 Request all providers or users of Council transport fleets to consider how they can move towards the use of less polluting vehicles
- E5 Support the introduction of rapid electric charging facilities for freight, taxis and car club vehicles to enable the introduction of Zero Emission Capable (ZEC) taxis
- E6 Raise awareness among residents about the planning requirements around paving over front gardens and opportunities to use permeable surfacing
- E7 In addition to flood protection, create surface flood storage areas in parks and open spaces to improve water quality and increase biodiversity
- E8 For all new schemes, review opportunities to introduce rain gardens, additional trees and protect existing grass verges to increase local biodiversity
- E9 Use new polymer modified materials with EME material (Enrobé a Module Élevé) a derivative for use on bus stops where there is heavy static loading and low speed heavy movements for road surfacing to reduce noise, increase durability and increase the roads lifespan. New materials and better road conditions can reduce noise by up to 20%
- E10 Maximise procurement opportunities for SMEs and local suppliers to minimise supply chain journeys

Partnership working

- PW1 Work with TfL to improve the frequency and reliability of weekend and late night public transport services to/from Central London
- PW2 Work with TfL to improve the penetration and expansion of local bus services into every local neighbourhood area – either by extending existing routes or, where necessary, by promoting new routes – this will be subject to the evaluation of the local impact of any additional bus services
- PW3 Persuade TfL to concentrate on continuing to improve public transport service reliability ensuring improved radial and orbital services
- PW4 Work with TfL to improve bus service reliability and to improve orbital bus links between the town centres and major employment locations and to other key destinations within Harrow and neighbouring boroughs
- PW5 Work with the key regulators and providers of rail, Underground and bus services within the Borough to progressively improve the network in terms of capacity and reliability.
- PW6 Build on existing liaison arrangements with those parties responsible for regulating and operating public transport services in the Borough – issues discussed will include concerns of public transport users with both TfL bus and all rail operators and will include bus driving standards, bus emissions, driver behaviour, bikes on buses and trains, as well as general service provision
- PW7 Work with TfL to prioritise available resources to provide the road space and traffic regulatory / management infrastructure to support development of the bus services as well as additional bus services
- PW8 Work with TfL and bus operators to ensure adequate off-highway facilities are available for the storage and maintenance of buses at appropriate locations and to ensure that bus stands are appropriately located
- PW9 Work in partnership with public transport service providers and regulators, seek to ensure that all stations and bus stop locations in the Borough are progressively improved to offer a safe, secure and passenger-friendly environment and appropriate ‘state-of-the-art’ passenger interchanges
- PW10 Work with schools to reduce the number of school trips made by car and liaise with schools regarding suggested highway works required in school locality
- PW11 Work with schools to consider staggering school end times by a variety of measures including encouraging more school to introduce before and after school activities
- PW12 Work with TfL to expand Legible London throughout the Harrow Opportunity Area and into more areas in Harrow such as Stanmore and Headstone Lane
- PW13 Work with schools and police to address perceptions of personal safety on buses
- PW14 Work with the Metropolitan Police to consider introducing traffic calming to lower speed and reduce impact of hostile vehicles in selected locations
- PW15 Work with Harrow Association of Disabled People and other disability organisations to address a range of accessibility issues

APPENDIX D

Funding required to deliver LIP3

Annual Formula LIP funding is provided in the Corridor, Neighbourhoods & Supporting Measures programme. Other funding can be bid for through Discretionary and Strategic funding programmes subject to TFL approval. The LIP3 sets out the Borough's ambitions in this regard.

London Borough of Harrow TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Indicative 2019/20	Indicative 2020/21	Indicative 2021/22
Local transport initiatives			
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Road Safety Schemes (Vision Zero)	240	240	240
Walking and Cycling Schemes	300	300	300
Bus Priority Schemes	250	250	250
Freight management schemes	40	40	40
Congestion Relief Schemes	40	40	40
Accessibility schemes	35	35	35
Shopmobility	5	5	5
Travel training	20	20	20
ULEV and air quality schemes	60	60	60
Active and sustainable travel	40	40	40
Road Safety Education	40	40	40
Cycle training	65	65	65
Travel plans	105	105	105
Forward programme development	50.7	50.7	50.7
Sub-total	1,290.7	1,290.7	1,290.7
DISCRETIONARY FUNDING	£k	£k	£k
Liveable Neighbourhoods	200	2,000	2,000
STRATEGIC FUNDING	£k	£k	£k
Bus Priority	100	100	100
Road Safety	100	100	100
Cycle Quietways	1,500	1,500	0
Mayor's Air Quality Fund	100	100	100
Sub-total	1,800.0	1,800.0	300.0
All TfL borough funding	3,290.7	5,090.7	3,590.7

APPENDIX E

Timescale for development and implementation of LIP3

Task	Dates
Boroughs prepare third LIP in detail and undertake a Strategic Environmental Assessment and Equalities Impact Assessment	Apr – Aug 2018
Cabinet - Consideration of draft LIP3, seek approval to go to consultation and delegation of final amendments to be made by Portfolio Holder	13th September 2018
Public consultation and final amendments	Sep – Oct 2018
Final version of draft third LIP submitted to TfL by deadline	2nd November 2018
Scrutiny Committee – Details of draft LIP3 and consultation results and amendments reported	13th November 2018
TfL responds to boroughs advising on adequacy or otherwise of their LIPs	Nov - Dec 2018
If required, boroughs amend LIPs and submit final version to TfL, take account of Scrutiny feedback	Jan – Feb 2019
Mayoral approval of final borough LIPs	March 2019
Cabinet – recommend adoption of Final LIP3 by full Council	11th April 2019
Council – adopt LIP3	16th May 2019

(shaded cells indicated completed actions)



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

Date of Meeting:	31 October 2018
Subject:	INFORMATION REPORT Cycling in Harrow Update
Key Decision:	No
Responsible Officer:	Paul Walker - Corporate Director, Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	All
Enclosures:	Appendix A - Proposed network of cycle routes Appendix B - Metropolitan route Appendix C - Proposed TfL Quietway cycle route

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on cycling in Harrow, current cycle initiatives and the recent visit to Waltham Forest to see the mini Holland scheme.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 The council supports measures to improve and encourage cycling as an alternative mode of transport and notes that cycle numbers in the borough are on the increase following the adoption of our cycle strategy in January 2016.
- 2.2 The Mayor for London's Transport Strategy (MTS) recognises that outer London high streets, town centres and communities are often traffic dominated, noisy and polluted, which impacts the local economy and residents' quality of life.
- 2.3 Making alternative transport options accessible and appealing to all Londoners is the key to reducing car dependency. This means improving street environments to make walking and cycling the most attractive options for short journeys and providing more, and better, services to make public transport the most attractive option for longer journeys.

Options considered

- 2.4 This work programme fits within the scope of the Council's Transport Local Implementation Plan. The plan sets out the case for taking forward a programme of investment that includes implementing cycle schemes and initiatives.

Background

- 2.5 The council's cycle strategy recognises that Harrow's population will continue to increase and that the road and public transport network are already under considerable pressure with severe congestion on a daily basis. It is apparent that sustained growth in demand for motorised travel will outstrip the available supply of land to build more road space.
- 2.6 Travel by car will therefore become even more difficult and the only way to accommodate this demand will be to spread it across a wider range of mode choices. Making the most of the potential offered by cycling is therefore an important aspect of a well-managed transport system. Cycling has considerable scope for growth and it is, for many, the best way of making short journeys of up to 5 km (3 miles) compared to other modes of transport.
- 2.7 The council's cycle delivery plan sets out some high level cycling objectives and targets to monitor progress in delivering the strategy. Funding for cycling infrastructure schemes and educational and promotional initiatives mostly comes from Transport for London (TfL) to support the identified work programmes in the TfL Local Implementation Plan (LIP) although borough capital funding and Section 106 funding do also support the delivery of the plan.
- 2.8 The Council's latest proposed Transport Local implementation Plan 3 (LIP3) was approved at cabinet in September and has been subject to public consultation during September / October 2018. LIP3 accords with the MTS and must include borough transport objectives for the next 20 years and includes a three year programme of investment for the period from 2019/20 to 2021/22.
- 2.9 LIP3 is required to identify how the borough will work towards achieving the MTS priorities which are:
- Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
- 2.10 LIP3 also demonstrates how the borough will work towards achieving the MTS overarching aim for achieving 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 2.11 The cycling policies included in LIP3 are as follows:
- Promote and deliver cycle training for children and adults who work, study or live in the borough

- Promote and deliver cycle training for children and adults who work, study or live in the borough
- Promote the recreational cycling – but give priority to increasing cycling as an alternative to car use.
- Encourage cycling generally and in particular for journeys to school
- Provide cycle training for children and additional cycle parking in schools
- Provide safe and secure cycle parking
- Review the level of cycle parking available across the borough
- Review cycle parking on station land particularly at Harrow and Wealdstone, Harrow on the Hill station, Stanmore and Rayners Lane stations
- Publish and distribute cycling leaflets and maps in areas of the borough identifying the locations of designated cycle routes, cycle parking facilities, barriers to use and main road crossings
- In partnership with WestTrans, trial introduce dockless cycle hire in the town centre with a view to expanding the service throughout the borough
- Review the existing cycle delivery plan with a view to expanding the network
- Ensure the progressive delivery and maintenance of a high quality of cycle route provision, consistent with London Cycling Design Standards, as well as clear continuity and consistency in design; and ensure that, wherever practicable, provision is designed and implemented to cater for tricycles and bikes with trailers
- Encourage the delivery of secure and weather-protected cycle-parking at sites generating/attracting significant numbers of cycling trips – most particularly, at strategic interchanges and stations and at local shopping areas; and encourage other authorities with specific responsibilities within the borough to do the same
- Encourage employers to make provision for employees wishing to cycle to a similar standard to that required from new development including the provision of “cycle pools”
- Work with TfL to contribute to delivery of strategic cycle routes including Quietways

Cycle Action Plan

- 2.12 The public, members and local cycling groups have indicated that they wish to see a more comprehensive cycling network that provides safe and well connected facilities for whole journeys.
- 2.13 Our cycle network is therefore based on the desire to introduce the “tube map” of aspirational strategic cycle routes to provide a seamless, convenient and safe network of cycle routes across the borough. **Appendix A** gives more details of our proposed network.

- 2.14 The borough Cycle Action Plan (CAP) was reviewed earlier this year and has been updated to set out a programme of deliverable projects and initiatives for the next five years up to 2021/22 as indicated below.

2017/18	2018/19	2019/20	2020/21	2021/22
Metropolitan route	Jubilee route	Heart of Harrow route	Bakerloo route	Cross Harrow route

- 2.15 To achieve this goal the Council increased its allocation for cycling in the LIP programme in 2017/18 from £100k to £250k per annum for the next four financial years up to 2021/22. This will allow the implementation of a more comprehensive cycle infrastructure network in line with our adopted cycle strategy.

Current Progress

- 2.16 A review of the cycle network last year indicated that there are 50.6 km of on-road cycle routes, 4.8 km of off-road cycle routes and 7 km of Greenway cycle routes (off road routes through parks and green spaces) in the borough. The existing cycle network is integrated into the wider West London cycle network and provides some continuity of cycling to town centres located in adjacent boroughs.
- 2.17 This year’s allocation for cycle infrastructure projects is £250k which will be used to design and implement the Jubilee cycle route which will extend south from Stanmore underground station towards Queensbury underground station. Additionally outline design of the northern route section along the Uxbridge Road corridor will also be commenced.

Metropolitan Cycle Route:

- 2.18 More detailed information about the Metropolitan cycle route can be seen in **Appendix B**. A summary of progress is as follows:

Vaughan Road to North Harrow Station – 4kms:

- Almost all of the civil works including linings have now been completed. The removal of redundant green surfacing outside North Harrow Station is scheduled to be carried out in last week of September 2018.

North Harrow Station to Eastcote – 3kms:

- Works have recently been completed; this included resurfacing on all the approaches to the new parallel crossing along Rayners Lane near Yeading Walk entrance.

North Harrow Station to Northwood – 3kms:

- Civil works are scheduled to start in half term week during October as the site is extremely busy with pedestrian and vehicle movements along Cecil Park / Marsh Road and the pedestrian footway between Melrose Road and Cambridge Road.
- The works will include the provision of a new parallel crossing across Marsh Road near The Chase.

2.19 Traffic signing works for all three sections of the Metropolitan Cycle Route are also complete.

Jubilee Cycle Route

2.20 A summary of progress with the Jubilee cycle route is as follows:

Queensbury Station to Stanmore Station – 5kms:

- The council's consultants Arcadis have been appointed to review the Jubilee route connecting Queensbury and Stanmore underground Stations.
- The outline proposal design has recently been submitted and we expect to start public consultation in November 2018.

2.21 These infrastructure improvements are also supported by a significant and equally important programme of initiatives to promote and encourage the uptake of cycling which is undertaken through a wide range of activities such as:

- Road safety education engagement and events, particularly in schools,
- Cycle training for children and adults,
- Bike clubs, cycling promotions, liaison with cycling groups,
- Providing Travel planning support and guidance for schools and businesses on how to facilitate cycling,
- Working with schools to support cycling initiatives and promotions,
- Development of walking / cycling travel maps,
- Promotion of environmental and health benefits of cycling.

2.22 TfL funds free cycle training for adults and children which is delivered in Harrow through a contract with the UK's leading cycle training and cycling promotion specialist delivering nationally accredited cycling and walking programmes and workshops to help get more children and adults cycling more safely and more often. A sizeable programme of training is delivered each year.

2.23 Funding for cycling infrastructure schemes and educational and promotional and initiatives all comes from TfL grant funding that supports the identified work programmes in the LIP.

E Bike Trial

- 2.24 Harrow Council initiated a trial with WestTrans to provide electric bikes to council staff. The aim of the trial was to see if electric bikes could play a role in shifting staff away from using the car for some shorter journeys to encourage modal shift.
- 2.25 The e-bike trial started in May with six e-bikes being available for a loan period of one month at a time. Over the first 6 months, the free trial provides up to 36 members of staff the opportunity to hire an e-bike.
- 2.26 Participants were required to sign a legal document which covered health and safety procedures, proper cycle maintenance and the overview of the scheme. Following the signing off, each participant is given a helmet, a D Lock, On Guard electric charging cable and lights.
- 2.27 WestTrans have fitted the e-bikes with GPS trackers to track the location of the bikes, the frequency of usage and to establish general routes. This data is then uploaded to a secure cloud server. No names, addresses or other data are collected so no staff member specifically identifiable.
- 2.28 To date the results of the trial have been very encouraging and this is evidenced by the monthly feedback survey. As a result of the trial one of the participants purchased their own e-bike after their trial month period had finished.
- 2.29 Civil Enforcement Officers (CEO) within the Parking Operations Team have also participated in the e-bike trial and found that they could carry out some of their duties more quickly than on foot. As a direct result the team have purchased their own e-bike for use by the CEOs. They may purchase additional bikes in the future.
- 2.30 Analysis of the GPS data has demonstrated that the team covered over 500 miles a month using the e bike, similar analysis from individuals has shown that on average 150 miles was cycled by one individual over the one month trial.
- 2.31 Harrow Council and WestTrans are currently in discussion to confirm the future of the e-bikes after the 6 month trial comes to a close in January to establish if it is possible to extend the trial or purchase the bikes at a reduced cost.

Dockless Cycle Hire Scheme

- 2.32 Harrow Council is seeking to increase the uptake of cycling across the borough through exploring the viability of a partnership with a dockless cycle hire operator. The Council are aware of a number of

dockless cycle hire operators operating within London and a number of other cities across the UK.

- 2.33 One company in particular, Mobike, is operating in neighbouring boroughs. This company is a Chinese dockless cycle hire operator that is considered to be one of the largest in China and aspires to expand its services across Europe. They currently operate a scheme in the neighbouring borough of Ealing. Harrow officers have contacted Ealing during the year to learn more about this particular scheme and how it operates and to consider what potential there may be for something similar in Harrow. Discussions with the cycle provider have also been held to learn about what this type of company can offer. It is clear following those discussions that the company, like many market competitors, are in the early stages of developing a new market and as a consequence they are constantly reviewing their business model in the light of existing on-going trials.
- 2.34 For example the company operates a hire scheme in Manchester but has had operational difficulties because of the high level of vandalism to their bikes and may cease the scheme. They are also looking at scaling back some operations in London because of similar problems. As a consequence the operating methods are under review. The company is currently focussing on a year-long pilot scheme with Ealing and Hounslow Councils and are now targeting their resources at larger areas of high demand.
- 2.35 Harrow will review the position with Mobike towards the end of 2018 to discuss whether there are any opportunities to take forward a scheme within the Harrow area. It is likely that any trial would be in the southern part of the borough and would need to link up with other schemes operating in neighbouring boroughs to be viable. Schemes are generally taken forward in spring when the weather conditions are more favourable for cycling.
- 2.36 In the meantime the Council will be commissioning a detailed cycle parking infrastructure survey to understand current cycle parking provision and the usage and capacity of the existing infrastructure. This will help to evaluate any potential gaps in cycle parking provision and to evaluate how dockless hire parking schemes could be supported by cycle parking infrastructure.
- 2.37 Officers are continuing to review and develop a dockless cycle hire proposal for consideration.

Dockless E bike hire scheme

- 2.38 Discussions were recently held between the Council and a representative from Lime bike to discuss the potential to introduce a dockless electric bike Hire scheme in London. All of the six west London boroughs are interested in undertaking a joint venture and

further meetings are planned. Lime bike already operate widely in Germany, France, Spain and the USA.

- 2.39 The company is launching a trial in Milton Keynes in November which Council officers may attend.

Harrow TfL Quiet Way route

- 2.40 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 way 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 a more suitable environment for those cyclists who want to travel at a gentler pace.
- 2.41 The proposed route would run along a mainly north-south alignment between Harrow Weald and Kenton Road linking with Harrow town centre and passing through Wealdstone town centre for a distance of 6.35 km. The proposed route is shown on the attached plan at **Appendix C**.
- 2.42 The initial estimate for implementing a quiet way route in Harrow is around £3,000,000 which would be a significant investment in cycle infrastructure in the borough. Sustrans are now in the process of finalising the Quietway Delivery Programme (QDP) for discussion and agreement with TfL.
- 2.43 It is planned that the QDP will set out a route that will link Harrow town centre and Wealdstone town centre via a network of quiet residential local streets to avoid the main heavily trafficked roads and also utilise existing off road cycling facilities recently introduced in Station Road between Greenhill Way and Hindes Road.
- 2.44 Harrow have had regular update meetings with TfL and Sustrans during the project development phase and this will continue throughout the life of the project. It is anticipated that conceptual design will start this year with a view to carrying out public consultation on sections of the route in the summer of 2019.

Liveable Neighbourhood bid

- 2.45 The Council has an aspiration to implement a Liveable Neighbourhood scheme in the Wealdstone area where significant regeneration is planned over the next 5 - 10 years. A transport study in this area has identified the need to shift the increasing number of journeys towards sustainable transport modes in order to accommodate planned growth. There is another report on the agenda that explains the proposed scope of a bid for a liveable neighbourhood in Wealdstone to promote and facilitate increased levels of walking, cycling and public transport use in this area.

- 2.46 In respect of cycling it is proposed that a Liveable Neighbourhood bid will include an aspiration to provide cycle hubs in Harrow town centre and Wealdstone Town Centres to support any opportunities to introduce cycle hire schemes which may have a beneficial impact on increasing the uptake of cycling. A liveable neighbourhood would also prioritise infrastructure improvements that can support direct and safe cycle networks.
- 2.47 In March senior representatives from the Council met with Will Norman, the Cycle & Walking Commissioner and provided an opportunity to explain Harrow's vision for cycling and its commitment to promoting this mode share. The meeting also allowed the borough to show case major cycle initiatives such as the quiet way route and the Wealdstone Liveable Neighbourhood bid in order to seek support for the projects.

