

Traffic and Road Safety Advisory Panel AGENDA

DATE: Wednesday 5 February 2020

TIME: 7.30 pm

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

MEMBERSHIP	(Quorum 3)
WEWDENJIIF	

Chair: Councillor Jerry Miles

Councillors:

Peymana Assad James Lee David Perry (VC) Christopher Baxter John Hinkley Ameet Jogia

Advisers:

Mr J Leach-London Living StreetsMr N Long-Harrow Association of Disabled PeopleDr A Shah-Harrow CyclistsMr A Wood-Harrow Public Transport Users' Association

Reserve Members:

- 1. Kairul Kareema Marikar
- 2. Phillip O'Dell
- 3. Kiran Ramchandani
- 1. Vina Mithani
- 2. Lynda Seymour
- Ramji Chauhan
- 4. Sasi Suresh

Contact: Miriam Wearing, Senior Democratic Services Officer Tel: 020 8424 1542 E-mail: miriam.wearing@harrow.gov.uk

Useful Information

Meeting details:

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Agenda publication date: Tuesday 28 January 2020

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 <u>whole</u> 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 - 14)

That the minutes of the meeting held on 23 October 2019 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 if 3.00 pm, Friday 31 January 2020. Questions should be sent to <u>publicquestions@harrow.gov.uk</u>

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 15 - 26)

Report of the Corporate Director of Community.

8. PARKING MANAGEMENT PROGRAMME 2020/21 (Pages 27 - 74)

Report of the Corporate Director of Community.

9. LOCAL TRANSPORT FUND SCHEMES 2020/21 (Pages 75 - 90)

Report of the Corporate Director of Community.

10. INFORMATION - WEALDSTONE TOWN CENTRE IMPROVEMENT SCHEME (Pages 91 - 126)

Report of the Corporate Director of Community.

11. INFORMATION - TRAFFIC AND PARKING SCHEMES PROGRAMME UPDATE (Pages 127 - 156)

Report of the Corporate Director of Community.

12. ANY OTHER URGENT BUSINESS

Which cannot otherwise be dealt with.

AGENDA - PART II - NIL



TRAFFIC AND ROAD SAFETY ADVISORY PANEL

MINUTES

23 OCTOBER 2019

Chair:	*	Councillor Jerry Miles		
Councillors:	* * *	Peymana Assad Christopher Baxter John Hinkley	* * *	Ameet Jogia James Lee David Perry
Advisers:	† *	Mr N Long Dr Anoop Shah	*	Mr A Wood
In attendance: (Councillors)		Simon Brown Sarah Butterworth		inute 58 inute 55

* Denotes Member present

† Denotes apologies received

The audio recording of this meeting can be found at the following link:

https://www2.harrow.gov.uk/ieListDocuments.aspx?CId=260&MId=64656&Ve r=4

51. Attendance by Reserve Members

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

52. Declarations of Interest

RESOLVED: To note that the following interests were declared:

<u>Harrow View/Headstone Drive/Headstone Road Junction Improvement</u> (Goodwill to All) – Progress Update (Agenda item 10)/Other Relevant Agenda Items

Councillor Ameet Jogia, a member of the Panel, declared a non-pecuniary interest in that he was Ward Councillor for Canons and owned a property in Headstone Lane. He would remain in the room the room whilst the matters were considered and voted upon.

Councillor Simon Brown, who was not a member of the Panel but would be back-benching on this item, declared a non-pecuniary interest in that he was Headstone South Ward Councillor and lived in a street within the proposal which would be impacted upon.

Information Report - Traffic and Parking Schemes Programme (Agenda item 12)

Councillor John Hinkley, a member of the Panel, declared a non-pecuniary interest in that he was Ward Councillor for Hatch End and roads in his Ward were referenced in the report. He would remain in the room the room whilst the matter was considered and voted upon.

Relevant Agenda Items

Councillor James Lee, a member of the Panel, declared a non-pecuniary interest in that he was Ward Councillor for Edgware and lived in Canons Park. He would remain in the room whilst the matters were considered and voted upon.

53. Minutes

RESOLVED: That the minutes of the meeting held on 25 June 2019, be taken as read and signed as a correct record.

54. Public Questions

RESOLVED: To note that no public questions were received.

55. Petitions

RESOLVED: To note the receipt of the following petition which was referred to the Corporate Director of Community for consideration and it be noted that a report on this petition would be submitted to the February 2020 meeting of the Panel:

Pedestrian Safety at Salt Bar Road Crossing, HA2 0JY

Councillor Sarah Butterworth, together with Councillors Dan Anderson and Honey Jamie, presented a petition signed by 119 people with the following terms of reference: "We the undersigned are seriously concerned with the safety of pedestrians crossing by the Salt Bar road junction at the bottom of Roxeth Hill. We therefore demand that the Council, as a matter of urgency, implements improvements at this junction for pedestrians, including the introduction of a 'green man crossing facility for these lights that notifies pedestrians when it is safe to cross."

56. Deputations

RESOLVED: That, in accordance with Executive Procedure Rule 48, the following deputations, which were both received after the deadline, be received:

(1) <u>(Agenda Item 10) - Harrow View/Headstone Drive/Headstone Road</u> Junction Improvement (Goodwill to All) – Progress Update – Deputation led by Yiannis Christofi and Jagdish Trivedi

Objection to the proposed Plan.

(2) <u>(Agenda Item 10) - Goodwill Junction – No Right Turn Ban –</u> Deputation led by Ingilab Kassam and Mohamed Assaria

To speak on behalf of residents and individuals affected by Goodwill to All junction improvement.

Full details in relation to both the deputations, including questions asked and answers given, were set out in the audio recording and referenced, in brief, at Minute 58. The audio recording of this meeting can be found at the following link (Agenda Item 10, Minute Number 58 refer):

https://www2.harrow.gov.uk/ieListDocuments.aspx?CId=260&MId=64656&Ve r=4

RECOMMENDED ITEMS

57. Appointment of a non-voting Adviser to the Panel 2019/20

The Panel received a report of the Director of Legal and Governance Services, which set out a nomination for the appointment of an additional Adviser to the Panel for the 2019/20 Municipal Year.

The Chair reported that, previously, the Panel's membership had included a representative from Living Streets, formerly known as the Pedestrians' Association and recommended that this further appointment be made to reflect the priority given by the Mayor of London to increased use of walking.

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

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That the nomination for an additional Adviser to the Panel, as set out in the report at paragraph 2.4, be agreed.

Reason: To assist in the work of the Panel.

58. Harrow View / Headstone Drive / Headstone Road junction improvement (Goodwill to All) - Progress Update

Prior to the consideration of the report, the Panel heard from deputees present at the meeting (Minute 56 also refers) who spoke on behalf of shopkeepers and residents living in the area of the proposal, full details of which were available under this Minute by following the link below:

https://www2.harrow.gov.uk/ieListDocuments.aspx?CId=260&MId=64656&Ve r=4

In brief, the deputees, whilst welcoming the proposed pedestrian crossings, urged the Panel to reject the recommended proposal (option 4B) as they were concerned that it would lead to an increase in accidents, impact adversely on surrounding streets and businesses which would also loose out on passing trade and enquired if officers had made provision in respect of any economic benefits resulting from the proposal. They were also concerned about increased traffic congestion in an area that already suffered from congestion. The deputees also referred to a petition opposing the proposal and how it would impact on what was essentially a residential area with schools and businesses. The proposal to ban right turns would result in U-turns as residents tried to get to their homes. It would also increase pollution in the area which would impact adversely on the vulnerable.

The deputees also related various examples of how traffic would travel if the scheme was implemented and the resultant impact on residents. They urged that officers work with residents/businesses to achieve an amicable scheme.

The deputees responded to the questions from the Panel, which then proceeded to consider the officer report.

The Panel received a report of the Corporate Director of Community, which set out details of the Goodwill to All junction improvement scheme, informal consultation and recommended that the scheme progress to the statutory consultation stage.

Harrow View / Headstone Road / Headstone Drive junction also known as the Goodwill to All junction was a four arm traffic light controlled junction located close to the old Kodak site. The junction currently had no controlled pedestrian crossing stages and operated during weekdays at or near capacity in the morning and afternoon peak times causing congestion in the area.

An officer introduced the report and referred to the development of the Kodak site which would have a significant impact on the Goodwill to All junction for both pedestrians and traffic. He added that money had been secured for improvements to the junction from the developer of the Kodak site and the money would be released when a viable scheme had been approved. The deadline was 2019/20 financial year.

The officer outlined the key issues and explained how officers had arrived at a decision, following consultation with local residents, which recommended option 4B, details of which were set out in the report. He added that a roundabout was not feasible and traffic signalling was the only viable way forward. The junction was constrained and without any improvements there, the traffic would increase particularly on side roads. The option proposed would help keep traffic congestion to a tolerable level. He was confident that the investment would result in significant improvements to the area and offer a better environment for businesses as loading/unloading facilities would improve. Access for pedestrians would also improve and the proposal would create a safer environment for them. Design work and assessments had been carried out with Transport for London (TfL), including modelling of traffic and assessment of the options. Extensive traffic surveys had also been undertaken. The officer explained how work on accurate representations of where traffic flow was conducted.

Members were informed that further discussions with residents would be undertaken to help mitigate impact on side roads once the funding for the improvements at the junction had been secured.

The officer responded to a number of questions from the Panel. The questions related to the definition of both local and through traffic, consultation undertaken and what methods were being used to reduce congestion. It was suggested by an adviser that the only way of reducing congestion was to make driving expensive or cycling/public transport cheaper. The Panel was informed that Ward Councillors had also been consulted on the options. It was clarified that parking provision on the Kodak site would be constrained by current parking standards and people needed to be offered incentives, such as using sustainable transport, to help reduce congestion. Making dedicated provision for cycle lanes at the junction was very limited due to the site constraints.

The officer responded to additional questions and explained that, the side roads experienced heavy parking and would not provide easy access for traffic. For traffic coming from further away, it would be quicker for road users to travel using main roads and a study had shown which routes would be used. He advised that experience had shown that most people would opt to take the easiest and most convenient routes. The officer explained that economic considerations related to trading opportunities and recognised what the deputee had said about the new development providing new trading opportunities to replace those lost when the Kodak factory closed. With regard to assessing the cost associated with any increased mileage. petrol/diesel output and air quality for local residents who would be inconvenienced by the proposal, the officer explained that this was too difficult to assess as the impacts would be spread over a wide area and would be difficult to monitor, although, on balance, it might not result in any overall increases because the number of journeys across the area would not change.

A back-benching Member was of the view that the proposal would create more right turns in the vicinity of the area and that he would not be comfortable in making a decision based on a day's data. The officer explained that sufficient survey work had been undertaken to make assessments and it was impractical and expensive to carry out such an extensive survey on multiple occasions. He explained that the surveys undertaken had been cross referenced with other surveys undertaken to check for accuracy and care taken to ensure that there were no adverse weather conditions or accidents and incidents on the network to ensure accuracy. The officer explained that a proactive direction signing strategy would be implemented to guide traffic along appropriate alternative routes.

In response to additional questions from Members, the officer stated that, initially, the proposal would have an impact on the area but over a period of time, drivers would adjust to the new environment, experiment with different routes and adopt new travel routes. It was easy to speculate what drivers would do as a result of the proposal but his professional view was that traffic would disperse much more widely than envisaged and there would be a very limited impact on the immediate area over time. There would be a dialogue with local residents on the types of traffic measures suitable for side streets.

A Member thanked the deputees for their submissions. He was of the view that local residents had the knowledge and that their vehement opposition to this proposal related to their own experiences. If such opposition had been received for any CPZ (Controlled Parking Zone), it would not have been approved.

The Panel was of the view that they could not support the proposal before them and amended recommendations to those set out in the report which were moved and seconded and it was

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

That

- (1) the comments received during the informal consultation exercise be noted;
- (2) the report's suggested transport interventions proposed to mitigate the impact of the proposed right turn restrictions at the junction be noted;
- (3) the elements of the scheme introducing traffic and parking restrictions, as shown in Appendix A to the report, be noted;
- (4) the overwhelming consultation opposition from residents, businesses and stakeholders to the suggested banning of right turns be noted but the broad support for the ambition of a safer pedestrian junction be acknowledged;
- (5) junction improvements suggested in Appendix A to the report be placed on hold, and for any traffic and parking restrictions to be taken forward further detailed informal local consultation needed to take place to bring forward proposals which gained wider public support; and such proposals must minimalise and further mitigate against traffic

volumes using side residential streets as a result of junction improvements;

(6) the Panel recognises the importance of the junction improvements and urgency of the scheme and therefore once a scheme which properly addressed the concerns of residents was devised, this be brought to a special meeting of the Panel prior to moving to statutory consultation.