Mini Holland Visit

- 2.48 On 9th July the TARSAP cycle advisor organised a visit to Waltham Forest to view first-hand the mini Holland cycle scheme which introduced changes to the public highway to create traffic plugs and road closures to promote cycling and prevent motorised traffic running through residential streets. Figures 1 to 4 below show examples of road closures and cycle plugs implemented as part of the Waltham Forest mini Holland scheme.
- 2.49 The site visit was attended by the TARSAP chair and members, representatives of the traffic team, the TARSAP cycle advisor and representatives from local cycling groups.



Figure 1



Figure 2



Figure 3



Figure 4

- 2.50 The opportunity was taken to circumnavigate a route which went from Blackhorse Lane tube station into the heart of Walthamstow. Along the route road closures and plugs were observed which restricted vehicle movement but allowed cyclists to access quiet residential routes to bypass main routes, offering greater network permeability, and also a large cycle hub located next to Walthamstow train station.
- 2.51 A scheme which prevents vehicles from travelling through the high street in Orford Road, except for buses or cycles between 10am - 10pm was also observed. This scheme is enforced by the use of ANPR camera technology.
- 2.52 The range of cycle storage facilities located at strategic points along the route in residential areas was also noted. Cyclists are able to rent secure cycle facilities in the locality for a small fee. Photographs of these types of facility are shown in the images below.



- 2.53 The trip was very informative and well received by all the attendees. The aspiration is that some of these initiatives could be incorporated into cycle design schemes in Harrow with the possibility of bidding in the future for a separate liveable neighbourhood scheme in the central Harrow area.

Staffing/workforce

- 2.54 The delivery of cycling scheme would be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.55 The implementation of cycling schemes would support the wider aims, objectives and targets in the current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.56 The current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 have both undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes cycling schemes.
- 2.57 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.58 Risk included on Directorate risk register? No
- 2.59 The delivery of cycle schemes would be subject to separate risk assessments.
- 2.60 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal implications

- 2.61 There are no legal implications.

Financial Implications

- 2.62 Transport for London provides grant funding annually to deliver the LIP programme of investment. This includes the funding of cycling projects and initiatives identified in the LIP.
- 2.63 In 2018/19 £250k has been assigned for cycling schemes.

2.64 Where necessary the council receives developer contributions through section 106 agreements as a part of the development control process to support the delivery of cycle infrastructure. These funds contribute to the overall delivery programme.

Equalities Implications / Public Sector Equality Duty

2.65 A programme of cycling schemes and initiatives was included in the current LIP2 and in the proposed LIP3.

2.66 Both LIP2 and LIP3 have been subject to a full Equalities Impact Assessment and have been identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

Council Priorities

2.67 The cycling strategy and other cycle policies detailed in the report support the Harrow ambition plan and 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 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/10/18		

Ward Councillors notified:	YES
EqIA carried out:	NO, a full EQIA has been undertaken on LIP3 which covers this work area. A separate EqIA is therefore not necessary.
EqIA cleared by:	

Section 4 - Contact Details and Background Papers

Contact:

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

Background Papers:

Cycle Strategy 2016

http://www.harrow.gov.uk/download/downloads/id/8063/harrow_cycling_strategy_2015-18

Sustainable Transport Strategy 2013

http://www.harrow.gov.uk/download/downloads/id/4369/sustainable_transport_strategy_feb_2013

Liveable Neighbourhood bid – Item 10 on the agenda refers

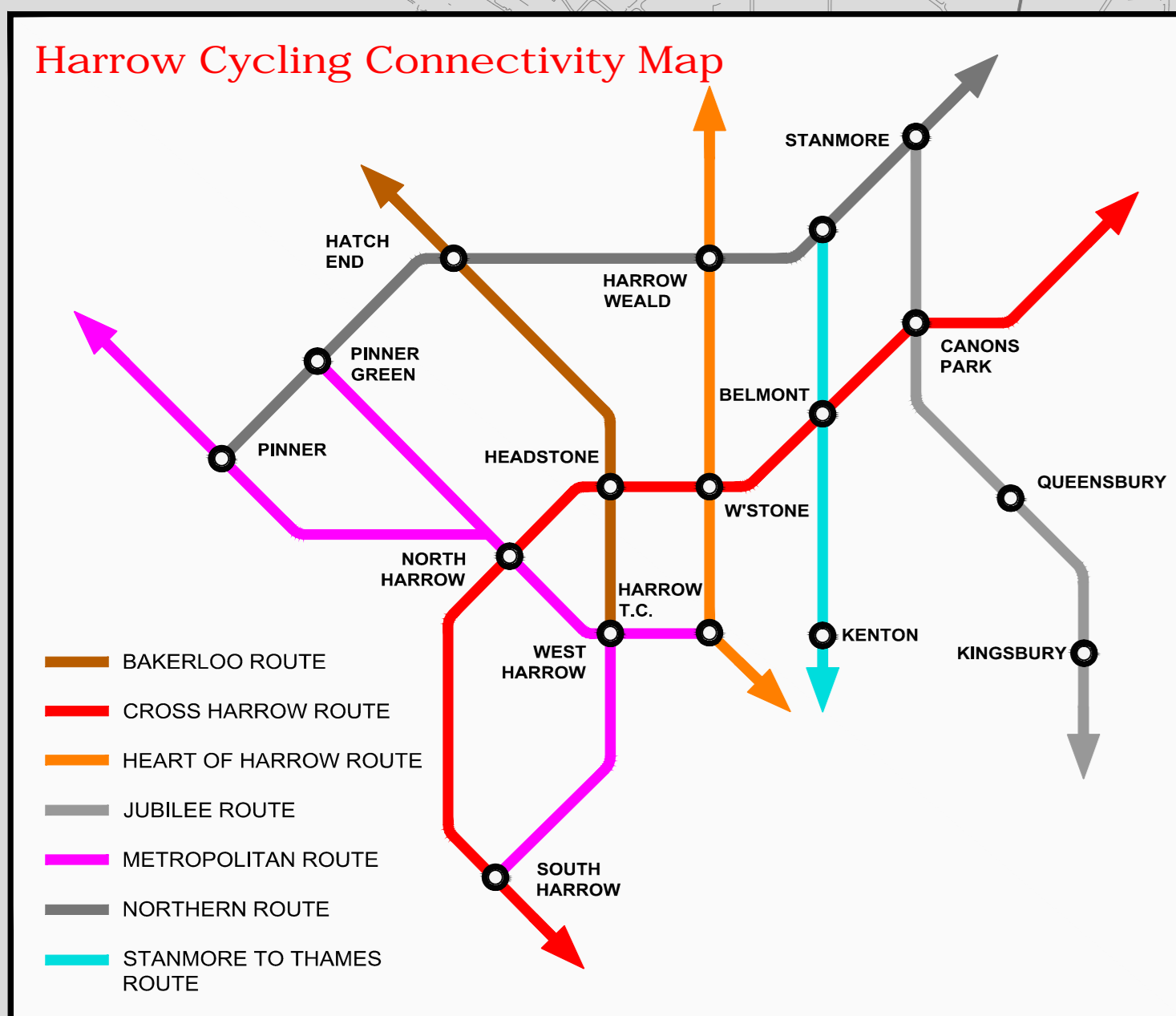
LIP 3

http://www.harrow.gov.uk/download/downloads/id/12107/lip3_consultation_draft.pdf

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*[Call-in does not apply as the
report is for noting only]*



- KEY:**
- Cycle track - Segregated off road
 - Advisory cycle lanes
 - Greenway
 - Shared use facility
 - Routes for investigation
 - Annual cycle count survey sites (26 nos, 2017-2022)

Aspirational Cycle routes - Target completion date:

- Metropolitan Route - implementation 2017-18
- Jubilee Route 2018/19
- Northern Route 2018/19
- TfL Quietway 2019/20
- Heart of Harrow Route 2019/20
- Bakerloo Route 2020/21
- Cross Harrow Route 2021/22
- Stanmore to Thames Route
- Other Quietways

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COMMUNITY & ENVIRONMENT
TRAFFIC DESIGN TEAM

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

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Designation	Details of Revision	Date	Sign

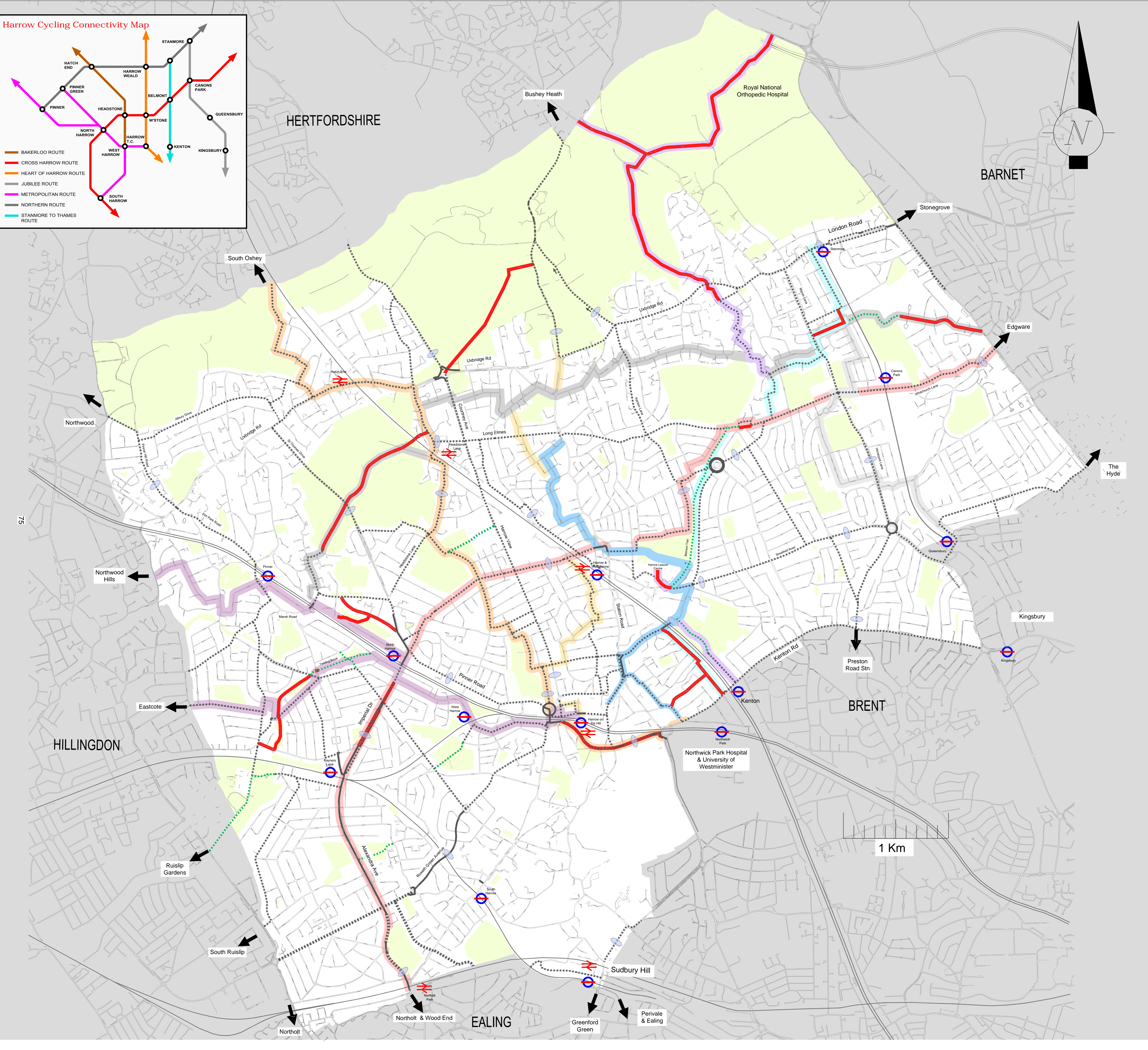
CYCLE NETWORK IN HARROW

CYCLE INFRASTRUCTURE (with Tube Routes)

Scale	Drawn TP	Checked
N.T.S	Date April 2017	---

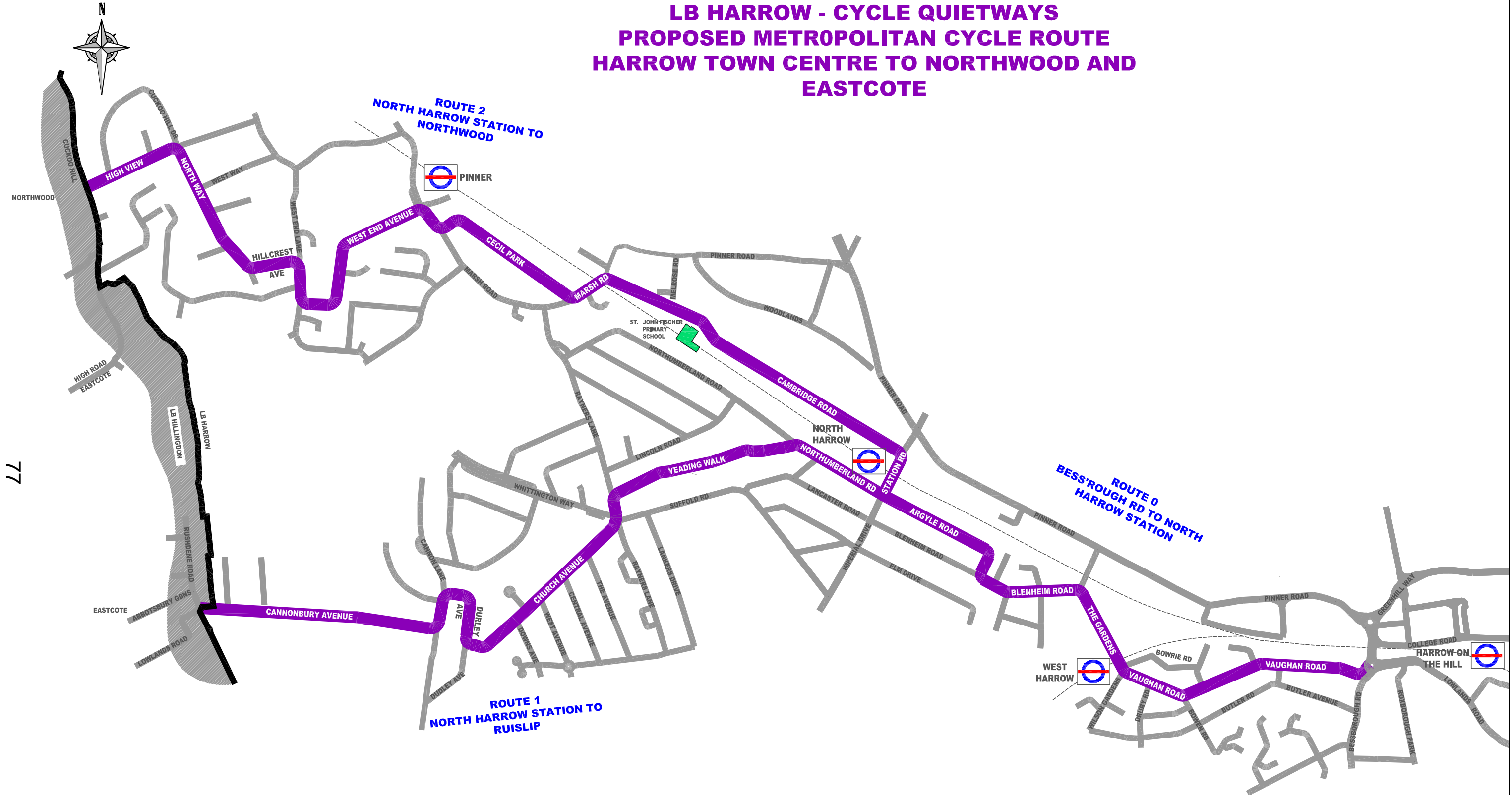
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LB HARROW - CYCLE QUIETWAYS PROPOSED METROPOLITAN CYCLE ROUTE HARROW TOWN CENTRE TO NORTHWOOD AND EASTCOTE



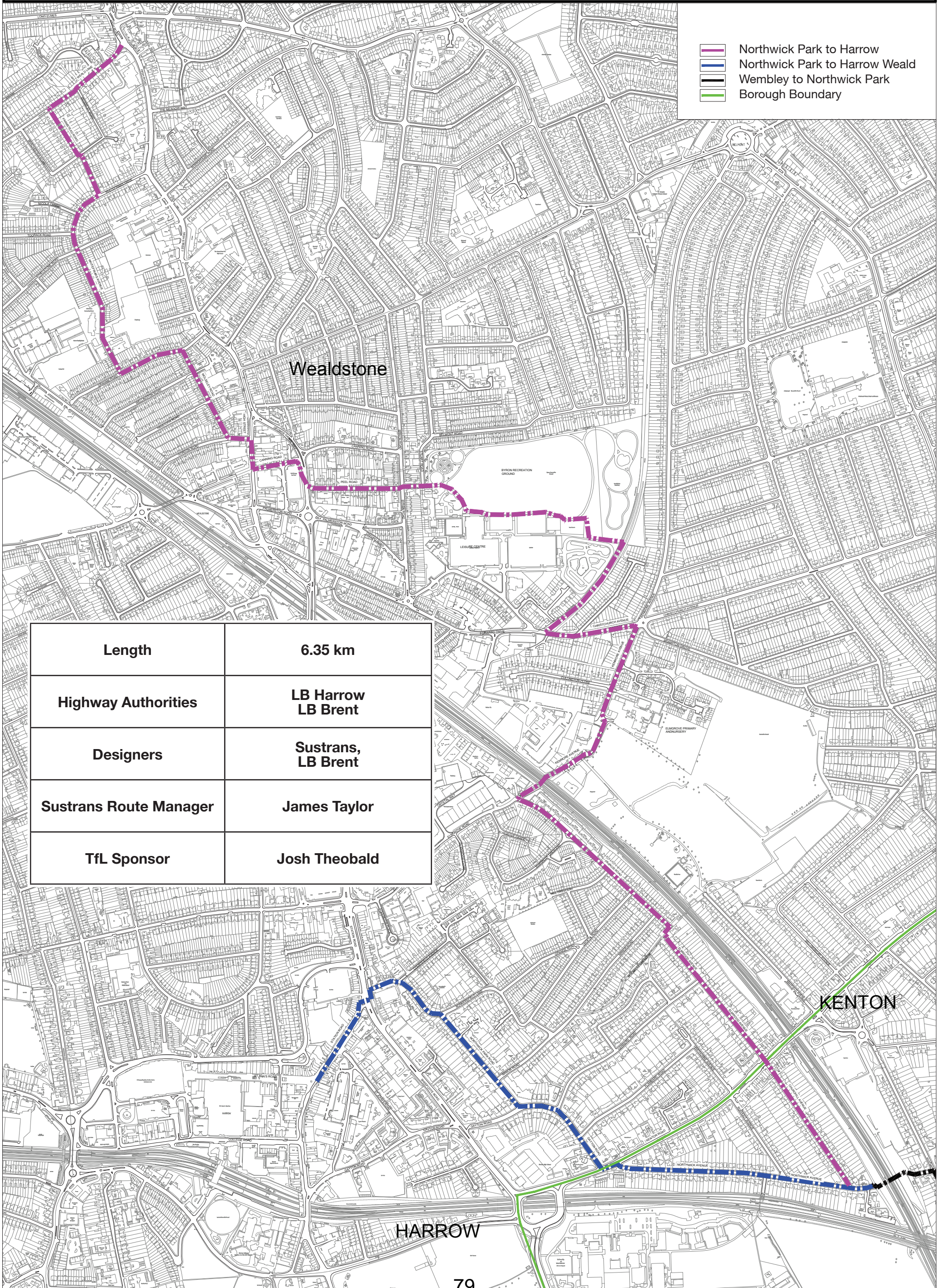
77





A	INITIAL ISSUE	TP 24.11.17	TP 24.11.17	BP 24.11.17	BP 24.11.17
REVISION	AMENDMENT	DRAWN BY AND DATE	DESIGNED BY AND DATE	CHECKED BY AND DATE	APPROVED BY AND DATE

DEPARTMENT		TRAFFIC AND HIGHWAY NETWORK MANAGEMENT TEAM			
PROJECT		TPR0132 : CYCLE SCHEMES			
DRAWING TITLE		C17-024E16 : TFL - BOROUGH QUIETWAYS METROPOLITAN QUIETWAY ROUTE			
DRAFT	SCALE (AT A3 SIZE)	ISSUING OFFICE	DRAWING NUMBER	REVISION	
ISSUE	NTS	TRAFFIC TEAM	NA	A	
TELEPHONE		020 8424 7534			

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-  Northwick Park to Harrow
-  Northwick Park to Harrow Weald
-  Wembley to Northwick Park
-  Borough Boundary

Length	6.35 km
Highway Authorities	LB Harrow LB Brent
Designers	Sustrans, LB Brent
Sustrans Route Manager	James Taylor
TfL Sponsor	Josh Theobald

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

Date of Meeting:	31 October 2018
Subject:	INFORMATION REPORT Wealdstone Liveable Neighbourhood Bid
Key Decision:	No
Responsible Officer:	Paul Walker, Corporate Director - Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	All
Enclosures:	Appendix A – travel gateways and connections Appendix B – Sub-neighbourhoods

Section 1 – Summary and Recommendations

This report sets out progress being made with developing a Liveable Neighbourhood Bid for Wealdstone.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

2.1 During 2017 a new Mayor's Transport Strategy was approved. The key objective of the strategy was to increase the proportion of travel by sustainable transport modes to 80% by walking, cycling and public transport and reducing 3 million car journeys each day by 2041. The aims of the strategy are:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

2.2 The healthy streets for London initiative aims to ensure people and their health are put at the centre of decision making in London. It ultimately aims to reduce reliance on personal vehicles, in favour of walking, cycling and using public transport to create a healthy city. The Liveable Neighbourhood programme will be an important delivery mechanism for healthy streets.