Reason: To address the concerns of residents and businesses.

59. Parking Permit Charges Consultation

The Panel received a report of the Corporate Director of Community setting out details of the public consultation undertaken in September / October 2019 to make changes to parking permit charges. The Panel also received and accepted a supplementary paper for the reasons set out on the supplemental agenda. The supplementary paper provided an update to the consultation results to reflect the final results.

An officer introduced the report and informed Members that the Parking Management and Enforcement Strategy set out a number of structural changes to parking control measures and the charging regime. He summarised the proposed changes as follows:

- residents' permits use of vehicle emissions based charging
- business permits (on-street) use of tiered charges in line with the London Plan classification of centres
- traders' permits introduction of a new permit to facilitate traders working in CPZs (Controlled Parking Zones)
- doctors' (GPs) permits introduction of a new permit to facilitate parking of emergency call out vehicle at surgeries without off street parking
- diesel vehicles introduction of a surcharge for more harmful vehicle emissions
- electric vehicles introduction of subsidised charging for zero emission vehicles.

The officer clarified the position in relation to question 8 in the report, which specifically related to businesses and asked about varying parking charges based on the location and type of a town centre.

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

That

- (1) the results of the parking permit charges consultation detailed in the report be noted;
- (2) a statutory consultation on the parking permit charges, as proposed in the public consultation document at Appendix A to the report, be undertaken.

Reason: To enable implementation of the proposed changes to parking permit charges set out in the public consultation and the Council's Parking and Enforcement Management Strategy.

RESOLVED ITEMS

60. Information Report - Petitions

The Panel received a report of the Corporate Director of 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.

An officer introduced the report and explained the outcomes relating to each petition, details of which were set out in the officer report.

An adviser supported the outcome reported in respect of Nugents Park petition where changes to bus standing arrangements were made by TfL.

RESOLVED: That the report be noted.

Reason: To be availed of the outcomes in relation to the petitions submitted previously.

61. Information Report - Wealdstone Transport Infrastructure Projects

The Panel received a report of the Corporate Director of Community, which set out the progress made in developing major transport infrastructure projects for Wealdstone to support regeneration and growth.

The Chair reported that the infrastructure projects covered three main sites in the Council's regeneration programme which were the Poets corner (existing civic centre site), Byron Park (leisure centre site) and the new Civic Centre site (Peel House car park).

An officer introduced the report and explained that a great deal of work had been carried out and the projects were at an advanced stage. The modelling work had been funded by the TfL (Transport for London) and the results for the Wealdstone Scheme was showing significant benefits in bus journey time reductions for the area. Public consultation was planned for November 2019. The officer reported on other transport infrastructure initiatives for the area, such as a Cycle Way for the borough.

In response to questions from the advisers about the need for a cycle network and bus network to move together, the officer reported that this was underway and broad plans had been prepared and would be available at the consultation stage. The officer undertook to share details with the relevant adviser in this regard. He added that the road layout would be regulated to assist movement of buses, including a central bus lane in George Grange Way which would operate all day and revised loading/unloading areas in the High Street. In response to a question from a Member, the officer reported that consultation would mainly focus on the bus improvement project.

RESOLVED: That the report be noted.

Reason: To be availed of the work undertaken.

62. Information Report - Traffic and Parking Schemes Programme Update - 2019/20

The Panel received a report of the Corporate Director of Community updating Members on the progress made with the 2019/20 traffic and parking management programme of works.

An officer introduced the report, which set out the current programme of transport schemes and initiatives funded in the 2019/20 programme. It included schemes funded by the grant from the TfL (Transport for London) and the Council's capital programme. He added that appendices A and B provided a summary of progress made with all the schemes within the current programme. The report detailed specific schemes where they had reached the public consultation, statutory consultation or implementation stages and any other specific issues that would be of interest to the Panel.

The Panel was also informed that the World Car Free Day, an event in which one day is set aside to encourage people to be less dependent on their cars, celebrated by the Council on 22 September 2019 by the closure of a section of Greenhill Way, a strategic road network, for a street party, had been received well and the attendance had been good.

RESOLVED: That the report be noted.

Reason: To be availed of the progress made on the various schemes within the traffic and parking programme.

63. Change in CPZ timing in Methuen Close, Edgware - Urgent Business

In accordance with Executive Procedure Rule 40.1, the Panel agreed to the item being included on the agenda on grounds of urgency given and set out on the agenda sheet.

Councillor Lee stated that recent decisions on parking timings in neighbouring streets to Methuen Close, namely Buckingham Road, had resulted in this matter being brought back to the Panel. He was of the view that it was important for the Council to revisit the issue of how reviews were dealt with in the context of an allocated budget and the need to revisit all the Wards in Harrow. He also referred to a petition he was gathering in relation to Methuen Close.

An officer reported that Methuen Close would be included for consideration in the report on the 'Annual Parking Management Schemes Review' which would be submitted to the Committee at its meeting scheduled to be held on 5 February 2020. He referred to a previous decision of the Panel, which had discouraged automatic reviews and clarified how reviews could be carried out.

(Note: The meeting, having commenced at 7.31 pm, closed at 9.46 pm).

(Signed) COUNCILLOR JERRY MILES Chair



REPORT FOR:	TRAFFIC & ROAD SAFETY ADVISORY PANEL	
Date of Meeting:	5 th February 2020	
Subject:	INFORMATION REPORT Petitions	
	 Malpas Drive, Pinner - Request for traffic calming Salt Bar - Roxeth Hill - Request for pedestrian phase Bouverie Road - Residents opposed to a CPZ in their road Green Lane - Request for a CPZ Winscombe Way / Old Forge Way - Request for double yellow lines at junctions Wealdstone Methodist Church - Request to amend parking restrictions around the church Howberry Road - Request for safety measures Station Road, North Harrow - Request for safety measures Canterbury Road - Request to extend existing CPZ 	
Key Decision:	No	
Responsible Officer :	Paul Walker – Corporate Director, Community	

Portfolio Holder:	Varsha Parmar – Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	Pinner, Harrow on the Hill, West Harrow, Stanmore Park, Wealdstone
Enclosures:	None

Section 1 – Summary and Recommendations

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

Recommendations:

None, the report is for information only.

Reason:

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 – Malpas Drive – Request for speed reduction measures

2.4 A petition / pro forma letter containing 13 signatures was referred by Cabinet to TARSAP in October 2019. The petition / letter states:

"If you support the idea of the council conducting an investigation into suitable speed reduction measures (e.g. a 20 mph zone, speed cushions, speed tables) and then implementing an appropriate solution, please complete the table below and return the form to my post box"

- 2.5 The problem of excessive speed which has been highlighted by the residents is unfortunately common at a number of sites within the borough. As a result, the council receives a considerable number of requests for speed reducing measures to address these local concerns.
- 2.6 The funds available to the council for road safety schemes comes from Transport for London and are used to target killed and seriously injury accidents (KSI's) in line with the Mayor for London's vision zero strategy. Our criterion for intervention therefore focuses heavily on reducing KSI accidents. A check of personal injury accidents in Malpas Drive has indicated no personal injury accidents in the last three years and therefore it would not meet the criteria for intervention.
- 2.7 As councillors may be aware the Police are responsible for enforcing speed limits and for dealing with issues relating to dangerous, speeding or inconsiderate driving and these incidents are discussed with them at our quarterly traffic liaison meetings. Generally localised speeding issues are referred to the Police Safer Neighbourhood Team (SNT) for their attention.
- 2.8 The council has been working with the Police regarding an initiative known as "Community Roadwatch". Community Roadwatch gives local residents the opportunity to work alongside their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued where appropriate, and the information gathered can help to inform the future activity of local Police teams.
- 2.9 Residents can approach the Police to request inclusion in the Community Roadwatch programme and officers will provide the petitioners with the details.

Petition 2 – Salt Bar / Roxeth Hill – Request for green man phase

2.10 A petition containing 137 signatures was presented at the Traffic and Road Safety Advisory Panel on 23 October 2019 by a local councillor. The petition states:

"We have received a large number of complaints from local residents regarding the junction at the bottom of Roxeth Hill / Northolt Road (by the

Salt Bar) as pedestrians are finding it extremely difficult to safely cross the road at this junction, especially those with children walking to school and the elderly crossing over to the shops. Many of the residents we have spoken to are demanding that the lights are improved to allow a green man phase so that pedestrians can safely cross the road.

We the undersigned are seriously concerned with the safety of pedestrians crossing by the Salt Bar road junction at the bottom of Roxeth Hill. We therefore demand that the council as a matter of urgency implements improvements to this junction for pedestrians, including the introduction of a green man crossing facility for these lights that notifies pedestrians when it is safe to cross"

- 2.11 This is a complex junction with a high level of vehicular traffic and unfortunately it is not practical to include an all red pedestrian phase on all arms of a junction as this is likely to cause an unacceptable level of journey time delay and congestion. Therefore the Council will need to review the possible options with Transport for London (TfL), who is the asset owner of traffic signals in London with overall responsibility for traffic signals, to try and develop options that strike a balance between the needs of the pedestrian and the motorist at this junction.
- 2.12 As the highway authority Harrow can promote changes to signalised junctions but this is generally to address specific road safety or capacity issues. The council would require approval from TfL in for any changes to signal timings or phasing. The current pedestrian accident levels at the junction over a three year period are at a low level and fall outside of TfL's justification for changes to signals and therefore no amendments to the current arrangements would be considered necessary by them.
- 2.13 The council's transport consultant is carrying out a review of this junction as part of a bus priority scheme and therefore the consultant will be requested to look at this issue to see if there is a way to introduce any suitable measures to help pedestrians crossing at the junction.

Petition 3 – Bouverie Road – Opposed to CPZ

2.14 A petition containing six names and addresses was sent to the council in November 2019 in response to the Vaughan Road area informal consultation questionnaire. The petition states:

"We do not want or need parking restriction in this very small end of the road".

2.15 All responses to the public consultation were collated and presented to the Portfolio Holder for Environment and local councillors including this petition. After careful consideration the PH decided in consultation with the local councillors that because of insufficient support for a controlled parking zone in the area that no changes to the existing parking arrangements would be made.

Petition 4 – Green Lane, Stanmore – Request for footway parking

2.16 A petition / letter containing 53 signatures was submitted in February 2019 and states:

"On the night of the 25th January Harrow Council put notices on 13 vehicles, parked on the footway on the southbound side of Green Lane, (outside The Cottage, 1-4 Chart Cottages, 1-3 Hillcrest cottages, and adjacent to Pinnacle Place and the Green), giving notice that a parking convention dating back to at least 40 years allowing vehicles to park on the footway was unilaterally being suspended from the 1 February and that thereafter all vehicles found parked on the footway would be ticketed. The notice was not delivered to all residents in Green Lane and nor did the notice contain any contact details or any reference as to who was responsible for issuing it.

The residents object most strongly to the arrogant and autocratic attitude of council officials who have, without any engagement with local residents, sought to overturn an arrangement that has existed, and worked, for at least 40 years.

Parking wholly on the road is not a viable option and we set out below some of the inevitable outcomes of this wholly arbitrary action.

• Emergency service vehicles and refuse collection lorries will be unable to transit through the top of Green Lane between the cottages.

• Line of sight for children, parents and teachers crossing the road to enter or leave the alley way to St John's school will be severely impacted putting them in real danger.

• Residents in the properties referred to above, with no off-street parking, and unable to park safely on the road outside their homes will seek parking further down Green Lane and in Culverlands Close aggravating an already congested parking area and causing more obstacles for traffic

• Residents with off-street parking at the top of Green Lane attempting to enter or exit their drive ways will find their ability to manoeuvre severely restricted making it more likely that they too will park in the Lane.

In the light of the above we now seek the following:

a) The immediate rescinding of the warning notice, allowing a return to the status quo ante,

b) Official confirmation from the council that residents can park their vehicles partially on the footway outside The Cottage, 1-4 Chart Cottages, 1-3 Hillcrest cottages, and adjacent to Pinnacle Place and the Green

c) The painting of marked bays adjacent to the properties referred to above to facilitate orderly and controlled parking on the footway and the road. d) The introduction of <u>residents only</u>, 24/7, CPZ covering Green Lane north of Culverlands Close, and Pinnacle Place.

e) Consultation with all Green Lane residents with a view to the introduction of a residents only CPZ for the whole of Green Lane.