2.3 In the summer 2017 the Liveable Neighbourhoods Programme Guidance was issued in line with the key policy drivers in the Mayor's Transport Strategy.

2.4 Harrow intends to submit a bid for Wealdstone this year and the deadline for bids is November 2018.

Options considered

2.5 The Liveable Neighbourhood programme is open to London Boroughs annually and provides an opportunity to submit bids for projects that deliver healthy streets. Bids up to £10 million can be submitted under this programme and have to be submitted in November each year.

- 2.6 This work programme fits within the scope of the Council's Transport Local Implementation Plan.

Background

- 2.7 Members may recall that a Wealdstone Town Centre scheme Major Scheme bid was submitted to TfL in 2016. The scheme was discussed between the borough and TfL earlier in 2017 but eventually was not admitted to the Major Scheme programme because of the changes in Mayoral priorities.
- 2.8 The Major Schemes Programme was subsequently replaced by the Liveable Neighbourhoods programme in the summer 2017 which focussed more on the development of healthy streets initiatives in line with the Mayors new transport strategy.
- 2.9 Harrow submitted a liveable neighbourhood bid for Wealdstone Town Centre towards the end of 2017 that used many components of the original major scheme bid but that was also not successful.
- 2.10 In this first round of bidding it became apparent that this programme had been significantly oversubscribed from the Boroughs and attracted over 20 bids London wide. Eventually only a small number of schemes were actually successful.
- 2.11 The borough subsequently had dialogue with TfL to review the strengths and weaknesses of the bid submitted and TfL indicated that it considered that there was a significant amount of work done which still has potential and that it was worth submitting a revised bid this year.
- 2.12 During the year Will Norman, TfL's commissioner for Walking and Cycling, visited Harrow and the Council had the opportunity to explain the aspirations for Wealdstone and the rationale for a liveable neighbourhood bid. He indicated that TfL would be able to provide support to assist with developing the bid this year.
- 2.13 The TfL urban design team have subsequently worked with Harrow's officers during the year to develop a revised bid building on the previous work done over the last 2 years and providing a refreshed focus to strengthen the healthy streets approach.
- 2.14 It has been necessary to look at the different components that contribute to how a place works and to understand how people get between different activities and amenities and move around the space. A successful liveable neighbourhood will need to provide safe, reliable and economical transport choices for all that improve air quality and promote public health. It is therefore important to improve the right things in and around the neighbourhood to make walking, cycling and public transport the easiest and most enjoyable way for people to go about their daily lives.

Wealdstone – existing situation

- 2.15 The area is generally suburban with large areas of terraced and semidetached housing stock, but also serves as a district town centre, transport node, and administrative centre for the borough, along with some light industrial land use and employment. Wealdstone also forms part of the Harrow and Wealdstone Opportunity Area – the ‘Heart of Harrow’. The population of this area is forecast to grow by 32% by 2026.
- 2.16 A review of the current situation indicates that Wealdstone is a suburban centre with a lot of potential and does have a number of strengths as follows:
- Wealdstone enjoys above average public transport provision and is served by London Overground, London Underground, National Rail, and London bus services.
 - The existing street network structure provides a good degree of accessibility in the neighbourhood, which allows pedestrians to reach most key destinations in the area within a 15 minute walk from the Town Centre.
 - There is a range of small independent businesses, as well as larger chain stores, offering retail outlets and services spreading down the High Street and beyond the railway line along Station Road.
 - There are several schools and cultural centres located across the area including Harrow Central Mosque – an active Islamic centre in London.
 - There are green spaces located at Headstone Manor, Byron Recreation Ground (which includes the borough’s main leisure centre), and Kenton Recreation Ground.
 - Wealdstone encompasses several large sites for development opportunity including the Kodak Factory, the Civic Centre which are expected to provide over 3,000 new homes and around 3000 new jobs in the area over the next five years, as well as to create new links and uplift the surrounding streets.
- 2.17 However, Wealdstone also is a neighbourhood that faces many challenges which negatively impact the liveability of the area. The main weaknesses are as follows:
- This is the most concentrated area of deprivation in the borough, household income is below average and there is a significant area to the west of the town centre falling within 20% of the most deprived children in London. Crime rates are above average, including high levels of street and gang crime.

- There is an acute overall deficiency in access to green spaces in Wealdstone, including both larger and smaller parks, in particular the north and eastern side of Wealdstone have deficient access to all types of greenspace.
- High car ownership and motor vehicle dominance have also contributed to poor air quality in Wealdstone, particularly around the town centre and the routes leading to it, in these areas NO2 concentrations are above the legal limit of 40 ug/m3.
- There is a lot of severance within the town. The West Midland Railway cuts Wealdstone in half from its northeast to southwestern corners and railway crossings are limited. The A409 (High Street / George Gange Way / Station Road) runs on a north/south alignment through Wealdstone carrying a significant volume of traffic that causes difficulties for pedestrians and cyclists crossing or following the route.
- The public realm generally provides a poor pedestrian environment and the excessive amount of street clutter are additional barriers to active travel in the neighbourhood.

Wealdstone – opportunities through a liveable neighbourhood

Travel gateways and connections

- 2.18 In order to unlock the potential of Wealdstone’s strengths and address its weaknesses, a combination of physical interventions and behaviour change initiatives needs to be put in place.
- 2.19 There are several key interventions which are vital in unlocking Wealdstone’s potential as a thriving commercial and employment centre, an active travel hub and a ‘liveable’ neighbourhood.
- 2.20 These focus on the key active travel gateways to the town centre and links across the railway which also provides access to vital green space. Getting these key connections right and rebalancing these ‘gateways’ for pedestrians and cyclists is key to improving liveability in Wealdstone. There are eight areas identified for improvement as shown in Appendix A. These are as follows:

	Location	Main Issues	Potential Interventions
1	Headstone Drive	The main link to Wealdstone town centre from the west. Traffic-dominated junctions and substandard railway underpass act as big deterrents for pedestrians and cyclists getting to and from the town centre.	Underpass - lighting / public art interventions, Junctions - redesign junctions to prioritise pedestrian desire lines and cycle movement Public realm - guardrail removal, improved wayfinding to Town Centre.

2	The Bridge	Part of the A409, linking the southern part of Wealdstone and Harrow Central Mosque to the town centre over the railway. Despite its wide width and views across the area, motor traffic dominates the route rendering it unpleasant for pedestrians and dangerous for cyclists.	A409 - Narrow road and relocate space to cyclists and pedestrians Wayfinding - Use brick wall parapet for wayfinding / public art Junction - provide wider footways on the town centre side Greening - explore opportunities for tree planting
3	George Gange Way	George Gange Way bypasses the town centre to the east. This road features key crossing points for pedestrians and cyclist heading eastwards through the town centre to key green spaces, Harrow leisure centre and established residential areas. At present the road poses a significant barrier to pedestrians and cyclists crossing between the west and east.	A409 – Remove excess guard railing Roundabout – redesign as a 4 arm junction reallocating space to pedestrians / cyclists Controlled crossing - provide a wide crossing opposite Peel Road for east-west desire line from Civic Centre development site towards Leisure Centre Palmerston Road - enhance entrance to the town centre.
4	High Street (north) (Spencer Rd to Grant Rd)	The northern half of the High Street forms has many independent shops and restaurants. Fast traffic speeds make it hard for pedestrians to cross easily from one side to the other. Despite a high place function, this part of the High Street feels very disconnected from the stretch to the south.	Public realm - declutter the footpaths, resurface the footpaths in accordance with the public realm design guide, remove railings, provide wayfinding signage at key entrances to the High Street
5	High Street (south) (Grant Rd to Masons Av)	The southern half of the High Street is of poor quality and does little to promote local shopping trips or the creation of additional local jobs. At the southern end of the high street, Harrow & Wealdstone Station sits uncomfortably on the other side of a	Junction (A409/High St) - redesign junction to visually link the north and south stretches of the high street so it appears continuous, consider a raised table or different colour surface as a traffic calming measure Junction (High St /

		crossroads which has been designed to favour motor traffic.	Masons Av) - redesign junction adjacent to provide more space for pedestrian and cyclists on desire lines Public realm - declutter and resurface the footpath along the high street in accordance with the public realm design guide
6	Kenmore Avenue / Elmgrove Road (underpass)	Substandard design and unattractive appearance of railway underpass acts as a big deterrent for pedestrians and cyclists travelling between Station Road and Kenton Recreation Ground.	Underpass - lighting / public art interventions, Wayfinding - improved wayfinding to local amenities.
7	Carmelite Road (bridge)	Substandard design and unattractive appearance of railway bridge acts as a big deterrent for pedestrians and cyclists travelling between residential estates and local amenities.	Bridge - lighting / public art interventions, enhancement of bridge condition Wayfinding - improved wayfinding to local amenities.
8	Potential railway crossing (Hailsham Drive – Cecil Road)	There is a need for an additional crossing point over the railway between Carmelite Road and Headstone Drive, a distance of about half a kilometre. The midpoint would provide improved access to the proposed Kodak East development site.	Footbridge – Consider making a case for a new footbridge across the railway.

Sub-neighbourhoods

- 2.21 Another important aspect of a bid is the actual residential areas close to the centre of Wealdstone which are split into six distinct sub-neighbourhoods. These areas encircle the town centre and are linked together by the network of main routes which serve local bus routes as shown in Appendix B.
- 2.22 Each sub-neighbourhood has a unique set of characteristics which contribute to the urban environment of Wealdstone, and it is proposed to work with these communities on a range of small changes that have a wider beneficial impact on improving liveability and active travel in those areas.

2.23 It is suggested that a distinct budget within the bid will be assigned to each sub-neighbourhood and local working groups set up to provide community governance and participation in each sub-neighbourhood. This arrangement will help the community to have involvement in the development and ownership of these local interventions. In order to ensure that interventions are focussed on supporting the wider aims of the bid there would need to be three key objectives as follows:

- Increasing wayfinding and legibility to facilitate more active travel and encourage local pride and identity,
- Encouraging bus use by improving local access to stops and routes,
- Creating safer streets by reducing speeds to 20mph.

2.24 Typical interventions that could be considered by the local working groups are:

- Creating green spaces, pocket parks, parklets, tree planting and considering improved sustainable drainage.
- Improving public space around park entrances.
- Traffic calming measures.
- Permeability filters (restrictions on motorised traffic)
- Crossing improvements on pedestrian routes.
- Wayfinding to local amenities and destinations.
- Improved street lighting and security measures on highways and alleyways.
- Adding colour and texture to street designs to create interesting features, use of public art features.
- Cycle parking.
- Promotion of local bus routes.
- Play streets.

2.25 TfL has issued guidance on these “small change, big impact” initiatives which provides examples of the type of changes possible. This can be seen at the following link:

<http://content.tfl.gov.uk/small-change-big-impact.pdf>

Behaviour change

2.26 The development of a comprehensive behaviour change programme will be a key part of a bid. Simply building infrastructure will not achieve the increase in active travel in isolation. It is therefore necessary to work with communities to encourage and promote the necessary change in travel behaviour and explain the wider benefits of active travel.

2.27 The proposal to work with communities at sub-neighbourhood level will provide opportunities to influence this change and promote the benefits.

2.28 Existing active travel promotion and engagement work will continue to support this initiative including school and workplace travel planning,

cycle training, road safety training, public health initiatives and regular liaison with local schools.

Other initiatives

- 2.29 There are two major initiatives which are being developed separately that may affect Wealdstone. These initiatives would positively benefit the area and complement the liveable neighbourhood proposal. These are as follows:
- A cycle quietway which runs north-south from Kenton to Harrow Weald via Wealdstone (more details are provided in the cycling report on the agenda).
 - A bus priority scheme for Wealdstone town centre designed to improve accessibility to the town centre, bus journey times and future expansion of bus services. This proposal was highlighted in the Wealdstone Transport Study completed last year. The project has been subject to further feasibility and modelling work with the support of TfL and will be presented to TfL this year to assess the business case for taking forward improvements.

Submission of bid

- 2.30 TfL advice to boroughs is that pre-bid discussions are a critical step in ensuring a bid is consistent with the Liveable Neighbourhoods Outcomes. Harrow has therefore worked closely with TfL on the development of this bid during the year in order to ensure it has a good strategic fit.
- 2.31 The liveable neighbourhoods guidance issues to boroughs indicates a detailed six stage gateway process in managing these schemes which involves: submission assessment, feasibility study, concept design, detailed design, implementation and benefits realisation. At the bid submission stage TfL have advised that it is more important to develop a strong business case and clear ideas so the bid will not include detailed scheme plans as those are developed later on in the gateway process.
- 2.32 The bid will be prepared and submitted following the principles set out in this report.

Staffing/workforce

- 2.33 The delivery of a successful Liveable Neighbourhood scheme would be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.34 The implementation of a liveable neighbourhood scheme would support the wider aims, objectives and targets in LIP3 and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.35 The draft LIP3 has undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes liveable neighbourhood schemes.
- 2.36 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.37 Risk included on Directorate risk register? No
- 2.38 The delivery of a liveable neighbourhood scheme would be subject to separate risk assessments.

Legal Implications

- 2.39 There are no legal implications.

Financial Implications

- 2.40 The TfL guidance indicates that bids can be submitted up to a maximum of £10 million.
- 2.41 Any major infrastructure improvements resulting from the bid would be included within the capital programme and require approval by Cabinet.
- 2.42 The costs associated with the preparation of the revised bid are met from within existing budgets.

Equalities implications / Public Sector Equality Duty

- 2.43 LIP3 has undergone an Equalities Impact Assessment which covers all interventions in the proposed programme of investment including Liveable Neighbourhoods.
- 2.44 LIP3 was identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

Council Priorities

2.45 A liveable Neighbourhood scheme would support the Harrow ambition plan and would 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 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 18/10/18		

Ward Councillors notified:	YES
EqIA carried out:	NO, a full EQIA has been undertaken on LIP3 which covers this work area. A separate EqIA is therefore not necessary.
EqIA cleared by:	N/A

Section 4 - Contact Details and Background Papers

Contact: David Eaglesham, Head of Traffic, Highways & Asset Management, 020 8424 1500, david.eaglesham@harrow.gov.uk

Background Papers:

TfL Liveable Neighbourhoods Guidance (TfL website)
<https://tfl.gov.uk/info-for/boroughs/liveable-neighbourhoods>

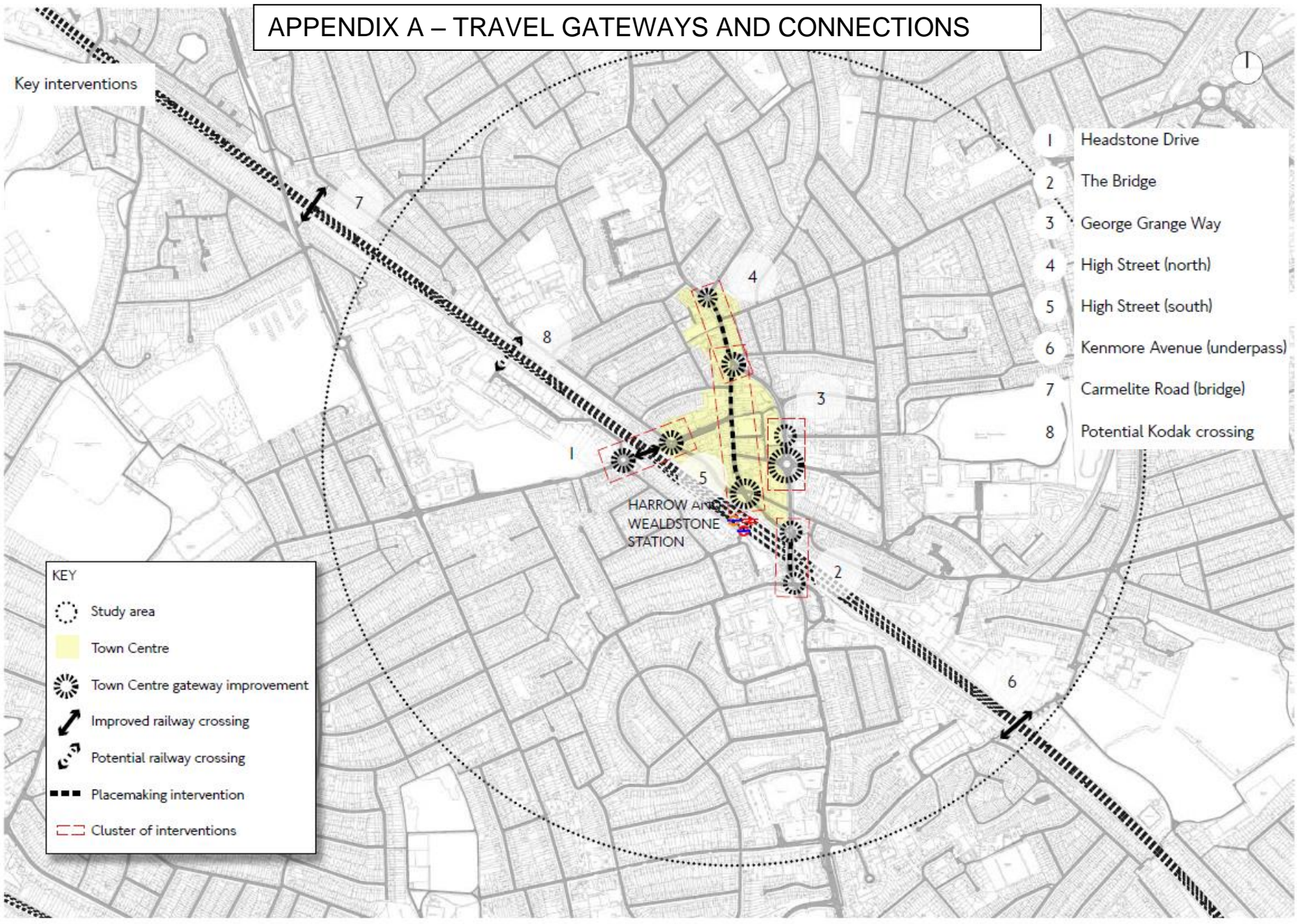
Draft Local Implementation Plan 3 (Council website)
http://www.harrow.gov.uk/info/100011/transport_and_streets/951/harrow_transport_policy_documents

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*[Call-in does not apply as the
report is for noting only]*