I support the action group in their objectives as outlined above:"

2.17 This request was added to the list of requests to be presented to the panel in the annual parking management report which is included on the agenda for this meeting. As members are aware all of the requests for parking schemes received during the year or already on the list for consideration are assessed against standard assessment factors agreed by TARSAP. The schemes are then ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation for the forthcoming financial year ahead.

Petition 5 – Winscombe Way – Old Lodge Way - Request for double yellow lines

2.18 A petition containing 73 signatures was received in November 2019. The petition states:

"We the undersigned request Harrow Council to paint double yellow lines at the bottom of Winscombe Way HA7 outside number 1A and the junction of Old Lodge Way on both sides of the road as this is not only a danger hotspot but also causing serious traffic due to the parked cars. It is particularly bad at this junction early morning when the children are dropped off at the school near Embry Way. Do we have to wait for a fatality for you to implement this?"

2.19 The request will be assessed as a part of the local safety parking schemes programme (LSPP) using an assessment criteria previously agreed by this Panel. If the threshold score required for intervention is met a scheme will be added to the programme and will be batched and then progressed through design, consultation and the implementation phase. Typically this process takes between 3 - 6 months to complete.

Petition 6 – Wealdstone Methodist Church. – Request for a parking review in the roads surrounding the church

2.20 A petition containing 98 signatures from Wealdstone Methodist Church was received in November 2019. The petition stated:

"We the undersigned request that Harrow Council removes or modifies the current parking restrictions in Montrose Road and Locket Road and other nearby roads on Sundays so that people are able to park to attend worship services at Wealdstone Methodist Church."

2.21 This request has been added to the list of requests to be presented to the panel in the annual parking management report which is included on the

agenda for this meeting. As members are aware all of the requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel. The schemes are then ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation for the forthcoming financial year ahead.

Petition 7 – Howberry Road – Request for safety measures.

2.22 A petition containing 37 signatures was received in December 2019. The petition states:

"We the undersigned request the assistance of Mr Bob Blackman in trying to overt an accident in Howberry Road at the crossing of Canons Park and the walk way."

- 2.23 The problem of excessive speed which has been highlighted by the residents is unfortunately common at a number of sites within the borough. As a result, the council receives a considerable number of requests for speed reducing measures to address these local concerns.
- 2.24 As the panel may be aware the Police are responsible for enforcing speed limits and for dealing with issues relating to dangerous, speeding or inconsiderate driving and these incidents are discussed with them at our quarterly traffic liaison meetings. Generally localised speeding issues are referred to the Police Safer Neighbourhood Team (SNT) for their attention.
- 2.25 The council has been working with the Police regarding an initiative known as "Community Roadwatch". Community Roadwatch gives local residents the opportunity to work alongside their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters are issued where appropriate, and the information gathered can help to inform the future activity of local Police teams.
- 2.26 Residents can approach the Police to request inclusion in the Community Roadwatch programme and officers will provide the petitioners with the details.
- 2.27 Officers will also carry out an assessment to establish whether the site would be suitable for a pedestrian crossing facility. In the interim we will arrange for "Slow" markings to be introduced in Howberry Road on both approaches to the walk way crossing to Canons Park.

Petition 8 – Station Road, North Harrow – Request for safety measures.

2.28 A petition containing 92 signatures was received in January 2020. The petition states:

"I support the proposal for a controlled pedestrian crossing on the north side of Station Road, North Harrow."

- 2.29 New zebra or controlled pedestrian crossings are implemented using funds provided by Transport for London via the Council's Local Implementation Plan (LIP) programme which sets out the Council's main priorities to support the Mayor for London's Transport Strategy.
- 2.30 The Panel has an agreed assessment criteria for assessing requests for controlled crossings, such as zebra crossings, to ensure resources are used to best effect. Each site is surveyed and the results assessed against the criteria to identify the most suitable locations that are a priority.
- 2.31 Factors which are considered within the criteria include the number of people crossing at that location, traffic volumes, speeds and the level of personal injury accidents.
- 2.32 Officers will carry out crossing assessment in line with our process to establish whether the site would be suitable for a pedestrian controlled crossing facility.

Petition 9 – Canterbury Road – Request to extend existing CPZ

2.33 A petition containing 50 signatures was received in January 2020. The petition states:

"We the undersigned, are concerned citizens of Canterbury Road urge Harrow Council to act now to extend the controlled parking Canterbury Road (i.e 10-11am and 2-3 pm) to cover the area between Durham Road and Pinner View"

2.34 As members are aware all of the requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel. The schemes are then ranked in order of priority and a suggested programme of schemes presented to the panel for their consideration and prioritisation for the forthcoming financial year ahead. We will access this request accordingly.

Ward Councillors' comments

2.35 Ward councillor's comments have not been sought for this report because it is for information only.

Staffing/workforce

2.36 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Performance issues

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

Environmental Implications

- 2.38 The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment. The main benefits are in improving air quality and public health. No negative environmental issues were identified as part of the SEA.
- 2.39 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.40 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

- 2.41 Risk included on Directorate risk register? No
- 2.42 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.43 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

2.44 There are no legal implications.

Financial Implications

2.45 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

2.46 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.

2.47 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 which has 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

- 2.48 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 listed below:
 - Building a Better Harrow
 - Supporting those most in need
 - Protecting vital Public Services
 - Delivering a Strong Local Economy for All
 - Modernising Harrow Council

Section 3 - Statutory Officer Clearance

Name: Jessie Man	 ✓ 	on behalf of the Chief Financial Officer
Date: 17/01/20		
Name: Rikita Panesar Date: 20/01/20	 	on behalf of the Monitoring Officer
Name: Paul Walker	 ✓ 	Corporate Director

Date: 21/01/20

Ward Councillors notified:	NO, as the report is for information only
EqIA carried out:	YES, as a part of LIP3
EqIA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Transportation Manager E-mail: barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan <u>https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents</u> This page is intentionally left blank



REPORT FOR:

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

Date of Meeting:	5 February 2020
Subject:	Parking Management Programme 2020/21
Key Decision:	No
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	 Appendix A: Borough wide map of Controlled Parking Schemes Appendix B: Proposed priority list for 2020/21 Appendix C: Schedule of requests and significant Issues within borough Appendix D: Controlled Parking Schemes – Scheme Development Process Appendix E: Maps of areas to be considered on proposed priority list Appendix F: List of CPZs and operating hours in the borough

Section 1 – Summary and Recommendations

This report provides information about the identification, prioritisation, development and implementation of parking management schemes in Harrow. It informs Members about requests for parking schemes received by the Council and also recommends a programme of work for 2020 /21 based on the councils agreed assessment criteria.