APPENDIX A – TRAVEL GATEWAYS AND CONNECTIONS



Key interventions

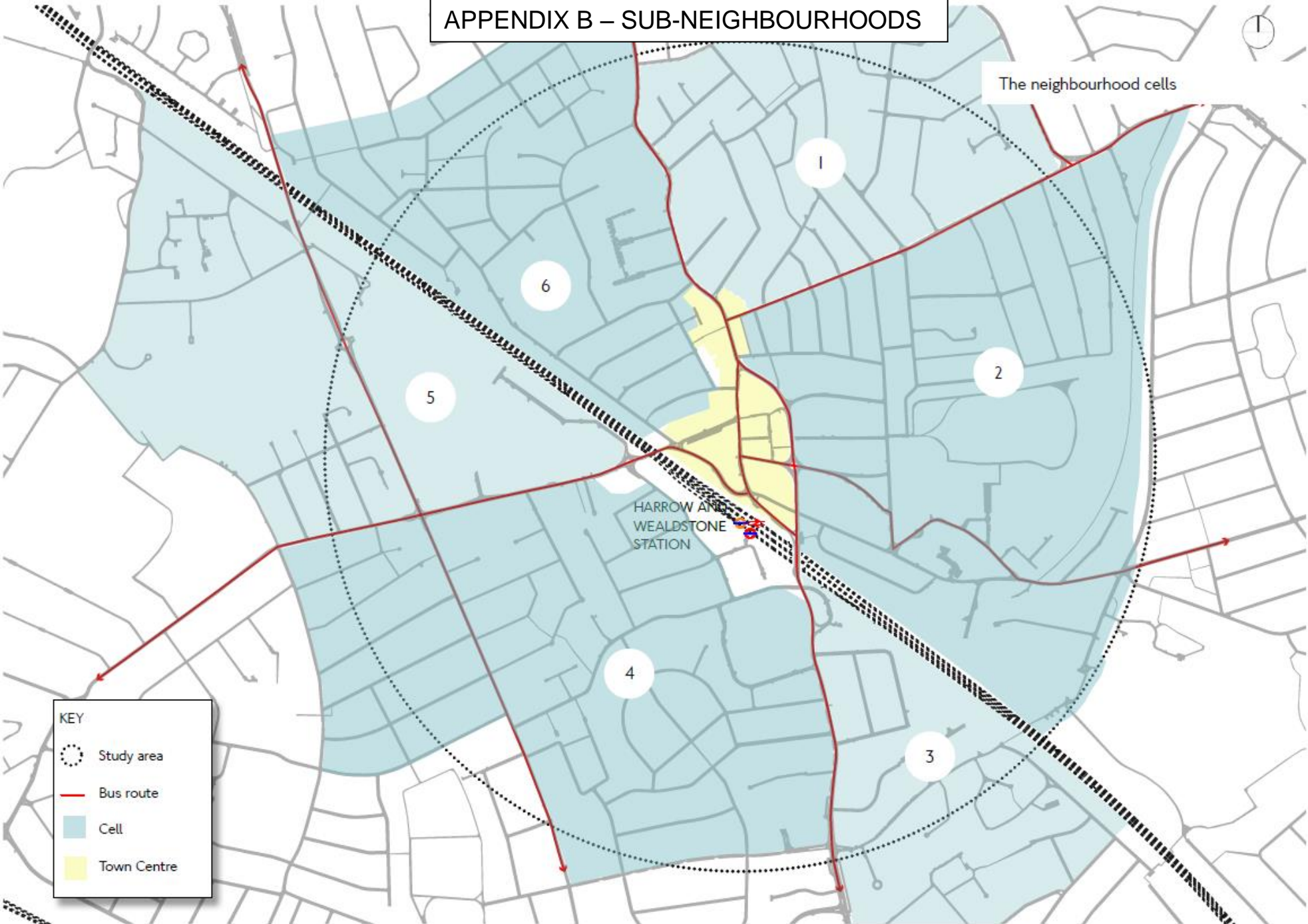
- 1 Headstone Drive
- 2 The Bridge
- 3 George Grange Way
- 4 High Street (north)
- 5 High Street (south)
- 6 Kenmore Avenue (underpass)
- 7 Carmelite Road (bridge)
- 8 Potential Kodak crossing

KEY

- Study area
- Town Centre
- Town Centre gateway improvement
- Improved railway crossing
- Potential railway crossing
- Placemaking intervention
- Cluster of interventions

APPENDIX B – SUB-NEIGHBOURHOODS

The neighbourhood cells



KEY

- Study area
- Bus route
- Cell
- Town Centre



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

Date of Meeting:	31 October 2018
Subject:	INFORMATION REPORT Neighbourhood of the Future Update - Harrow Town Centre
Key Decision:	No
Responsible Officer:	Paul Walker - Corporate Director, Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	Greenhill
Enclosures:	Appendix A - Harrow Neighbourhood of the future electric bay location plan Appendix B - Detailed plan of electric bay locations

Section 1 – Summary

This information report is presented to members to provide an update on progress with the Neighbourhood of the Future scheme in Harrow Town Centre.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 In July 2015, London set out its vision to become an ultra low emission vehicle (ULEV) capital. London Councils submitted its joint bid with TfL and Boroughs for £20 million in funding to the Office for Low Emission Vehicles (OLEV) for the Go Ultra Low City Scheme (GULCS). The bid builds on the progress made by London's innovative policies such as the Congestion Charge and Low Emission Zone and local councils' work to incentivise cleaner vehicles through parking policies and by expanding charging provision. London's bid was successful in securing £13m.
- 2.2 Transport for London (TfL) dedicated £1.4m of this funding award to funding six Neighbourhoods of the Future (NoF) across London, that will combine innovative green technology and other initiatives to tackle London's air quality emergency directly at a local level. The funding will be matched by £1.1m from the London boroughs involved and by Heathrow airport and shows the on-going commitment of the Mayor for London, TfL and London Councils to work closely with local authorities to improve air quality in London.
- 2.3 Harrow Council was awarded a total of £180,000 over a four year period from 2016/17 to 2019/20 in order to deliver a NoF scheme in Harrow Town Centre to encourage a greater up take of electric vehicles and improve air quality. The delivery of the scheme will be supported through match funding of £50k from the TfL grant allocation for the Council's local implementation plan (LIP) programme.

Options considered

- 2.4 The Council contributed to the wider London bid to OLEV and promoted and supported the implementation of a neighbourhood of the future in Harrow Town Centre.
- 2.5 This work programme fits within the scope, policies and programme set out in the Council's Transport Local Implementation Plan.

Background

- 2.6 Harrow Town Centre was initially identified as an area of poor air quality and suffered from congestion during peak periods. It was therefore appropriate to focus the introduction of the NoF in the town centre located mainly within the Greenhill ward. This ward covers the central part of the town which includes the main commercial centre and Harrow on the Hill underground and bus stations.
- 2.7 The NoF project is split into four key elements which include:
- Providing electric charging infrastructure points located at strategic sites within the town centre.
 - Providing free accredited training to mechanics in the borough to ensure Ultra Low Emission Vehicles (ULEV's) can be safely and easily serviced in the area. This will support an increase in private ULEV ownership by removing a potential barrier over concerns about long term maintenance of the vehicles. In addition, the up skilling of local mechanics will support local businesses, making Harrow a centre of excellence for ULEV servicing and maintenance, boosting the local economy.
 - Enabling local businesses based in the town centre to trial ULEVs for their fleets.
 - Introduce access only for electric vehicles in sections of Station Road. Currently there are already some restrictions that limit through traffic to buses, cycles and access for loading and unloading.

Progress update

Electric Charging points

- 2.8 The electric charging points will be located strategically at four sites in close proximity to the town centre. **Appendices A** and **B** provide details of the locations.

2.9 In total 10 electric vehicle charging bays will be provided using five dual socketed electric charge points procured from Chargemaster. Three of the charge points (6 on street bays) will have a power supply of 22kw per socket, using a three phase supply connection. The remaining two charge points (4 off-street bays) will have a power supply of 7kw per socket and will specifically be installed for the Greenhill Way Car Park site to support the proposed fleet trial. Images of the charging point are shown below.



Greenhill Way – car park



Greenhill Way – on street

- 2.10 Each charge point provides a Type 2 connection which is the standard charging cable for electric vehicles. In addition, the charge points will be operated on the Charge Your Car Network (CYC) that has been approved to be Open Charge Point Protocol (OCPP) compliant. A CYC user will be able to pay via the use of the App or a contactless RFID card.
- 2.11 Operational parking restrictions have been developed for the on-street locations. Only an electric vehicle will be permitted to park in the EV dedicated bay at all times. Electric vehicles will be permitted a maximum three hour stay, whilst actively recharging with no return permitted within one hour operating between 7am to 7pm, Monday to Sunday. Over night, any EV will be able to park without having to recharge or incur a max stay. Parking restrictions for the bays in the Greenhill Way Car Park will restrict access to the EV fleet trial vehicles only via the use of a business permit at all times.
- 2.12 Statutory consultation took place on the proposed restrictions in September / October 2018 and it is intended that the electric charging bays will become operational in November.

Training Mechanics

- 2.13 The training of local mechanics to gain accreditation to work on and service electric vehicles is scheduled to commence in November in partnership with local businesses. The up skilling of local mechanics is intended to support local businesses, and make Harrow a centre of excellence for ULEV servicing and maintenance, boosting the local economy. It is anticipated that

up to fifteen mechanics will be trained in Automotive Technology courses focusing on EV maintenance and safety

Electric Vehicle Fleet Trial

- 2.14 The Greenhill Way Car Park location was chosen to support the Electric Vehicle Fleet Trial (EVFT), which will be available to businesses in Harrow Town Centre.
- 2.15 Enterprise, a national car hire company, offer specialised rental programmes for businesses and organisations and have been procured to run the EVFT on the council's behalf. As part of the trial, enterprise will make four Nissan Leaf vehicles available for one year. The Council's travel planning team have been working with the Business Improvement District (BID) team to promote the EVFT initiative with local businesses.
- 2.16 Businesses will be able to rent an electric vehicle free on a daily basis in order to carry out their normal operational duties. The only cost to them will be a charge for the electricity used. It is hoped by using the electric vehicles businesses will see the benefits of EV use and consider more permanently using electric cars and fleets in the future.
- 2.17 An advert for an expression of interest in the EVFT went out to all local businesses via the BID team newsletter and other communications recently and as a result several businesses have already expressed an interest in taking part in the trial.

Electric Vehicle only streets

- 2.18 Station Road and College Road are currently open to buses, cycles and delivery vehicles only. It is the intention to develop proposals to restrict these roads to use by private ULEVs initially.
- 2.19 A review of The operation of similar schemes under development or currently in operation is currently being undertaken in order to determine the best way of taking forward this aspect of the scheme.

Staffing/workforce

- 2.20 The delivery of the neighbourhood of the future scheme is being undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants.

Performance Issues

- 2.21 The implementation of neighbourhood of the future scheme supports the wider aims, objectives and targets in the current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 and helps to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.22 The current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 have both undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes cycling schemes.
- 2.23 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.24 Risk included on Directorate risk register? No
- 2.25 The delivery of a liveable neighbourhood scheme would be subject to separate risk assessments.

Legal Implications

- 2.26 There are no legal implications.

Financial Implications

- 2.27 The original GULCS funding allocation for the NoF over the 4 year period is as follows;

2016/17	£10k
2017/18	£80k
2018/19	£65k
2019/20	£25k
LIP match fund	£50k (year not specified)
Total	£230k

- 2.28 An amount of £30k has been carried forward from 2017/18, making a total NoF funding of £95k being available for 2018/19. There is also matching funding from the LIP in 2018/19 of £25k assigned to support the scheme.
- 2.29 The installation of electric charge points will require charges to customers for charging their vehicles. This will be administered on behalf of the Council by Chargemaster, the electric charge point supplier who will administer accounts and charge point RFID access cards for customers. Chargemaster will charge customers directly for using electricity and then refund the income to Harrow to offset energy supplier costs. The proposed Council charge to customers will be 18p per kwh. This makes an allowance for maintenance of charge points, and therefore it is anticipated that there will not be any net running cost to the Council. The charges will be subject to a separate approval via a Portfolio Holder decision.

Equalities implications / Public Sector Equality Duty

- 2.30 The neighbourhood of the future scheme was included in the current LIP2 and in the proposed LIP3.
- 2.31 Both LIP2 and LIP3 have been subject to a full Equalities Impact Assessment and have been identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

Council Priorities

- 2.32 A neighbourhood of the future scheme would support the Harrow ambition plan and would 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 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 18/10/18		

Ward Councillors notified:	YES
EqIA carried out:	NO, a full EQIA has been undertaken on LIP3 which covers this work area. A separate EqIA is therefore not necessary.
EqIA cleared by:	N/A

Section 4 - Contact Details and Background Papers

Contact:

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

Background Papers:

Local Implementation Plan 2

http://www.harrow.gov.uk/download/downloads/id/2299/local_implementation_plan

London OLEV Go Ultra Low City Scheme Bid

<https://www.londoncouncils.gov.uk/sites/default/files/FINAL%20London%20OLEV%200Bid%202015.10.2%20%281%29.pdf>

NoF bid document (TARSAP report 23 November 2016) -

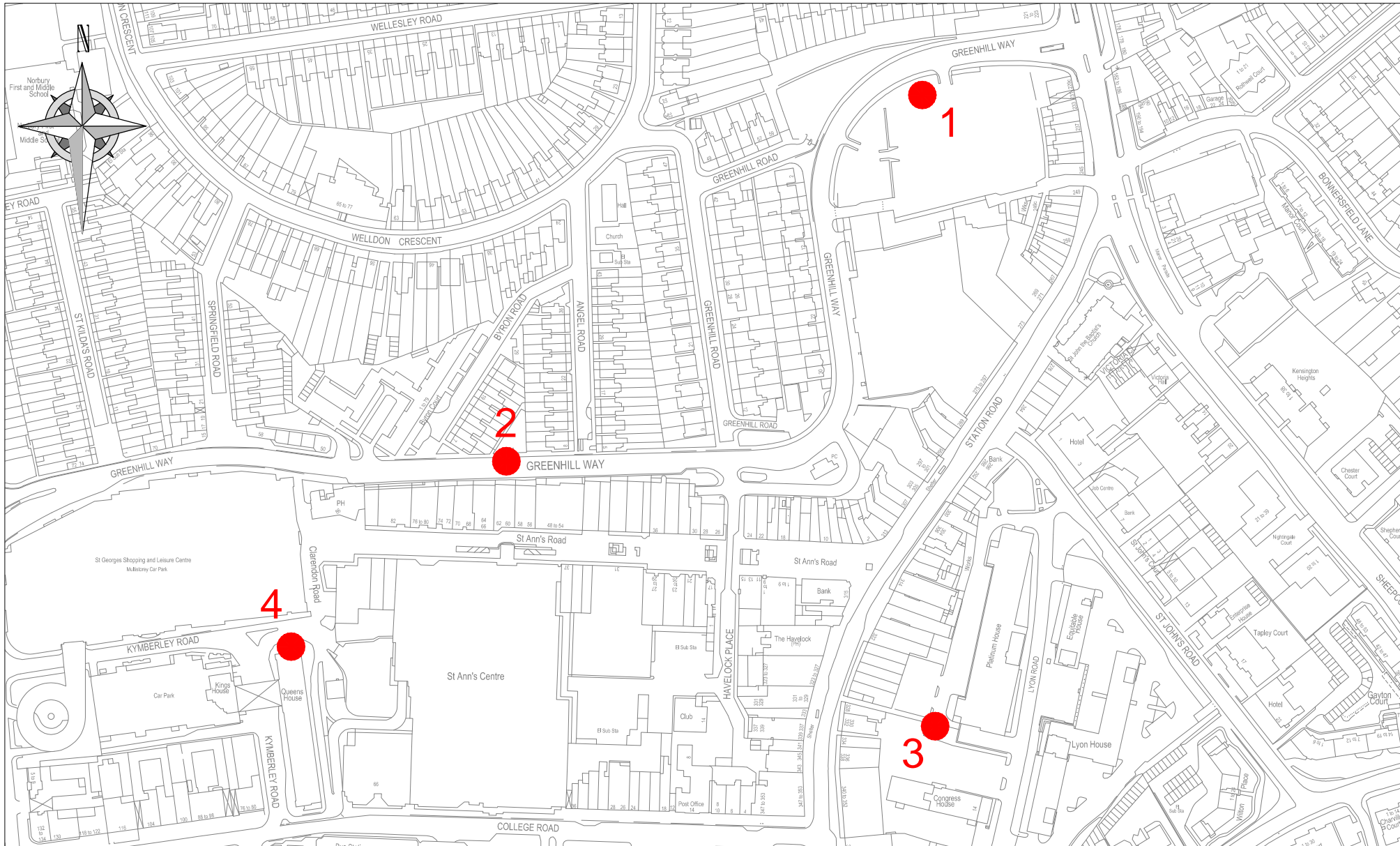
<http://www.harrow.gov.uk/www2/documents/s140222/TARSAP%20Report%20-%20ULEZ%20-NoF%20Update%20-%20Nov%202016.pdf>

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*[Call-in does not apply as the
report is for noting only]*

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Proposed Neighbourhood of the Future (NoF)

Key: ● Proposed bay locations

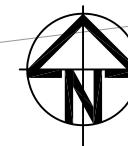
- 1 - Greenhill Way CP
- 2 - Greenhill Way
- 3 - Lyon Road
- 4 - Kimberley Road



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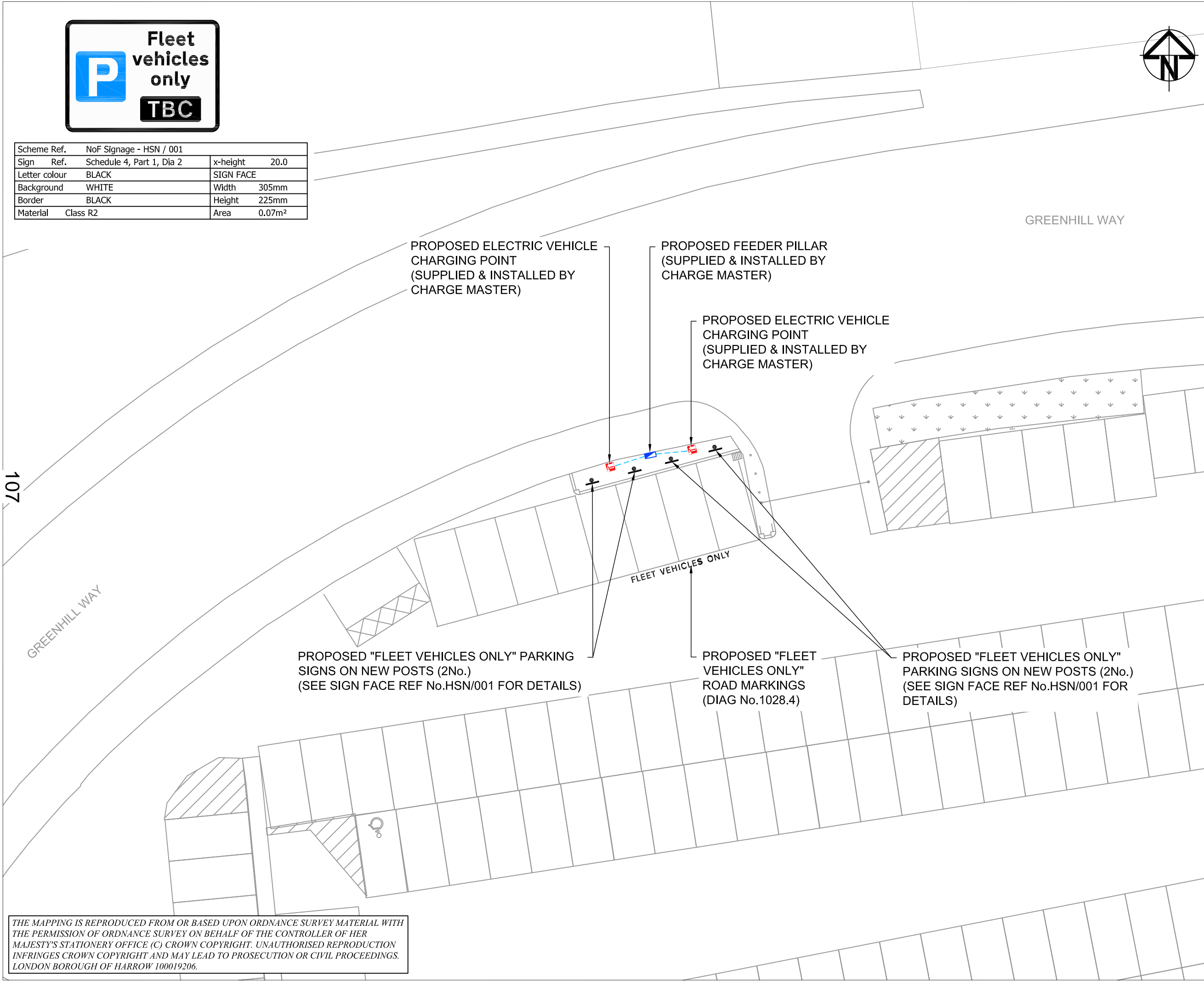


Scheme Ref.	NoF Signage - HSN / 001		
Sign Ref.	Schedule 4, Part 1, Dia 2	x-height	20.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	305mm
Border	BLACK	Height	225mm
Material	Class R2	Area	0.07m ²



- KEY:
- PROPOSED SIGN & POST
 - PROPOSED ELECTRIC VEHICLE CHARGING POINT
 - PROPOSED 100mm UPVC DUCT FOR ELECTRICAL CABLE
 - PROPOSED FEEDER PILLAR

- NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS No's: NoF/ARC/HGN/ZZ/DR/101-103.
 3. PROPOSED PARKING LAYOUT BASED ON LBH CAR PARK LAYOUT DRAWING.
 4. DESIGN BASED ON OS PLANS.
 5. SIGNS & POSTS TO BE INSTALLED TO LBH SPECIFICATION. WITH A MINIMUM CLEARANCE OF 450mm FROM THE CARRIAGEWAY.
 6. FEEDER PILLAR, ELECTRIC CHARGING MACHINE AND ELECTRICAL SUPPLY TO BE SPECIFIED BY SUPPLIER.
 7. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH TSRGD 2016.
 8. THE LOCATION OF STATUTORY UNDERTAKERS APPARATUS SHOULD BE PROVED BY THE CONTRACTOR BEFORE UNDERTAKING ANY EXCAVATION.



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GREENHILL WAY

PROPOSED ELECTRIC VEHICLE CHARGING POINT (SUPPLIED & INSTALLED BY CHARGE MASTER)

PROPOSED FEEDER PILLAR (SUPPLIED & INSTALLED BY CHARGE MASTER)

PROPOSED ELECTRIC VEHICLE CHARGING POINT (SUPPLIED & INSTALLED BY CHARGE MASTER)

PROPOSED "FLEET VEHICLES ONLY" PARKING SIGNS ON NEW POSTS (2No.) (SEE SIGN FACE REF No.HSN/001 FOR DETAILS)

PROPOSED "FLEET VEHICLES ONLY" ROAD MARKINGS (DIAG No.1028.4)

PROPOSED "FLEET VEHICLES ONLY" PARKING SIGNS ON NEW POSTS (2No.) (SEE SIGN FACE REF No.HSN/001 FOR DETAILS)

01	14.09.18	ORIGINAL ISSUE	MBW	DWH	JJM
Rev	Date	Description	Drawn	Check	Approv

Client **Harrow COUNCIL** LONDON

PROJECT: NEIGHBOURHOOD OF THE FUTURE

Site: LONDON BOROUGH OF HARROW
 Client: HARROW COUNCIL
 STATION ROAD
 HARROW
 HA1 2XY
 www.harrow.gov.uk

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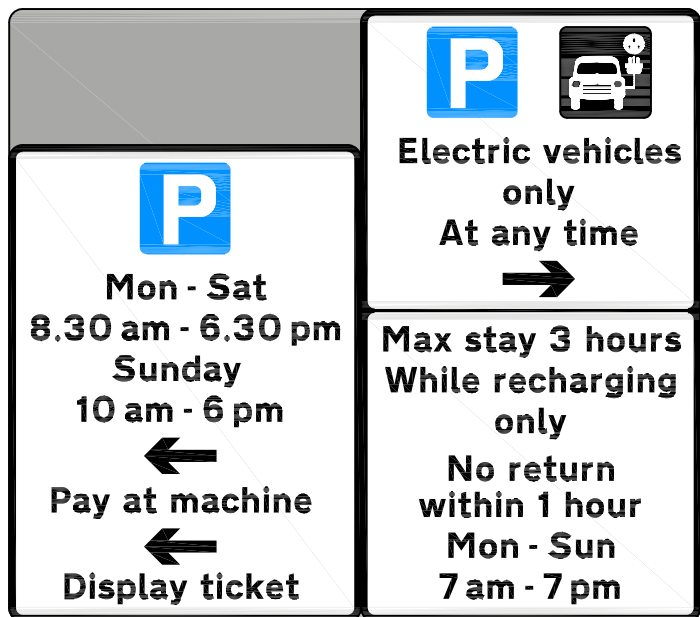
TITLE: GREENHILL WAY CAR PARK ELECTRIC FLEET VEHICLE PARKING BAYS

Designed	M. WHEELER	Checked	D. HARDWICK	Date	SEPT 2018
Drawn	M. WHEELER	Approved	J. MALYON	Date	SEPT 2018
Checked	D. HARDWICK	Date	14 SEPT 2018		
Approved	J. MALYON	Date	14 SEPT 2018		
Scale:	1:200	Datum:	AOD		
Original Size:	A3	Grid:	OS		
Suitability Code:	Sx	Project Number:	10019769		

Suitability Description: **DETAIL DESIGN**

Drawing Number: NoF/ARC/HGN/ZZ/DR/101
 Revision: 01

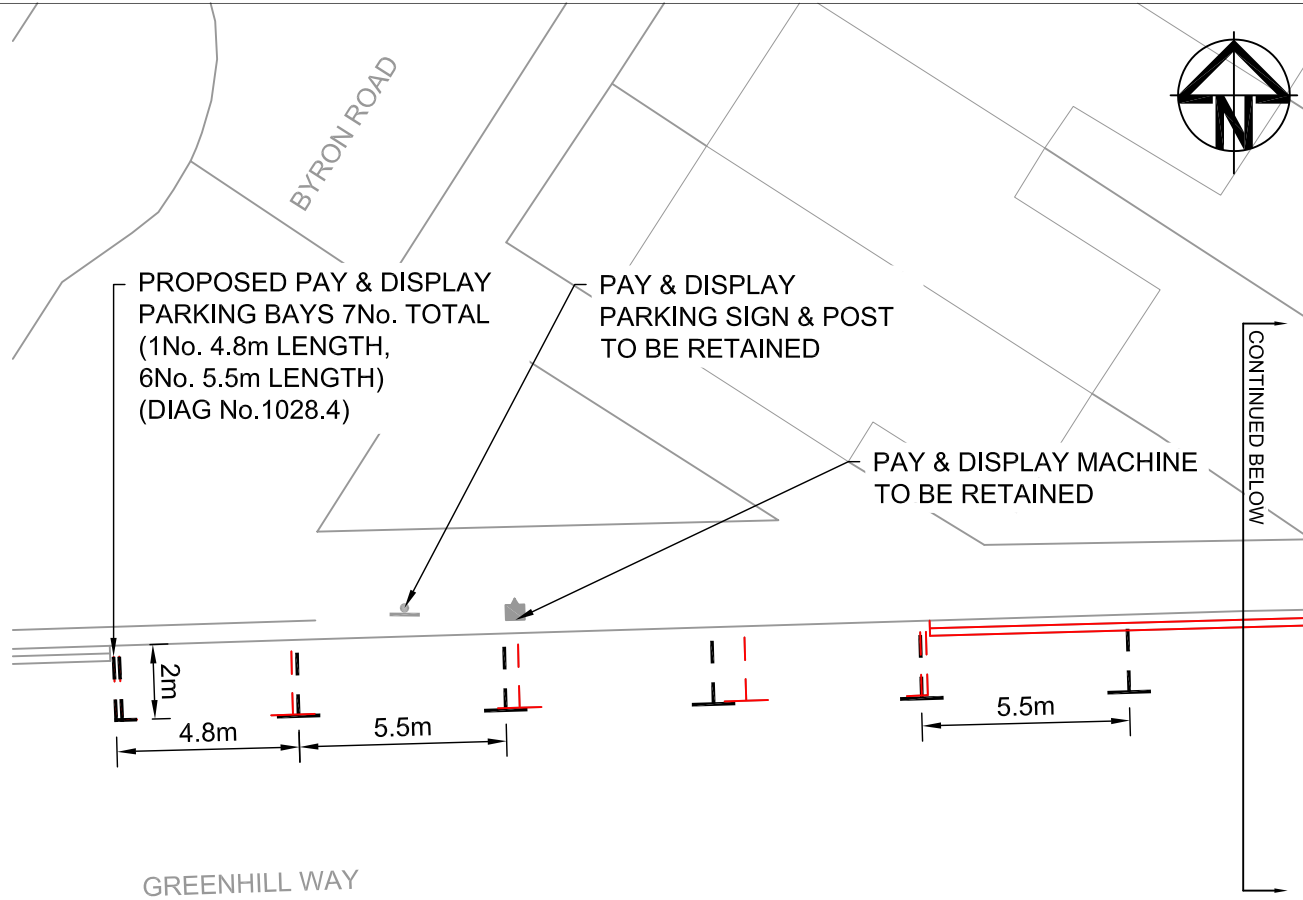
THE MAPPING IS REPRODUCED FROM OR BASED UPON ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE (C) CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LONDON BOROUGH OF HARROW 100019206.



Scheme Ref.	NoF Parking Sign - HSN / 002A
Sign Ref.	Schedule 4, Part 1, Dia 2
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class R2

Scheme Ref.	NoF Signage - HSN / 002B
Sign Ref.	Schedule 4, Part 1, Dia 2
Letter colour	BLACK
Background	WHITE
Border	BLACK
Material	Class R2

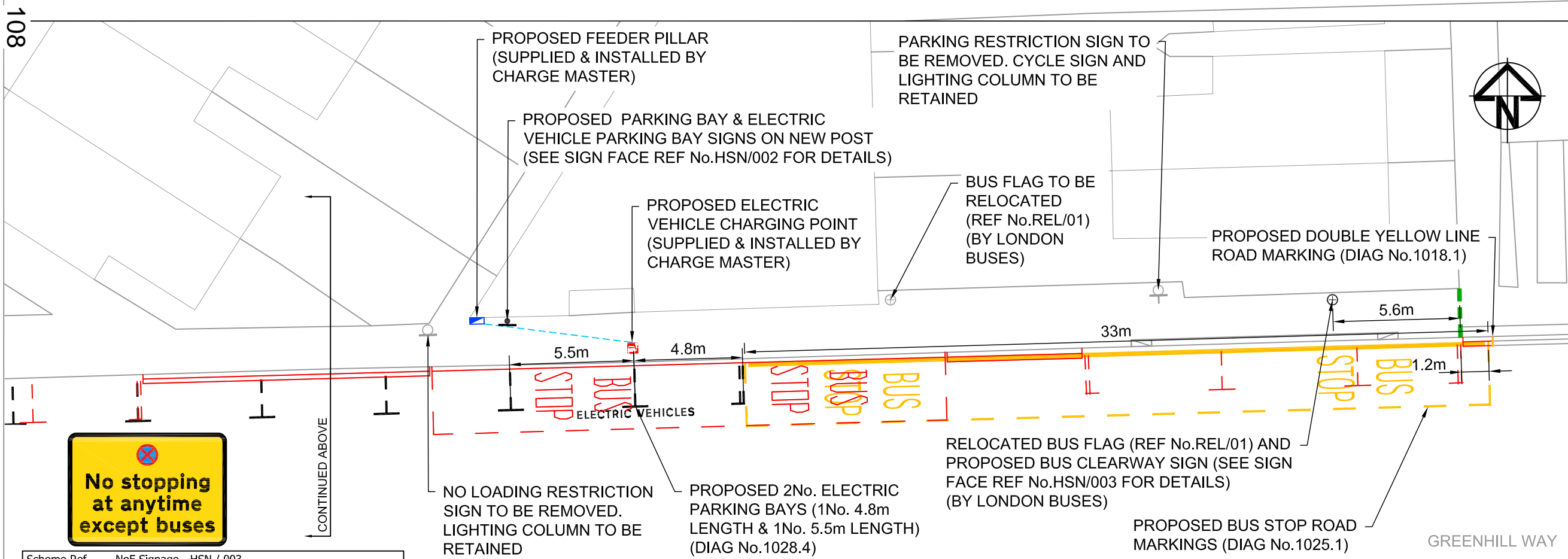
Scheme Ref.	NoF Signage - HSN / 002
Sign Ref.	Schedule 4, Part 1, Dia 2
Letter colour	n/a
Background	GREY
Border	n/a
Material	Class R2



- KEY:**
- PROPOSED SIGN & POST
 - PROPOSED ELECTRIC VEHICLE CHARGING POINT
 - PROPOSED 100mm UPVC DUCT FOR ELECTRICAL CABLE
 - PROPOSED FEEDER PILLAR
 - SETTING OUT MARKER
 - EXISTING ROAD MARKINGS TO BE REMOVED

- NOTES:**
- ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS No's: NOF/ARC/HGN/ZZ/DR/101-103.
 - DESIGN BASED ON OS PLANS.
 - SIGNS & POSTS TO BE INSTALLED TO LBH SPECIFICATION. WITH A MINIMUM CLEARANCE OF 450mm FROM THE CARRIAGEWAY AND NOT TO OBSTRUCT DOORS OR WINDOWS.
 - FEEDER PILLAR, ELECTRIC CHARGING MACHINE AND ELECTRICAL SUPPLY TO BE SPECIFIED BY SUPPLIER.
 - ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH TSRGD 2016.
 - THE LOCATION OF STATUTORY UNDERTAKERS APPARATUS SHOULD BE PROVIDED BY THE CONTRACTOR BEFORE UNDERTAKING ANY EXCAVATION.

01	14.09.18	ORIGINAL ISSUE	MBW	DWH	JJM
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Client

PROJECT: NEIGHBOURHOOD OF THE FUTURE

Site: LONDON BOROUGH OF HARROW
Client: HARROW COUNCIL
STATION ROAD
HARROW
HA1 2XY
www.harrow.gov.uk

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Coordinating office: Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA
Tel: 44 (0)203 014 9000
www.arcadis.com

TITLE:
GREENHILL WAY
ELECTRIC PARKING BAYS

Designed	M. WHEELER	14/09/18	14/09/18	SEPT 2018
Drawn	M. WHEELER	14/09/18	14/09/18	SEPT 2018
Checked	D. HARDWICK	14/09/18	14/09/18	14 SEPT 2018
Approved	J. MALYON	14/09/18	14/09/18	14 SEPT 2018
Scale:	As shown	Datum:	AOD	
Original Size:	A3	Grid:	OS	
Suitability Code:	Sx	Project Number:	10019769	

Suitability Description: **DETAIL DESIGN**

Drawing Number: NoF/ARC/HGN/ZZ/DR/102
Revision: 01

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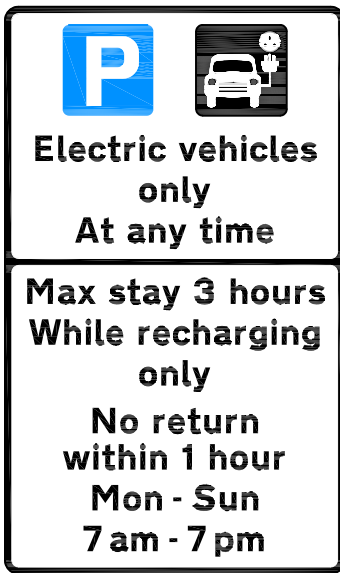
Scheme Ref.	NoF Signage - HSN / 003
Sign Ref.	Schedule 4, Part 1, Dia 1
Letter colour	BLACK
Background	YELLOW
Border	BLACK
Material	Class R2



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CONTINUED ABOVE

CONTINUED BELOW



Scheme Ref.	NoF Parking Sign - HSN / 004		
Sign Ref.	Schedule 4, Part 1, Dia 2	x-height	20.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	375mm
Border	BLACK	Height	625mm
Material	Class R2	Area	0.23m ²



- KEY:**
- PROPOSED SIGN & POST
 - PROPOSED ELECTRIC VEHICLE CHARGING POINT
 - PROPOSED 100mm UPVC DUCT FOR ELECTRICAL CABLE
 - PROPOSED FEEDER PILLAR
 - EXISTING ROAD MARKINGS TO BE REMOVED
 - PROPOSED YELLOW LINE RESTRICTIONS

- NOTES:**
1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS No's: NOF/ARC/HGN/ZZ/DR/101-103.
 3. DESIGN BASED ON OS PLANS.
 4. SIGNS & POSTS TO BE INSTALLED TO LBH SPECIFICATION. WITH A MINIMUM CLEARANCE OF 450mm FROM THE CARRIAGEWAY.
 5. FEEDER PILLAR, ELECTRIC CHARGING MACHINE AND ELECTRICAL SUPPLY TO BE SPECIFIED BY SUPPLIER.
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 7. THE LOCATION OF STATUTORY UNDERTAKERS APPARATUS SHOULD BE PROVED BY THE CONTRACTOR BEFORE UNDERTAKING ANY EXCAVATION.