Recommendations:

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

- 1. The list of parking management schemes for 2020/21 is as shown in **Appendix B**, subject to confirmation of the capital funding allocation for 2020/21 at Cabinet,
- 2. Officers be authorised to carry out scheme design and consultation on the parking management schemes listed in **Appendix B** and the plans detailed in **Appendix E**,
- 3. Officers be authorised to implement the parking management schemes listed in **Appendix B** subject to further reports being provided on the outcomes of public and statutory consultation and receiving approval of Portfolio Holder to proceed,
- 4. Any substantive new requests received to undertake a controlled parking scheme or review that are not included within the agreed programme or priority list in **Appendices B and C** in this report be referred to the Panel for consideration.

Reason:

To recommend to the Panel a proposed Parking Management Schemes Programme for the 2020/21 financial year.

Section 2 – Report

Introduction

2.1 The annual review of Controlled Parking Zones (CPZs) and other parking schemes in February each year is the means by which the parking management schemes programme for the forthcoming financial year is set. This takes account of progress to date, available resources, budgets, new contract rates and current issues.

- 2.2 The council's programme of CPZ schemes / reviews has historically been demand led and addresses parking pressures highlighted by local residents and businesses. This report includes assessments of existing CPZs and requests for new or extended CPZs, including petitions and other representations received in the last 12 months.
- 2.3 At the councils cabinet meeting in July 2019 cabinet agreed a new parking and enforcement management strategy. The strategy sets out the Council's approach to parking control and enforcement in the borough and will ensure that the parking policies in the approved third Transport Local Implementation Plan are effectively taken forward to address the significant environmental and economic challenges faced by Harrow residents and businesses. This is required to facilitate Highways Authority functions under the Highways Act 1980.
- 2.4 **Appendix A** is a borough map showing the locations of existing CPZ's in the borough. CPZs cover approximately 49% of the length of roads in the borough's road network and have been developed over the last 25 years in response as a consequence of the increasing pressure to park on the public highway.
- 2.5 **Appendix B** shows the programme of work recommended for 2020/21 which consists of on-going schemes that are carried forward from 2019/20 to completion, as well as new schemes added from the priority list following an assessment. The estimated cost of the programme is shown and takes into account the council's available staff resources and capital programme allocation for 2020/21.
- 2.6 **Appendix C** provides a priority list of areas in the borough with current parking issues and includes all areas which have not been included in the programme to date as well as any new issues that have been reported since February 2019.
- 2.7 Progress with implementing the 2019/20 CPZ programme of work agreed by this Panel in February 2019 is shown in a separate progress report on the agenda for this meeting.

Options considered

2.8 There are strong strategic reasons for introducing CPZs, as well as the local need to manage parking problems and parking demand as effectively as possible. CPZs are a fundamental component of national, regional and local transport policies. They form part of the Mayor for London's Transport Strategy, West London Regional Transport Strategy and are an integral part of the Council's local transport strategy in the form of a Local Implementation Plan (LIP).

Background

- 2.9 CPZs incorporating residents parking schemes improve safety, access and residential amenity and assist management of parking in town centres to ensure more short stay shopper / visitor spaces are available. Restraint based parking standards in new developments, as required by national and regional policy cannot be effective unless onstreet parking controls exist, otherwise parking can simply take place in local streets rather than reducing car use. CPZs also allow the introduction of "resident permit restricted" developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport. **Appendix F** gives details of the current CPZ's and their operational hours within the borough.
- 2.10 Introducing parking control schemes also has a beneficial effect on air quality and public health. Air quality modelling in Harrow has identified road traffic as the main source of nitrogen dioxide and a major source of fine particle emissions within the borough and measures to restrain unnecessary car journeys will therefore help to reduce emissions from road traffic as well as reducing public health issues related to poor air quality. In addition parking restraint measures encourage greater use of sustainable transport modes which will increase the number of people walking and cycling and lead to more active and healthy lifestyles.
- 2.11 Parking is not a static situation but dynamic and constantly changing. This can be due to factors such as new development, conversion of dwellings, changes to rail fares, economic situation. Existing schemes designed over 10 years ago to mitigate the problems at that time may now no longer be appropriate for the area covered or times of control.
- 2.12 The only option available is to take forward parking management schemes because these form a key part of national and local transport strategies and make a significant contribution to the wider aspirations of improving safety, reducing congestion and encouraging modal shift and sustainable transport.
- 2.13 Any adverse impacts of introducing parking controls on the general public is mitigated by undertaking extensive public consultation and statutory consultation as required by the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, namely advertising the intended proposal by way of a public notice published in the London Gazette, local press and at diverse visible locations on site where the measures are proposed, seeking majority support for the proposals and consulting with TARSAP prior to consideration by the Portfolio Holder for Environment.

Parking management schemes

Area based controlled parking zones - how they work

- 2.14 A CPZ is an area of highway where parking is restricted and controlled during a regular period of the day. At its simplest, a CPZ is usually a combination of yellow lines and parking bays. The operational hours are specified on traffic signs located in and around the CPZ indicating the nature of restrictions and parking areas. Other parking restrictions operating at different operational hours can also exist within the zone, for instance on main roads, which will have separate traffic signing.
- 2.15 The main benefit of CPZs is that they provide preferential parking access for permit holders (e.g. residents and their visitors) during the operational hours of the zone. Whilst the zone hours in some instances may be for a short period during the day, this can still have the effect of protecting residential areas from long stay duration parking by commuters or local workers. The longer the duration of the controls the more effective the CPZ will be.
- 2.16 Local residents who live within the designated CPZ boundary can apply for a parking permit to allow them to park in the CPZ during the days and hours of operation. Marked parking bays can also be used by visitors who are displaying a valid visitors parking permit which the eligible residents can purchase for their visitors to use.
- 2.17 In commercial areas or shopping centres "pay and display" bays are used which allow for short term paid parking for customers during the working day. For flexibility some bays are designated for shared use, which allow them to be used by both permit holders and non-residents who can purchase a "pay and display" ticket.
- 2.18 Businesses may also purchase permits for business operational purposes only. These are strictly controlled and are limited to vehicles connected to the business, such as delivery vans for example. In practice very few permits are issued for this purpose within CPZs. They cannot be used for employee's workplace parking.
- 2.19 Other types of permit that can be issued are for doctors, traders and health care workers but there are strict eligibility criteria in place to control their use.
- 2.20 Disabled blue badge holders are allowed by statute to park free of charge in all parking bays except those designated for a special purpose, such as doctor's parking bays for example.