01	14.09.18	ORIGINAL ISSUE	MBW	DWH	JJM
Rev	Date	Description	Drawn	Check	Approv

Client

PROJECT:
NEIGHBOURHOOD OF THE FUTURE

Site LONDON BOROUGH OF HARROW
Client HARROW COUNCIL
STATION ROAD
HARROW
HA1 2XY
www.harrow.gov.uk

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Coordinating office: Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA
Tel: 44 (0)203 014 9000
www.arcadis.com

TITLE:
PLATINUM HOUSE
ELECTRIC VEHICLE PARKING BAYS

Designed	M. WHEELER	Skpd	14/09/18	Date	SEPT 2018
Drawn	M. WHEELER	Skpd	14/09/18	Date	SEPT 2018
Checked	D. HARDWICK	Skpd	14/09/18	Date	14 SEPT 2018
Approved	J. MALYON	Skpd	14/09/18	Date	14 SEPT 2018
Scale:	1:200	Datum:	AOD		
Original Size:	A3	Grid:	OS		
Suitability Code:	Sx	Project Number:	10019769		

Suitability Description: **DETAIL DESIGN**

Drawing Number:	NoF/ARC/HGN/ZZ/DR/103	Revision:	01
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109

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS (DIAG No.1018.1)

PROPOSED FEEDER PILLAR (SUPPLIED & INSTALLED BY CHARGE MASTER)

PROPOSED ELECTRIC VEHICLE PARKING SIGN ON NEW POST (SEE SIGN FACE REF No.HSN/004 FOR DETAILS)

PROPOSED ELECTRIC VEHICLE CHARGING POINT (SUPPLIED & INSTALLED BY CHARGE MASTER)

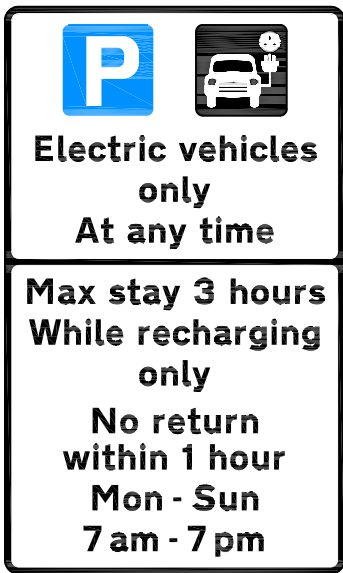
PROPOSED 2No. ELECTRIC PARKING BAYS (DIAG No.1028.4)

PROPOSED DOUBLE YELLOW LINE RESTRICTIONS (DIAG No.1018.1)

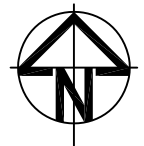
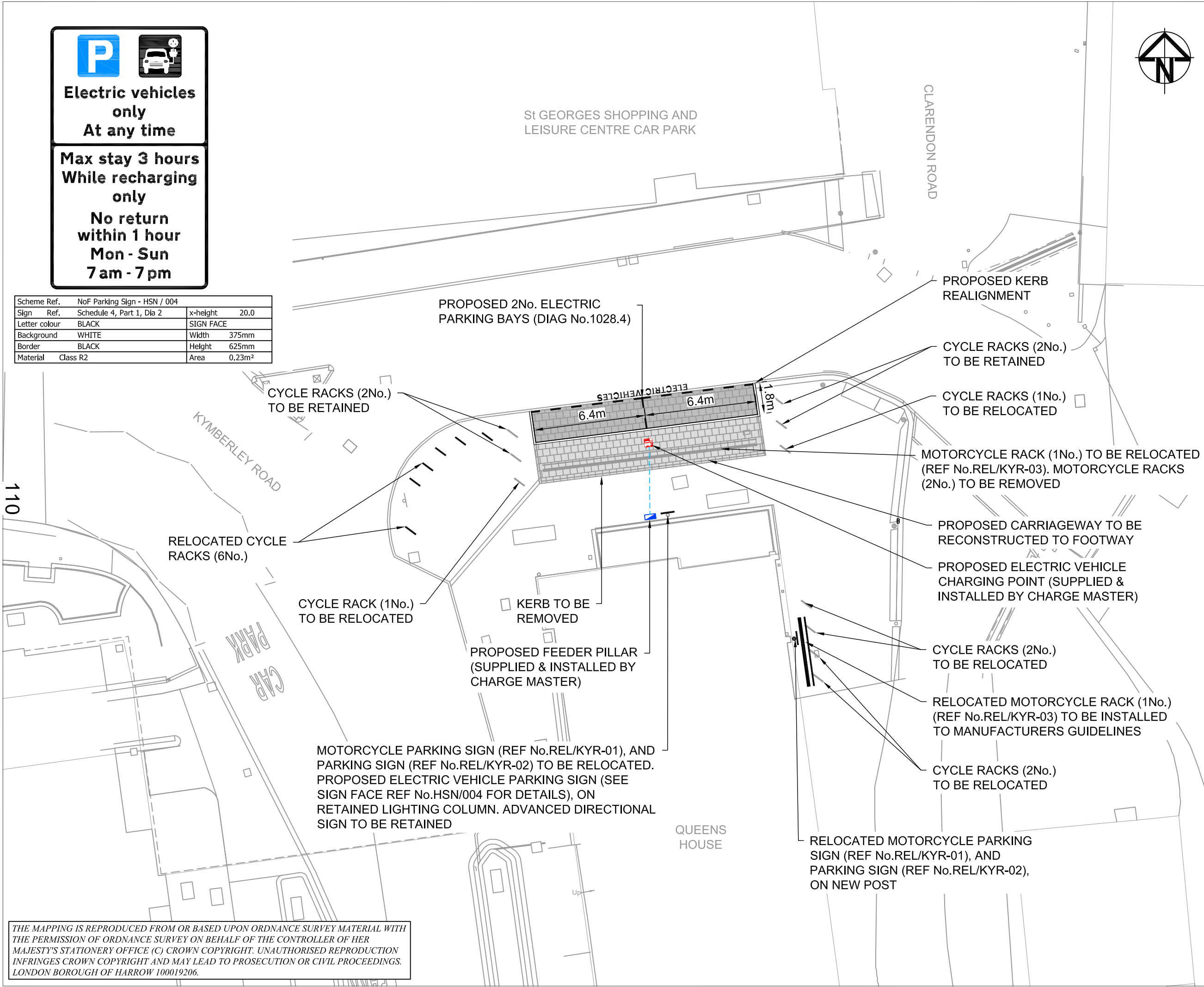
LYON ROAD (BEHIND PLATINUM HOUSE)

PLATINUM HOUSE

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Scheme Ref.	NoF Parking Sign - HSN / 004		
Sign Ref.	Schedule 4, Part 1, Dia 2	x-height	20.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	375mm
Border	BLACK	Height	625mm
Material	Class R2	Area	0.23m ²



- KEY:**
- PROPOSED SIGN & POST
 - PROPOSED SIGN & RETAINED LIGHTING COLUMN
 - PROPOSED ELECTRIC VEHICLE CHARGING POINT
 - PROPOSED 100mm UPVC DUCT FOR ELECTRICAL CABLE
 - PROPOSED FEEDER PILLAR
 - EXISTING GRANITE PAVED CARRIAGEWAY TO BE RETAINED
 - PROPOSED MODULAR PAVED FOOTWAY (TO LBH SPEC)

- NOTES:**
1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS No's: NOF/ARC/HGN/ZZ/DR/101-104.
 3. SIGNS & POSTS TO BE INSTALLED TO LBH SPECIFICATION, WITH A MINIMUM CLEARANCE OF 450mm FROM THE CARRIAGEWAY.
 4. FEEDER PILLAR, ELECTRIC CHARGING MACHINE AND ELECTRICAL SUPPLY TO BE SPECIFIED BY SUPPLIER.
 5. ALL SIGNS AND ROAD MARKINGS ARE TO BE IN ACCORDANCE WITH TSRGD 2016.
 6. THE LOCATION OF STATUTORY UNDERTAKERS APPARATUS SHOULD BE PROVED BY THE CONTRACTOR BEFORE UNDERTAKING ANY EXCAVATION.

01	16.09.18	ORIGINAL ISSUE	MBW	DWH	JJM
Rev	Date	Description	Drawn	Check	Approv

Client

PROJECT: NEIGHBOURHOOD OF THE FUTURE

Site LONDON BOROUGH OF HARROW
Client HARROW COUNCIL
 STATION ROAD
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 HA1 2XY
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 Coordinating office: Bernard Weatherill House, 8 Mint Walk, Croydon, CR0 1EA
 Tel: 44 (0)203 014 9000
 www.arcadis.com

TITLE:
 KYMBERLEY ROAD
 ELECTRIC VEHICLE PARKING BAYS

Designed	M. WHEELER	16/09/18	16/09/18	SEPT 2018
Drawn	M. WHEELER	16/09/18	16/09/18	SEPT 2018
Checked	D. HARDWICK	16/09/18	16/09/18	16 SEPT 2018
Approved	J. MALYON	16/09/18	16/09/18	16 SEPT 2018
Scale:	1:200	Datum:	AOD	
Original Size:	A3	Grid:	OS	
Suitability Code:	Sx	Project Number:	10019769	

Suitability Description:
 DETAIL DESIGN

Drawing Number:	NoF/ARC/HGN/ZZ/DR/104	Revision:	01
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**REPORT FOR: TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:	31 October 2018
Subject:	INFORMATION REPORT Traffic and Parking Schemes Programme Update - 2018 /19
Key Decision:	No
Responsible Officer:	Paul Walker - Corporate Director, Community
Portfolio Holder:	Councillor Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, report is for information
Wards affected:	All
Enclosures:	Appendix A - Parking management programme 2018/19 Appendix B - Transport for London programme 2018/19 Appendix C - Whitefriars School 20 mph zone extension Appendix D - Cedars Manor School 20 mph zone extension Appendix E - Kenmore Park School 20

mph zone extension
Appendix F - Common Rd – safety scheme around Krishna Avanti School
Appendix G - Rayners Lane / Clitheroe Road – junction improvement
Appendix H - Common Road – Avanti School speed reduction
Appendix I - Graham Rd / Claremont Rd / Ladysmith Rd - walking scheme

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2018 /19 traffic and parking management programme of works.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in the 2018/19 programme. This includes schemes funded by Transport for London grant and the Harrow capital programme. **Appendix A and B** provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.

Options considered

- 2.3 This work programme fits within the scope of the Council's Transport Local Implementation Plan. The plan sets out the case for taking forward a wide ranging programme of investment.

Background

Harrow Capital 2018/19

Parking management programme

- 2.4 The Parking Management Schemes Programme for 2018/19 was agreed and approved by TARSAP in February. The current status of each scheme in the programme can be seen in **Appendix A**.

The programme update summary is as follows;

Scheme	Status
Kenmore Avenue / Christchurch Avenue – roads to the east of the Leisure Centre – new controlled parking zone	<p>The informal consultation is complete the results have been analysed and reported to local members and subsequently the Portfolio Holder (PH). PH approval to proceed to statutory consultation obtained 4th October 2018</p> <p>The results indicated a clear majority in favour of creating a new controlled parking zone in Christchurch Gardens and Christchurch Avenue operating Monday to Friday, 10am to 3pm.</p> <p>We are now proceeding to statutory consultation with these proposals on that basis.</p> <p>A separate PH report which gives more details on a road by road basis of the consultation results and recommendations has been published on the council's website.</p>
The Broadway, Hatch End – Service Road – Pay and display bays	<p>The informal consultation exercise is complete and the results have been analysed and reported to local members and the PH. The results indicated a majority of responses in favour of having pay and display parking bays in the service road between Wellington Road and Anselm Road.</p> <p>The proposals are now moving to statutory consultation and a separate PH report which gives more details of the consultation results and recommendations has been drafted and will be published on the council website shortly.</p>

CPZ zone TB, Canons - area review	<p>The informal consultation results have been analysed and reported to local members and the PH. As a result of the consultation it has been agreed that the council will proceed to statutory consultation to include Lake View in zone TB and to create a separate new zone in Cavendish and Dorset Drive operational Monday – Saturday 8.30am – 12.00pm (noon) and 2.00pm – 6.00pm.</p> <p>A separate PH report which gives more details on a road by road basis of the consultation results and recommendations has been drafted and will be published on the council website shortly.</p>
72-94 Lower Road, Harrow on the Hill	The statutory consultation is complete and no objections were received, the scheme is moving to implementation.
West Street / Nelson Road area, Harrow on the Hill	Informal consultation commenced September / October. Results are being collated, analysed and will be reported to the local members and the PH to agree what if any measures are taken forward to statutory consultation.
Whitchurch Gardens area, Canons	<p>Informal consultation complete, we are drafting proposals/recommendations to discuss/agree with the local members and PH to seek agreement to take forward to statutory consultation</p> <p>A separate PH report which gives more details on a road by road basis of the consultation results and recommendations has been drafted and will be published on the council website shortly.</p>

Localised Safety Parking Schemes Programme (LSPP)

- 2.5 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.
- 2.6 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 2018/19

LIP - 20 mph zone programme

- 2.7 All 20 mph zones are designed to be self-enforcing without relying on police enforcement and so most schemes include some form of traffic calming measures, such as speed cushions or kerb build outs, in order to ensure a majority of motorists comply with the 20 mph speed limit. There is a budget of £130,000 this financial year to extend three existing 20 mph zones in streets surrounding the schools listed below. Progress with these schemes is as follows:

Whitefriars School (20mph zone) - extension of existing zone

- 2.8 The informal public consultation for the Whitefriars School 20mph zone extension took place from the 18th May until 3rd June 2018. In total 208 leaflets were delivered with 15 responses (7% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph zone			
Road	No	Yes	Road Total
Borrowdale Avenue*	1		1
Cecil Road		4	4
Gordon Road		3	3
Havelock Road	2	1	3
Wolseley Road		4	4
Grand Total	3	12	15

* Denotes outside of proposed 20mph boundary

- 2.9 Statutory Consultation for Whitefriars School 20mph zone extension proposals took place from the 12th July 2018 until 1st August 2018. No objections were received during the statutory consultation period and the scheme has now been passed to the highway contractor to programme and implement. **Appendix C** shows details of the proposals.

Cedars Manor School (20mph zone) - extension of existing zone

- 2.10 The informal public consultation for the Cedars Manor School 20mph zone extension took place from the 18th May until 3rd June 2018. In total 561 leaflets were delivered with 83 responses (15% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph zone			
Road	No	Yes	Road Total
Belsize Road	3	7	10
Borrowdale Avenue*	1		1
Boxtree Lane	1	7	8
Boxtree Road	5	7	12
Colmer Place		2	2
Elm Terrace	1	1	2
Hitherwell Drive	5	3	8
Kynaston Close	2	3	5
Kynaston Wood	7	3	10
Maricas Avenue	1	9	10
Rowland Avenue*		1	1
Silver Close		2	2
Uxbridge Road		1	1
Weighton Road	2	9	11
Grand Total	28	55	83

* Denotes outside of proposed 20mph boundary

2.11 Statutory Consultation for Cedars Manor School 20mph zone extension proposals took place from the 12th July 2018 until 1st August 2018. Two objections were received during this period which were discussed with the Portfolio Holder and overruled.

2.12 The Scheme has since been passed to the highway contractor to programme and implement. **Appendix D** shows details of the proposals.

Kenmore Park School (20 mph zone) - extension of existing zone

2.13 The informal public consultation for the Kenmore Park School 20mph zone extension took place from the 18th May until 3rd June 2018. In total 508 leaflets were delivered with 72 responses (14% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph zone			
Road	No	Yes	Road Total
Borrowdale Avenue*	1		1
Brancker Road	3	6	9
Hamel Close		1	1
Hinkler Road		3	3
Hunters Grove	5	22	27
Kenmore Road*	1		1
Liddell Close*	1		1
Moorhouse Road*		1	1
Paulhan Road		5	5
Rowland Avenue	2	14	16
Shooters Avenue	2	5	7
Grand Total	15	57	72

* Denotes outside of proposed 20mph boundary

- 2.14 Statutory Consultation for Kenmore Park School 20mph zone extension proposals took place from the 12th July 2018 until 1st August 2018. No objections were received during the statutory consultation period and the scheme has now been passed to the highway contractor to programme and implement. **Appendix E** shows details of the proposals.
- 2.15 A local Councillor raised some concerns regarding the design via the Portfolio Holder and a meeting took place in August with officers to discuss the concerns. Officers explained that the scheme was designed in accordance with national guidance and any changes were therefore not feasible.

LIP - Local Safety Schemes

- 2.16 This programme of work is focussed on reducing Killed and Seriously Injured (KSI) accidents throughout the borough in line with the Mayor for London's vision zero transport strategy for deaths and serious injuries from all road collisions to be eliminated from London streets by 2041.
- 2.17 There is a budget of £100,000 allocated this financial year from TfL for three local safety schemes as detailed below and a supporting developer's contribution of £20,800 (Morrisons, Hatch End) from section 106 funds associated with the Oxhey Lane scheme.
- Alexandra Avenue
 - Oxhey Lane / Uxbridge Road roundabout junction,
 - Pinner Road (between Station Road and Headstone Lane).

The Council's transport consultant has undertaken an analysis of all personal injury accident at these locations and is developing outline proposals to mitigate these accident trends.

LIP - Bus Priority schemes

- 2.18 Harrow Council works closely with Transport for London (TfL) and their consultants 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:
- Pinner Road, North Harrow – kerb line realignment to provide wider traffic lanes. Design has been completed as a result we will need to relocate some statutory undertaker's plant. This work is ongoing.
 - College Road - bus / cycle only trial between the Headstone Road and the section between Pinner Road and Bessborough Road roundabouts. We expect statutory consultation to start towards the end of November.

Bus Priority (separate TfL funding stream)

- 2.19 Separate funding of £115,000 has been allocated following a successful bid to TfL to undertake carriageway widening works in High Road, Harrow Weald. This will complete the scheme that was started last year in this location. The funds will be used to undertake statutory undertaker's plant diversions and road layout changes and widening between the entrance of Homebase and Iceland on High Road, Harrow Weald.

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 Harrow is 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 continue the work 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.
- 2.23 A review of the existing operational freight management strategy has been undertaken and completed in line with our revised LIP programme.
- 2.24 There is a request to implement a loading bay in Pinner Road o/s North Harrow Methodist church which is currently being investigated.

LIP - Legible London

- 2.25 Pedestrian way finding signs will be provided in Hatch End, Broadway and Bentley Priory Museum and open space, Stanmore Country Park and Recreation Park. The provisional artwork and site locations are currently being designed. Works will be issued to the contractor once agreed with TfL and it is anticipated that the signs will be installed by February 2019.

LIP - Cycling schemes

- 2.26 The Council allocation for cycling in the TfL LIP programme is £250k and will allow the development of whole routes to be implemented in line with the Council's adopted cycle strategy.

Metropolitan Cycle Route

- 2.27 The scheme is currently under construction. A more detailed appraisal of the scheme is given in the cycling in harrow update report which is on tonight's agenda.

Jubilee Cycle Route

- 2.28 The Council's transport consultant has been commissioned to design measures along this route which links Stanmore and Queensbury underground stations. The design process is on-going.
- 2.29 The measures will 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.

TfL Quiet way route Harrow Weald to Kenton Road (via Harrow town centre and Wealdstone town centre)

- 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 Sustrans are now in the process of developing this route further in accordance with their Quiet way Delivery Programme (QDP) criteria. The route starts at the Kenton Road and runs between Harrow and Wealdstone town centres up to High Road, Harrow Weald. This programme of work is funded separately from the LIP.
- 2.32 It is intend to procure Sustrans to assist in the future design and consultation of the whole route.
- 2.33 The cycling in Harrow report on the agenda provides more information.

E Bike Trial

- 2.34 Harrow Council is partnering with West Trans to provide e-bikes on a trial basis (up to six months) to Council staff. The aim is to see if e-bikes can play a role in shifting to sustainable modes transport. The trial has been very successful with plenty of interest from staff to use the bikes. The bikes movements are monitored through GPS tracking and the data will be analysed at the end of the trial.

Local Transport Fund Schemes (LTF) 2018/19

- 2.35 The TfL award for funding in 2018/19 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 2018 TARSAP meeting.

LTF - Common Road – Reduction in speed limit to 30 mph around Krishna Avanti School

- 2.36 A proposal has been developed to improve safety around Krishna Avanti School by reducing the existing speed limit from 40mph to 30 mph on both approaches to the school entrance. This is following speed surveys that have been undertaken in the area. In addition school warnings signs and "School Keep Clear" markings and new road markings will be implemented to highlight the school entrance.
- 2.37 A statutory consultation to reduce the speed limit has been undertaken and the comments are being evaluated. **Appendix H** shows details of the current proposals however these are being reviewed following comments received during the consultation.

LTF - Rayners Lane / Clitheroe Avenue – Junction improvement

- 2.38 This scheme involves removing the existing ineffective mini roundabout and replacing it with a priority junction. This will reduce traffic and improve bus movement at the junction. Informal and statutory consultation is complete and the PH has given approval to progress the scheme
- 2.39 Details of the proposals can be seen in **Appendix I** and will be passed to our contractors for implementation shortly.

LTF - Bessborough Road – Pedestrian Crossing improvements

- 2.40 A proposal for the existing splitter island in Bessborough Road has been developed to widen the island close to Whitmore Avenue and introduce dropped kerbs, tactile paving and waiting restrictions.
- 2.41 Informal and statutory consultation is complete and the PH has given approval to progress the scheme. Details of the proposals can be seen in **Appendix J** and will be passed to our contractors for implementation shortly.

LTF - Eastern Avenue – Pedestrian crossing facilities

- 2.42 A scheme to provide a dropped crossing with tactile paving to assist partially sighted pedestrians to cross Eastern Avenue close to Pinner High School has been passed to the highway contractor for implementation.

LTF - Graham Road / Claremont Road / Ladysmith Road - walking scheme

- 2.43 It is planned to introduce Copenhagen style entry treatments at the junctions listed above along the High Street (A409). The detail design and informal and statutory consultation is complete and the PH has given approval to progress the scheme. Details of the proposals can be seen in **Appendix I** and will be passed to our contractors for implementation shortly.

LTF - Minor safety measures, road markings / traffic signs

- 2.44 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 schemes

- 2.45 The “pelican” pedestrian crossing in Honeypot Lane between Broadcroft Avenue and Dalston Gardens is now fully operational.
- 2.46 Concerns were raised about pedestrian safety in Eastcote Road, Pinner close to the junction with Marsh Road. The Council’s transport consultant has carried out a detailed investigation and developed proposals to address the concerns raised. In the interim, following a safety review of the junction, vegetation on the south west corner of the mini roundabout will be cut back to improve visibility.

LIP - Congestion Relief schemes

- 2.47 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.
- 2.48 Last year the Council’s transport consultant provided a report on the congestion which occurs at Belmont Circle which was mainly attributed to the two Toucan Crossing facilities. The call time for pedestrians was increased from 30 seconds to 40 seconds.
- 2.49 The consultant has suggested a number of options to improve congestion issues at the Queensbury Circle junction. One of the options being considered is signalling the junction. A number of options are being considered and are being worked up in more detail.

School Travel Plan Highway schemes

- 2.50 As a part of the school expansion programme associated transport assessments, approved by the Planning Committee, with identified highway improvements to mitigate the traffic impact of expansion are being taken forward. There is an on-going programme of work to implement the measures.
- 2.51 As part of this programme, a review of parking and loading restrictions outside and in the vicinity of schools is on-going.

Electric Vehicles (EV) infrastructure

- 2.52 A review of initiatives that can support electric vehicle use in the borough is underway, 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.
- 2.53 Harrow residents and businesses have been consulted about their views on electric vehicles and potential locations for charge points. The responses are currently being analysed and the results will be used to help determine potential locations for electric charge points.

Neighbourhood of the Future – Harrow Town Centre

- 2.54 Following a review of the project, the number of charging units has increased from 4 to 5. The additional unit has been added to Greenhill Way Car Park to support the Electric Vehicle Fleet Trial (EVFT), which will be available to businesses in Harrow Town Centre in the next few months.
- 2.55 A statutory consultation commenced on 20th September 2018 for the 10 EV charging bays which will be restricted to a 3 hour maximum stay with no return within one hour operating 7am – 7pm every day. Four bays are dedicated to the EVFT in Greenhill Way car park while the other six bays are strategically located in close proximity to the town centre.
- 2.56 Enterprise has been selected to run the EVFT and the Council's travel planning team have been working with the Business Improvement District (BID) to encourage participation in the EVFT by local businesses. An advertised expression of interest was issued to businesses and several businesses have expressed an interest in taking part.
- 2.57 Training of local mechanics is also being organised to provide the skills required to work on electric vehicles in the locality and this is scheduled to commence in November in partnership with local businesses.
- 2.58 There is a separate more detailed report on tonight's agenda.

Accessibility Improvements

- 2.59 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 the highway to support mobility impaired people's needs.

External funding sources

Headstone Drive / Harrow View / Headstone Gardens – Traffic Signals (Goodwill to All junction)

- 2.60 This scheme will be funded from section 106 developer contributions from the Kodak development. There is a budget of £831,800 available for improvements.
- 2.61 The scheme to amend the junction is currently being modelled by the council's transport consultant in liaison with the TfL signals team. A number of different options are being considered in order to be able to introduce an all red pedestrian phase whilst trying to improve traffic flow through the junction. This will involve banning some right turn movements to increase capacity at the junction.
- 2.62 The transport consultant has been commissioned to provide a separate report to consider the impact of the banned turns on the wider public network and design a separate signing strategy to minimise the impact of the proposals.
- 2.63 The implementation of the scheme is likely to be undertaken in 2019/20.

Sandringham Crescent area parking review (The Matrix Pub)

- 2.64 This initiative will be funded from section 106 developer contributions from the site of the former Matrix pub. There is a budget of £10,000 available for a parking review.
- 2.65 Parking surveys and a parking review in the area surrounding the development will be undertaken shortly to establish parking trends with a view to introducing new parking controls in the future.

Wealdstone Square (formerly Trinity Square), Headstone Drive

- 2.66 This scheme is funded from the GLA London Regeneration Fund. There is a budget of approximately £850,000 for this project of which approximately £640,000 is available to undertake scheme implementation.
- 2.67 Works to implement the public square project are provisionally scheduled to commence in October / November. The work will be undertaken in a sequence of phases up until the end of the financial year with a break for the Christmas trading period.

- 2.68 Some elements of the scheme such as the kiosk and works to the church land are not proceeding currently due to cost constraints and alternative sources of funding are being sought by the Economic Development Team in order to take forward these elements at some point in the future.

Staffing/workforce

- 2.69 The delivery of schemes in the programme of investment will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.70 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.71 The current Transport Local Implementation Plan 2 (LIP2) and draft LIP3 have both undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes cycling schemes.
- 2.72 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.73 Risk included on Directorate risk register? No
- 2.74 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.75 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal implications

- 2.76 There are no legal implications.

Financial Implications

2.77 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2018/19 capital programme and confirmed funding allocations from TfL, S106 and the GLA for 2018/19.

Equalities Implications / Public Sector Equality Duty

2.78 A programme of investment was included in the current Transport Local implementation Plan (LIP2) and in the proposed LIP3.

2.79 Both LIP2 and LIP3 have been subject to a full Equalities Impact Assessment and have been identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

Council Priorities

2.80 The LIP and associated programme of investment detailed in the report support the Harrow ambition plan and 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 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 18/10/18		

Ward Councillors notified:	NO, as it impacts on all wards
EqIA carried out:	NO, a full EQIA has been undertaken on LIP3 which covers this work area. A

separate EqlA is therefore not necessary.

EqlA cleared by:

N/A

Section 4 - 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 Team Leader
Tel: 020, Fax: 020 8424 7662,
E- mail: Johann.Alles@Harrow.gov.uk

Background Papers:

Local Implementation Plan
http://www.harrow.gov.uk/download/downloads/id/2299/local_implementation_plan

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

*[Call-in does not apply as the
report is for noting only]*

Appendix A – Harrow Capital, parking management schemes update – 2018/19

This is Harrow’s own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2018/19 this comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	£ K	Status	Contact officer	Planned finish
Carried over from 2017-18 Kenmore Ave / Christchurch Avenue – new CPZ	Localised parking review – possible new zone with extended hours of control	30	Legal notification (Statutory consultation) to be undertaken in October	Barry Philips / Sajjad Farid	Mar 2019
The Broadway, Hatch End service roads – new P&D CPZ	New parking controls, proposals to introduce pay and display outside the shops in the service roads.	50	Informal consultation complete – moving to statutory consultation	Barry Philips / Sajjad Farid	Feb 2019
Canons Zone TB - localised parking review of existing CPZ	Review of the hours of operation of zone TB possible inclusion of Lake View	45	Informal consultation complete – moving to statutory consultation	Barry Philips / Sajjad Farid	March 2019
72-94 Lower Road, Harrow on the Hill – new CPZ	New parking controls – on proposals to introduce a CPZ in the service road. Undertake public consultation, statutory notification and implementation.	10	Statutory consultation complete – moving to implementation	Barry Philips / Sajjad Farid	Nov 2018
West Street / Nelson Road area, Harrow on the Hill – new CPZ	New parking controls - on proposals to introduce a CPZ to address commuter and long stay parking problems in area	60	Informal consultation September/ October	Barry Philips / Sajjad Farid	April 2019
Whitchurch Gardens area, Canons – new CPZ	Localised parking review – possible new zone	35	Moving to statutory consultation – (see main body of report)	Barry Philips / Sajjad Farid	Mar 2019
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions	60	On-going prioritisation / implementation of requests for	Barry Philips / Sajjad Farid	Mar 2019

Scheme	Details	£ K	Status	Contact officer	Planned finish
	<p>(yellow lines) schemes to deal with access problems and road safety issues.</p> <p>Review of waiting restrictions in Whitefriars Avenue / Gordon Road, Wealdstone to deal with localised congestion.</p>		<p>yellow lines. (See main body of report)</p> <p>Legal notification (Statutory consultation) undertaken in May</p>	Barry Philips / Sajjad Farid	Mar 2019

Appendix B - Transport for London, Local Implementation Plan (LIP) programme update – 2018/19

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 2018/19 is £1,802k. 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 Alexandra Avenue – Oxhey Lane / Uxbridge Road – Pinner Road / Station Road	100	In design - See main report	Barry Philips	Mar 2019
Corridors	20 mph zone programme	Implementation of 20mph zones around schools in the borough. Whitefriars School - extension Cedars Manor School - extension Kenmore Park School - extension	130	Implementation in October / November	Barry Philips	Nov 2018
Corridors	Walking Schemes	Infrastructure schemes designed to improve walking facilities	60	Completed pedestrian crossing on Honeypot Lane (near Crowshott Avenue) Eastcote Road / Marsh Road – consultation to commence shortly	Barry Philips	Mar 2019
Corridors	Cycling Schemes	Programme of schemes to improve cycle routes on the highway network	250	Improvement to the Jubilee (Stanmore Station to Queensbury) and northern routes planned for this financial year	Barry Philips	Mar 2019

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Bus priority schemes	Schemes to improve congestion and improve delays to buses on Pinner Road near Station Road College Road – bus Trial	230	Pinner Road, North Harrow – road widening To commence in November	Barry Philips	Mar 2019
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 2019
Corridors	Freight management schemes	Review of existing freight strategy	50	Complete Review of existing lorry ban zones – benchmarking enforcement with other boroughs	Barry Philips	Mar 2019
Corridors	Congestion relief studies	Programme of schemes to reduce congestion and improve journey time reliability	50	Linking pedestrian crossings on Belmont Circle Queensbury Circle – study being progressed by Atkins	Barry Philips	Mar 2019
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 2019
Corridors	Accessibility Improvements	Provision of Disabled parking bays, and dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people	40	On-going programme of delivery throughout the year. Delivered in batches.	Barry Philips	Mar 2019
Corridors	Legible London Signing	Pedestrian way finding sign works	50	Way finding signs in Stanmore and Headstone North	Barry Philips	Mar 2019

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Forward programme development	Identify future work through assessments and studies.	72	On-going scheme investigation and development work for 2018/19 schemes Development of LIP3 and other strategic documents	Barry Philips	Mar 2019
Corridors	Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Funds being used to support Shopmobility	Barry Philips	Mar 2019
Corridors	Independent travel training	Targeted travel training for people with learning difficulties to support public transport use	25	Council SEN services to provide travel training to students at Harrow College and Shaftesbury High School	Barry Philips	Mar 2019
Corridors	Road safety education and promotions	Various road safety education initiatives for schools and vulnerable road user groups undertaken by Road Safety Officer.	50	Interactive road safety education programs to continue in all schools in Harrow.	David Corby	Mar 2019
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 2019

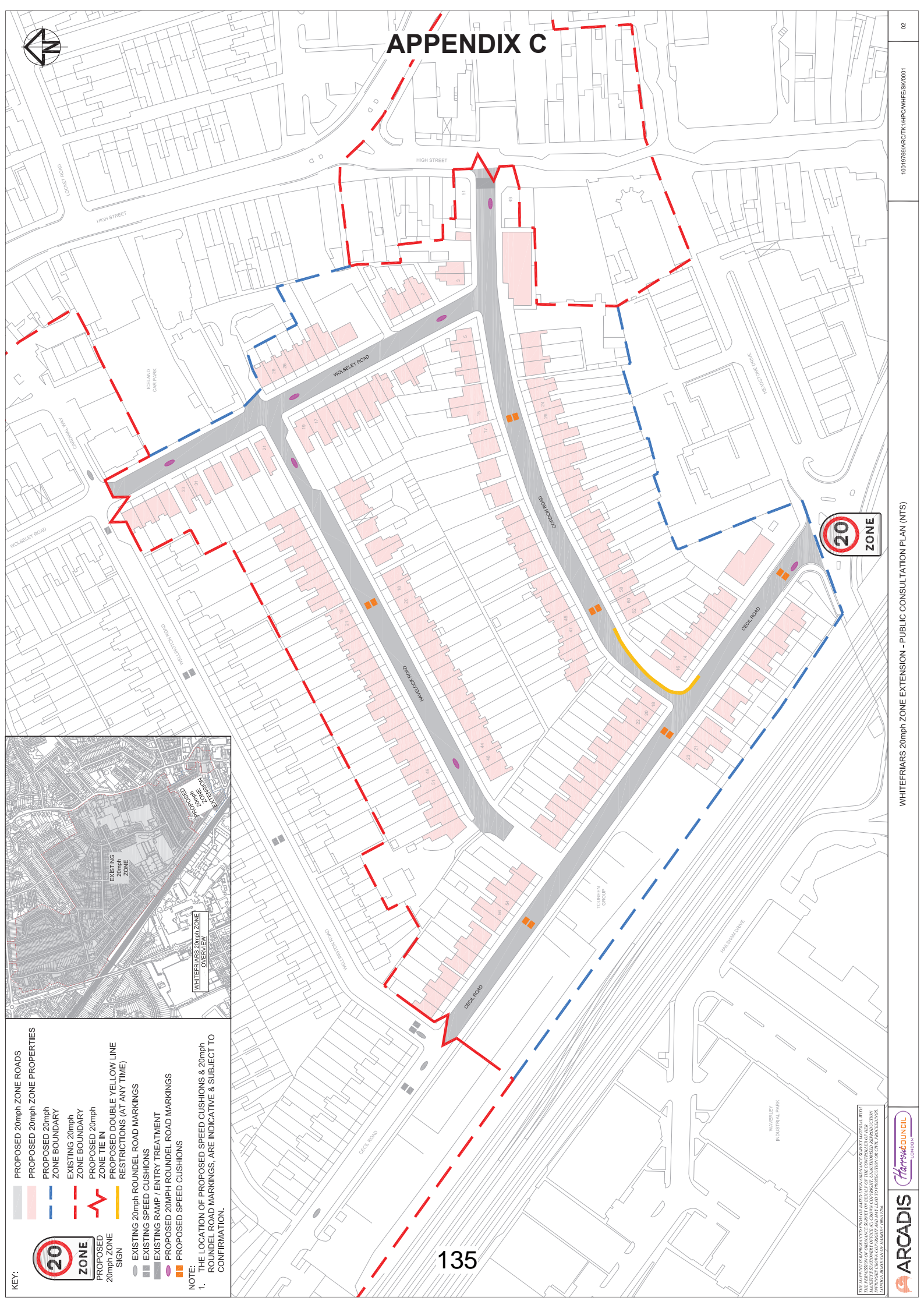
TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	Active Travel and Air Quality initiatives	Support air quality and anti-idle initiatives Support active travel through sustainable transport initiatives	50	Various measures proposed including: <ul style="list-style-type: none"> • Monitoring tubes installed around schools • 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 • Electric bikes trial 	Barry Philips	Mar 2019
Corridors	ULEV infrastructure 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 2019
Corridors	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 	130	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 2019

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Local Transport Fund	Various local schemes	<p>Local priority schemes identified by the borough which support the Mayors Transport Strategy</p> <ul style="list-style-type: none"> • Avanti School, Common Road – school safety scheme • Eastern Avenue – pedestrian link • Rayners Lane / Clitheroe Ave / Quartz Court – improve access and road safety. • Graham Road / Claremont Road / Ladysmith Road – Copenhagen style crossings, walking scheme • Bessborough Road – pedestrian safety scheme 	100	(See main body of report)	Barry Philips	Mar 2019
GULC Rapid EV Charging Infrastructure	Harrow NOF – Greenhill Go Ultra Low	<p>Implement a neighbourhood of the future in Harrow Town centre</p> <p>Introduction of EV charging points and EV parking bays</p> <p>Provide accredited training courses for mechanics in Harrow to become skilled in the maintenance of electric vehicles</p>	65	<p>Scheme parking layouts design on-going.</p> <p>EV charging point contract being finalised.</p> <p>Reviewing training courses for EV maintenance.</p>	Barry Philips	Mar 2019

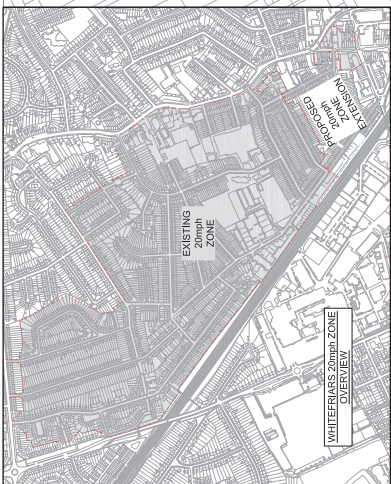
TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Bus priority delivery portfolio	Wealdstone town centre bus improvements	Additional transport modelling work (VISSIM) to assess bus journey time performance on two design options in the Wealdstone Transport Study	N/A	Modelling complete – Presentation to TfL within the next two months	Barry Philips	Dec 2018
Bus priority delivery portfolio	High road, Harrow Weald	Completion of bus scheme, road widening / layout changes	115	Diversion of Statutory Undertakers plant being organised	Barry Philips	Mar 2019



APPENDIX C



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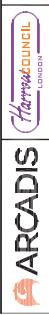
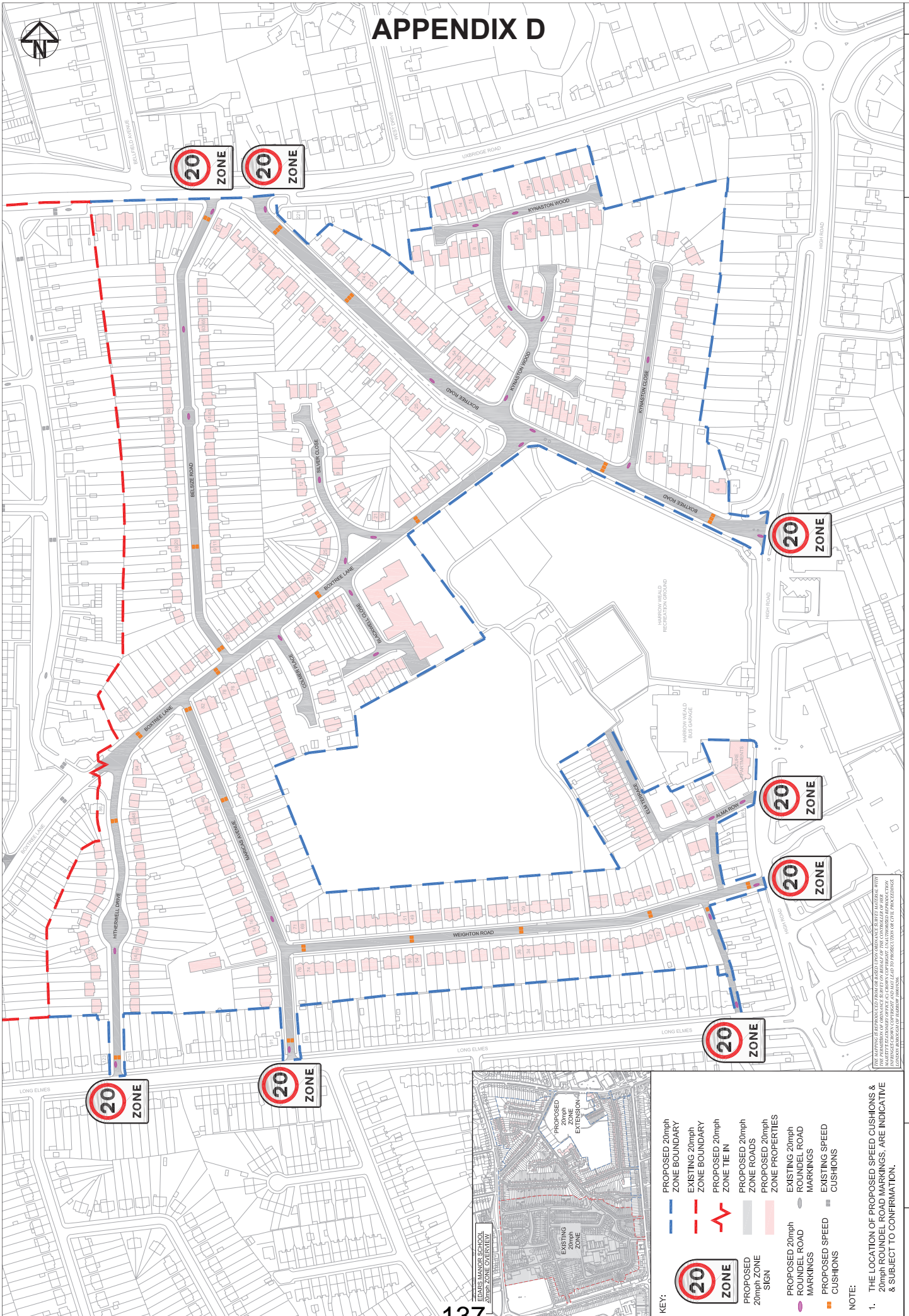


- KEY:**
- PROPOSED 20mph ZONE ROADS
 - PROPOSED 20mph ZONE PROPERTIES
 - PROPOSED 20mph ZONE BOUNDARY
 - EXISTING 20mph ZONE BOUNDARY
 - PROPOSED 20mph ZONE TIE IN
 - PROPOSED DOUBLE YELLOW LINE RESTRICTIONS (AT ANY TIME)
 - EXISTING 20mph ROUNDLE ROAD MARKINGS
 - EXISTING SPEED CUSHIONS
 - EXISTING RAMP / ENTRY TREATMENT
 - PROPOSED 20MPH ROUNDLE ROAD MARKINGS
 - PROPOSED SPEED CUSHIONS
- NOTE:**
1. THE LOCATION OF PROPOSED SPEED CUSHIONS & 20mph ROUNDLE ROAD MARKINGS, ARE INDICATIVE & SUBJECT TO CONFIRMATION.