CPZs - schemes with waiting restrictions only

2.21 There are some schemes in the borough which have historically used waiting restrictions only (yellow lines) in situations where there is no

demand for on-street residents' parking. Whilst these schemes have the advantage of being cheaper because fewer signs are required (signs don't need to be repeated within the zone where the restrictions are the same as those shown on the entry/exit points) such schemes can disadvantage residents who do need access to on-street parking for themselves or their visitors.

- 2.22 These types of scheme penalise anyone with a legitimate reason to park in the road including local residents and often generate complaints. There is in practice no difference between a scheme that has yellow lines only and one that includes yellow lines and permit parking bays because the impact on long stay parking is exactly the same. The difference is that a scheme with bays facilitates some parking during the controlled hours to benefit residents.
- 2.23 Therefore any new schemes proposed will include parking bays where practicable to ensure all residents' needs are catered for as set out in the Parking Management & Enforcement Strategy 2019.

CPZs - standardisation of operational hours

- 2.24 There is an extensive amount of variation in CPZ operational hours which can often be confusing to the motorist therefore in the Parking Management & Enforcement Strategy 2019 three basic model schemes are recommended to resolve the main types of parking problems encountered.
- 2.25 The three basic standard solutions adopted within the Council's Parking Management and Enforcement Strategy agreed at Cabinet in July are as follows:
 - Commuter / workplace parking zones that operate for a minimum of 4 hours in the middle of the working day (e.g. Mon – Fri, 10am – 3pm)
 - Commercial centres / local amenities zones that operate during the working day, typically 10 -11 hours per day, and facilitates business activity (e.g. Mon – Sat, 8am – 6:30pm)
 - Pressures that extend beyond the working day in the evenings or weekends, typically 12+ hours per day (e.g. Mon – Sun, 8am – midnight)
- 2.26 All future schemes will be developed around these three options. This policy will ensure that there is an on-going consistency in the schemes designed and will help to minimise any negative impacts of parking displacement between CPZ zones.
- 2.27 Any request for very short duration schemes operating for one hour or two separate hours during the day will therefore no longer be taken

forward. The strategy has highlighted this policy because the high proportion of very short duration schemes in the borough creates a significant problem for undertaking enforcement because there is only a limited resource available to oversee a large area of restrictions in the borough within a limited timeframe of 1 or 2 hours a day. This is very impractical and ultimately leads to areas not receiving sufficient enforcement, higher non-compliance with parking controls and the inefficient deployment of enforcement resources.

- 2.28 Where requests for CPZs are received from streets to be added to an existing zone which already operates for 1 or 2 hours duration per day then any proposals must be taken forward using one of the standard operating hours indicated above. In this situation the opportunity to amend the hours in the existing zone will be taken in order to standardise hours and this will be offered to neighbouring streets. Any streets interested in changing should then be included within the proposed scheme under development.
- 2.29 It is understood that residents in neighbouring streets across the wider zone can only be consulted on the possibility of changing the operating hours and can choose not to change because this would be subject to statutory consultation; however, this approach does sets out the only possible method for amending these very short duration zones to standardised operating hours.
- 2.30 It is expected that this will be a gradual process because of the need to undertake statutory consultation and the fact that residents will need to agree to changes before any changes are introduced.

CPZs - use of zones and sub zones

- 2.31 Sometimes areas with parking issues experience different types of problems within the same area and do often need different solutions. The creation of different sub zones within the same zone is one way to allow the containment of parking to a specific area and also to introduce different operational hours and times.
- 2.32 The design of multi zone schemes does need to be carefully considered as these can have unintended consequences such as causing parking displacement or can make understanding the regulations in force more confusing for motorists. Therefore zone segregation needs to be based on a clear rationale that introduces controls that are relevant to the parking problems being encountered and does not cause any detrimental effects on existing CPZs or surrounding areas.
- 2.33 Another consideration is that resident / visitor permits can only apply to one specific zone and so the creation of a number of smaller zones within a scheme will limit the size of area that permit holders can park in and prevent them from parking in neighbouring zones. This will

reduce any flexibility to accommodate variations in parking demand on-street and so very small zones are generally avoided as much as possible and only used in exceptional circumstances.

- 2.34 The main principle in designing zones is therefore to ensure that these are only used where it is necessary to separate different groups of permit holders in order to avoid parking problems. Typical examples are as follows:
 - In residential areas with a station a small subzone around the station may be created within the wider zone, this prevents resident permit holders from across the wider zone from internally commuting to the station and improves parking access for those residents living close to the station
 - Different operational hours are required within a zone for different levels of demand – for example a large zone comprising of a commercial centre, and a wider surrounding residential area may need to be split into two subzones, the central commercial centre may have working day restrictions and the surrounding residential areas may have shorter duration parking restrictions required to deter workplace parking

CPZs - reducing street clutter

- 2.35 The council has implemented an alternative style of signing and lining for CPZs in a number of locations across the borough which is suited to cul-de-sacs and short sections of road. This arrangement reduces the number of signs and road markings required.
- 2.36 It is not necessary in these cases to include marked parking bays and the associated signs to indicate areas for permit parking. Any unmarked areas of kerbside parking space are therefore deemed eligible for permit parking.
- 2.37 The only signing and lining used in these schemes are the CPZ entrance / exit signing that indicates that the road is for permit holders only during the specified times of operation and yellow lines to indicate restricted areas where it may be necessary to keep junctions and bends clear of parked vehicles.

CPZs - safety at road junctions

2.38 The occurrence of dangerous or obstructive parking has continued in recent years due to increasing vehicle ownership and usage. It continues to represent a large proportion of complaints from residents or businesses and continues to be of concern to the emergency services and council refuse collection service. Where these problems occur within CPZs it is typically because operational hours have a very short duration (e.g. limited to 1 -2 hours) and cannot provide

controls throughout the busy times of the day or evenings and weekends.