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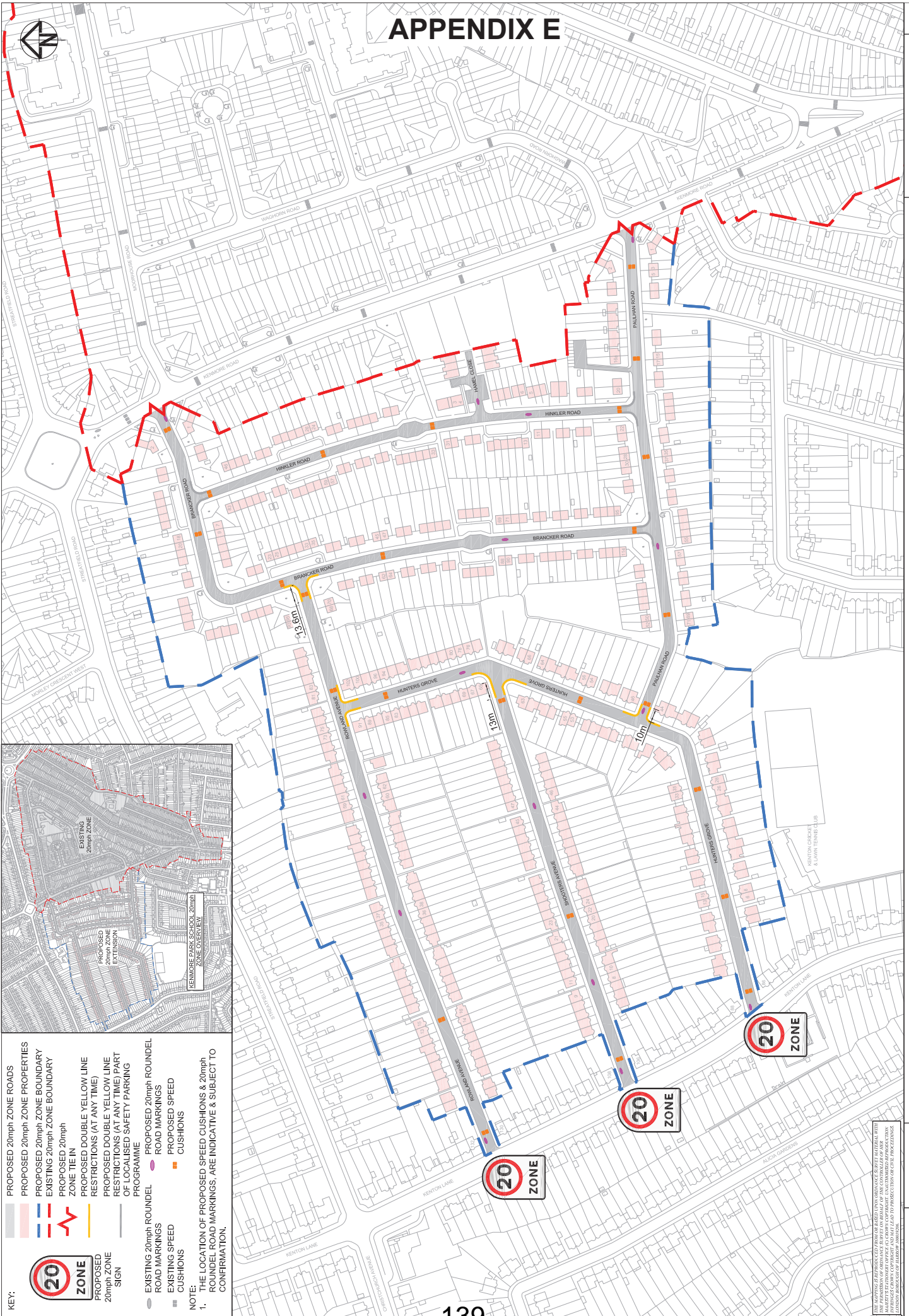
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APPENDIX D



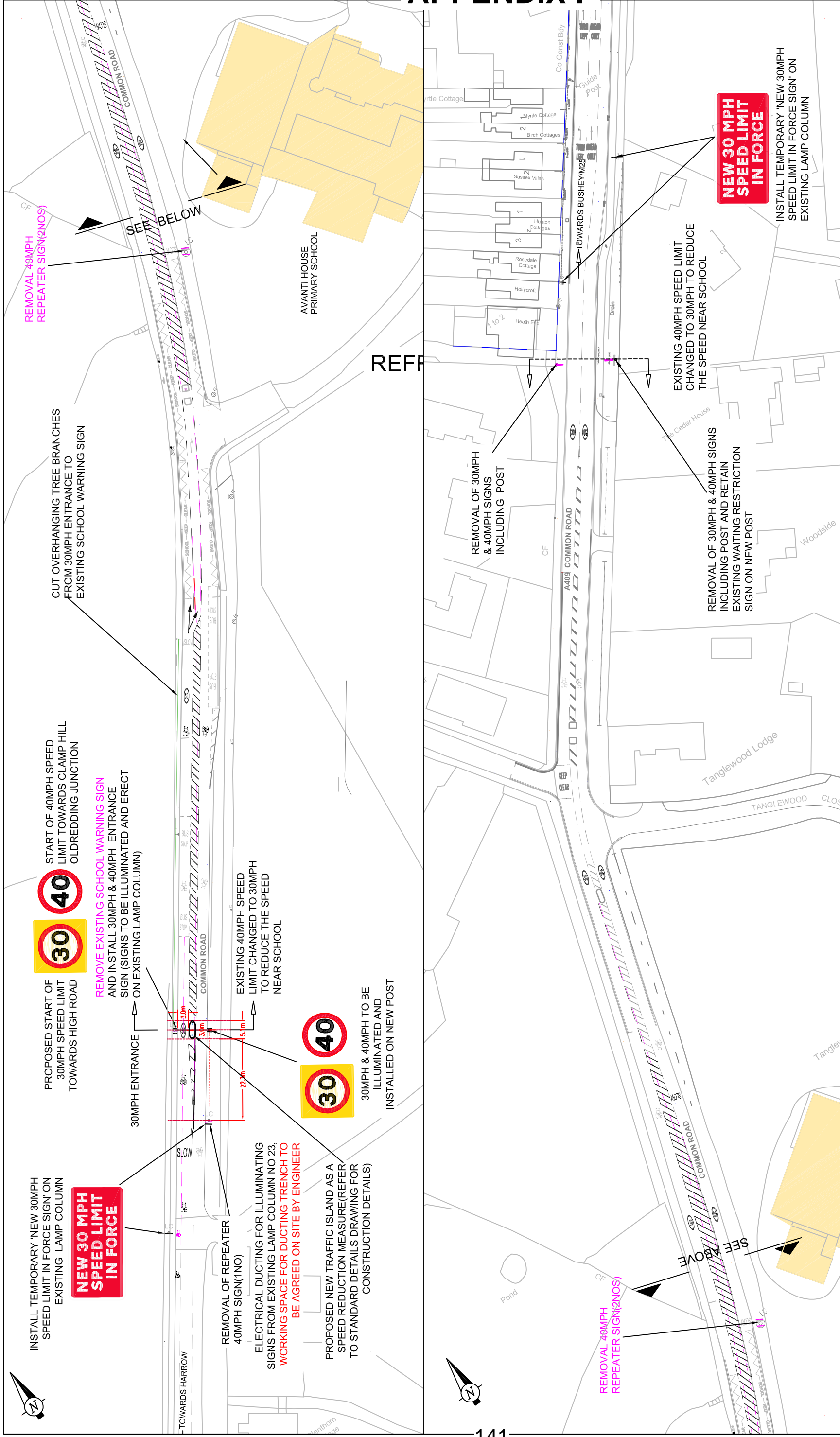
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APPENDIX E



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APPENDIX F



GENERAL KEY GREY REPRESENTS EXISTING BLACK REPRESENTS PROPOSED MAGENTA REPRESENTS REMOVAL SIGN ARRANGEMENT BOROUGH BOUNDARY	FOR CONSULTATION A	06/08/18	VK	Project LOCAL TRANSPORT FUND COMMON ROAD -SCHOOL SAFETY SCHEME	Scale 1:1000 @ A3	Drawn VK	Checked TP
					Drawing no T/DWG/001223	Date 06/08/18	Autocad file
Title COMMON ROAD 30MPH GENERAL ARRANGEMENT				Details of Revision			


HARROW COUNCIL
 LONDON
 COMMUNITY DIRECTORATE
 TRAFFIC, HIGHWAYS & ASSET
 MANAGEMENT
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 Harrow, Middlesex, HA1 2XA
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 100019206.

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GENERAL KEY

- GREY REPRESENTS EXISTING
- BLACK REPRESENTS PROPOSED
- MAGENTA REPRESENTS REMOVAL

- PROPOSED KERB ALIGNMENT
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED/RELOCATED SIGN ARRANGEMENT
- RELOCATED KEEP LEFT BOLLARD
- PROPOSED BLISTER TACTILE PAVING, BUFF IN COLOUR
- PROPOSED KERB BUILDOUT
- CARRIAGEWAY RESURFACING

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APPENDIX H



COMMUNITY DIRECTORATE
TRAFFIC, HIGHWAYS & ASSET
MANAGEMENT

P.O. Box 39, Civic Centre
Harrow, Middlesex, HA1 1RH
Tel: 020 8863 5611
Fax: 020 8420 9611

A FOR CONSULTATION

18/06/18

Designation	Details of Revision	Date	Sign
Project			

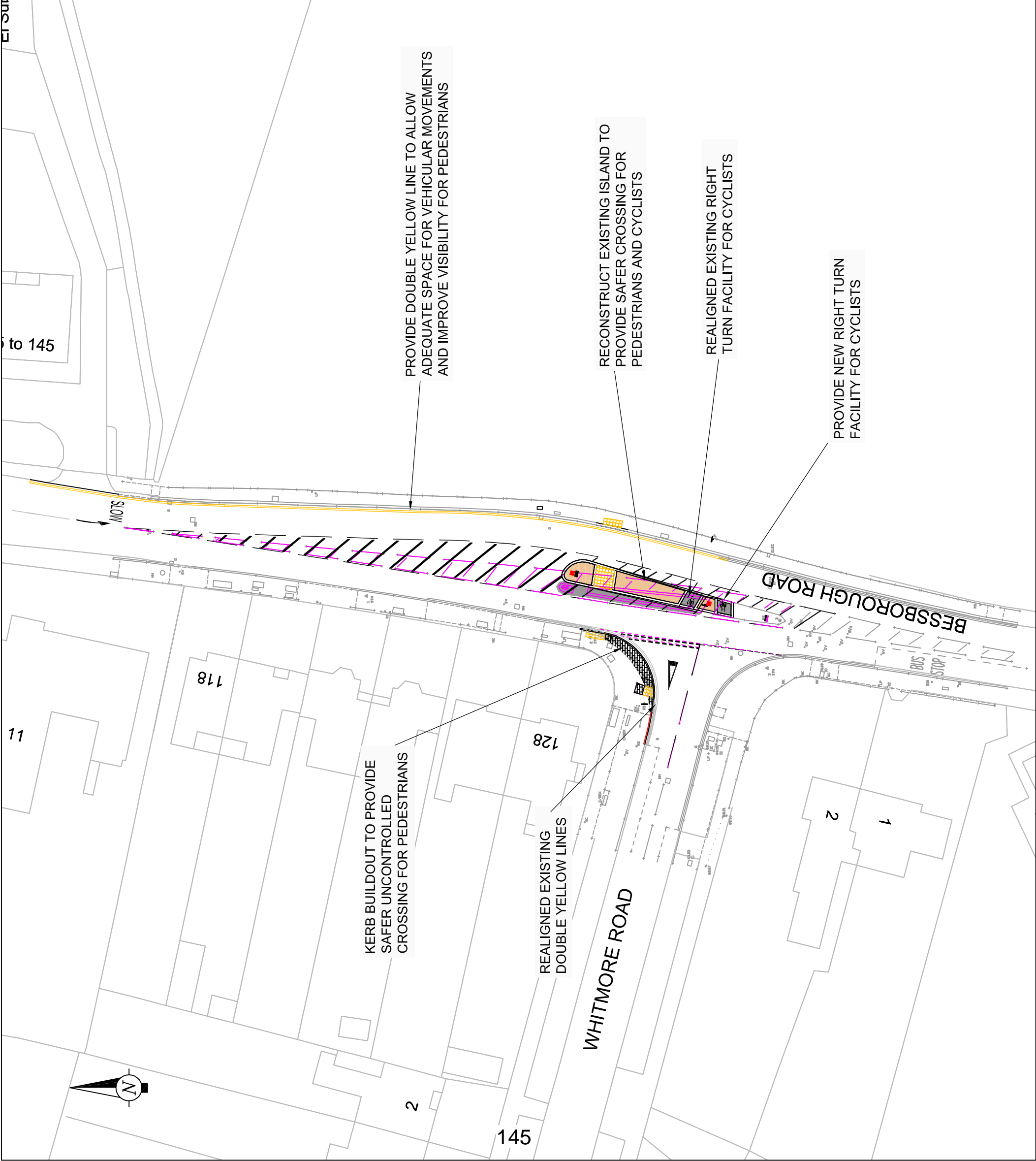
LOCAL TRANSPORT FUND

Title
BESSBOROUGH ROAD AND
WHITMORE ROAD JUNCTION
PROPOSED OUTLINE PLAN

Scale 1:500 @A3	Drawn	VK	Checked
	Date	18/06/18	JA

Drawing no
T/DWG/001217

Autocad file



to 145

MOTS

BESSBOROUGH ROAD

WHITMORE ROAD

BUS STOP



KERB BUILDOUT TO PROVIDE SAFER UNCONTROLLED CROSSING FOR PEDESTRIANS

REALIGNED EXISTING DOUBLE YELLOW LINES

PROVIDE DOUBLE YELLOW LINE TO ALLOW ADEQUATE SPACE FOR VEHICULAR MOVEMENTS AND IMPROVE VISIBILITY FOR PEDESTRIANS

RECONSTRUCT EXISTING ISLAND TO PROVIDE SAFER CROSSING FOR PEDESTRIANS AND CYCLISTS

REALIGNED EXISTING RIGHT TURN FACILITY FOR CYCLISTS

PROVIDE NEW RIGHT TURN FACILITY FOR CYCLISTS

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GENERAL KEY

- GREY REPRESENTS EXISTING
- BLACK REPRESENTS PROPOSED
- ===== PROPOSED KERB ALIGNMENT
- B• PROPOSED BOLLARD
- RELOCATED GULLY
- PROPOSED BLENDED CROSSING

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APPENDIX I



COMMUNITY DIRECTORATE
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Fax: 020 8420 9611

A FOR CONSULTATION

16/07/18

Designation: Details of Revision

Project

Sign

Date

**LOCAL TRANSPORT FUND
WALKING SCHEME**

Title **GRAHAM RD, CLAREMONT RD
AND LADY SMITH RD
BLENDED CROSSING**

Scale

Drawn VK

Checked

1:500
@A3

Date

16/07/18

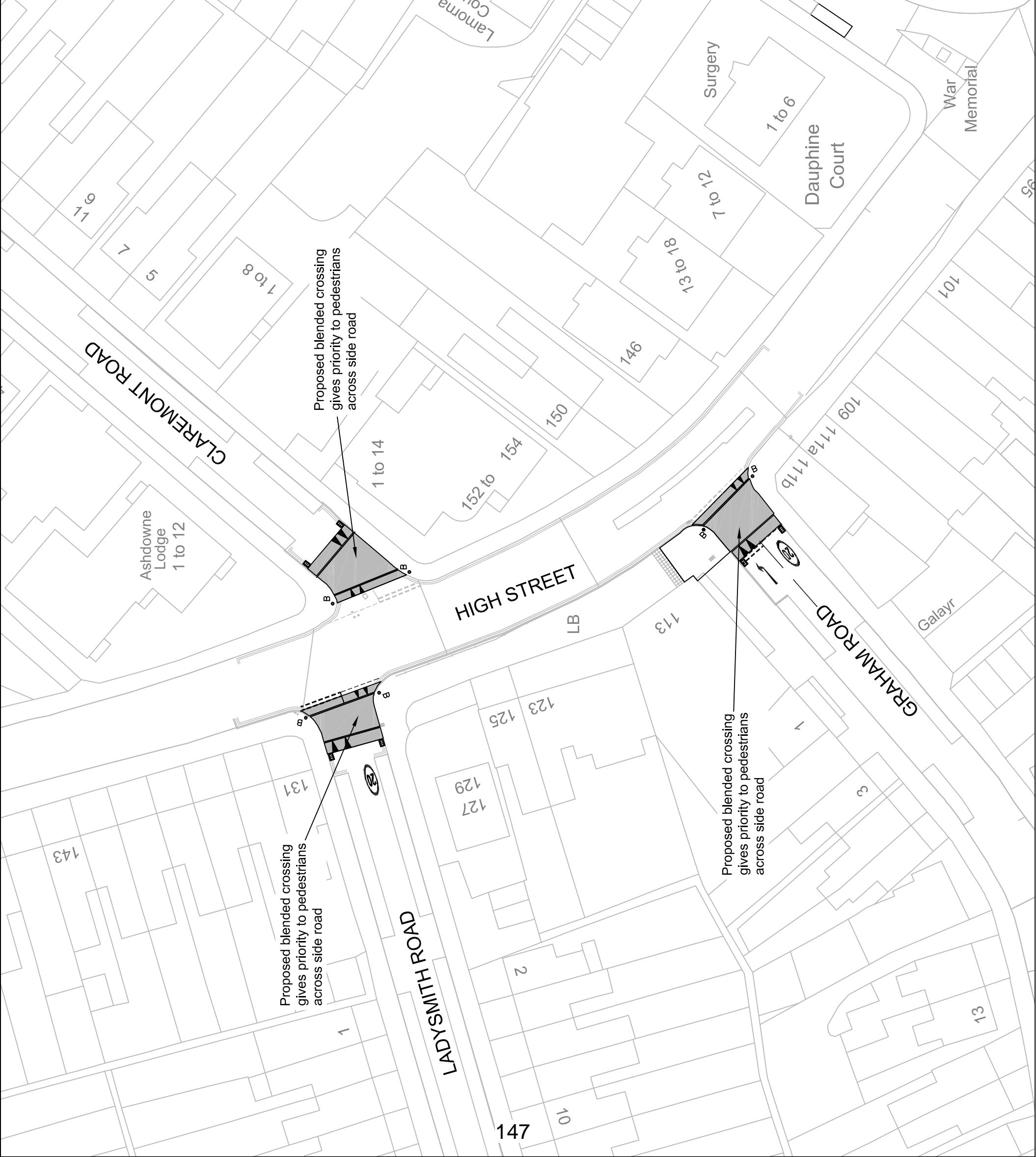
JA

Drawing no

T/DWG/001220

Autocad file

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