- 2.39 To address this "at any time" waiting restrictions (double yellow lines) are now being proposed at all junctions within proposed zones and immediately surrounding CPZ zones. The Highway Code states that drivers should not park within 10m of a junction and this distance is used as a guide to developing proposals. The actual distance required may vary subject to an assessment based on using a computer simulation programme to determine the swept path of a large vehicle such as a refuse vehicle or fire appliance so that only the necessary space is restricted.
- 2.40 Although the council is under no requirement to provide on-street parking this process allows the Council to maximise as much on-street parking as possible without causing any obstruction.

CPZs - public perception of schemes

- 2.41 There is a public perception that CPZs will increase on street parking provision when, in practice, as parking pressures increase it might not always be possible to make space for all the vehicles that residents' own. Whilst schemes are designed to maximise on street parking space, the overall quantity of spaces provided during the controlled hours may actually reduce due to the need to apply design standards such as yellow lines at junctions for example. This is of course compensated for by the fact that demand to park also reduces because vehicles that are ineligible to obtain permits are excluded, meaning that the available space is dedicated to permit holders (residents).
- 2.42 This is of particular relevance in residential roads with private offstreet parking where there are many vehicle crossovers. In these situations the application of the parking design standards may mean that a bay marked in between vehicle crossovers may only be able to accommodate one or two vehicles after taking account of the space required for vehicles manoeuvring in and out of accesses.
- 2.43 This, together with waiting restrictions (double yellow lines) at junctions, leads to CPZs being more contentious with residents wanting the beneficial effects but not wanting any disadvantages. Consequently the development of CPZ schemes is very customer focussed and also resource intensive in order to deal with these issues.
- 2.44 Increasingly during consultation, residents respond that they consider the council is trying to make money from schemes rather than to try to assist those residents who are requesting help. It is observed in consultation responses in recent years that references to money have increased and this is influencing people's decision making.

- 2.45 However, the position nationally under UK legislation is that where Council's introduce CPZs they are entitled to levy reasonable charges to act as a form of parking demand management and are allowed to reinvest any revenue from charges or penalty charges into the operational management of the schemes in order to ensure that they work effectively. The council's parking enforcement activity is funded from this source of revenue.
- 2.46 Ultimately the public and statutory consultation processes ensure that residents can take account of the cost of having a scheme and decide if they are in favour or oppose proposals. Decisions are made on the basis of a majority view being demonstrated, unless other factors dictate.

Local Safety Parking Schemes Programme (LSPP)

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

Parking schemes funded from development contributions

- 2.49 Additional funding from developer contributions that could support the parking management programme can be secured via a section 106 legal agreement when planning applications are considered. Where a transport assessment indicates that a development is likely to affect on-street parking in the vicinity then funding to introduce parking controls to mitigate the impact of the development can be required.
- 2.50 The Council reviews planning applications and takes opportunities to secure contributions from developers in order to address potential parking impacts and/or the public's aspirations for parking controls in the vicinity of development. These contributions can be used as set out in the legal agreement and are usually specific to the area around the development.
- 2.51 Additionally members may consider that a particular parking issue in their ward is of high importance and may seek to take forward measures using Neighbourhood Community Infrastructure Levy funds (NCIL) independently of the capital funding allocation for the Parking Management Programme.

- 2.52 As members will be aware in 2017 the Major Developments Panel approved a policy of allocating 15% of CIL receipts raised in each ward (except where received from within the geographical definition of the Harrow and Wealdstone Opportunity Area), back to the respective ward in which it was generated to be used on infrastructure projects that take account of the views of the communities in which development has taken place. Parking is often an issue affected by development and of local importance.
- 2.53 Any projects put forward by ward members would need to be assessed against agreed criteria to show compliance with the CIL regulations and also demonstrate the extent of consultation and level of community support. The Planning Service would assess the suitability of any requests.

Programme development

2.54 The programme of schemes in **Appendix B** is developed by including those projects where the greatest areas of need are identified and where the assessment indicates the highest score.

Assessment of service requests

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

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

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

Scheme reviews

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

since the original implementation. Typical issues concern the extent of the zone, operational times and types of controls in place.

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

Scheme design

- 2.62 The public consultation (stage 2 of the process in **Appendix D**) is one of the most important steps in developing a scheme and is where residents receive a consultation leaflet explaining proposals, a questionnaire with a set of questions as well as being given an opportunity to give comments. The results of public consultations are used to develop the scheme design, particularly zone extents, sub zones and operational hours.
- 2.63 There are some established principles to analysing consultation results and using this information to develop schemes as follows:
 - The proportion of people responding to a consultation varies significantly based on the type of area. In order to be representative a minimum of 10% is required; however, if the response rate is lower than that then the PH will be consulted on how to proceed. Decisions on schemes will always be based on the information provided by those people that choose to respond to consultation.
 - The extents of a CPZ zone are established in an area that reflects where a majority of consultees support particular options. Roads are analysed on a road by road basis initially to establish where areas of support for proposals are. One consultation response per property is permitted to ensure fairness.
 - Zones need to be holistic and so need to be formed from groups of roads and part sections of roads that are grouped closely together and share similar views. The results in individual streets are therefore not intended as an absolute decision on whether a street is included in a scheme or not. The designers look for common areas of support of 55% or more to demonstrate a case to take forward a proposed scheme.
 - Where the results indicate that a road does not support a scheme but also indicates that they would change their mind if a neighbouring road demonstrated support, then those roads may be included within a scheme. Questionnaires include a question to indicate this preference because it is recognised that parking displacement can occur from neighbouring roads with parking

controls and it is better to include roads that are exposed to this risk rather than leave them out.

2.64 The analysis undertaken to recommend a particular scheme is therefore not an exact science. It is based on a combination of a technical review of the consultation results by officers and a meeting with members where they can exercise their discretion to review the results and take account of their own knowledge and understanding of community views.

Scheme Costs

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

Event day parking control schemes

2.67 The possibility of an event day parking scheme around the Stanmore and Canons Park area was discussed at the February 2017 meeting of the Panel and members decided that this would not be feasible within the existing budgets available because of the very high cost of introducing this type of scheme both in terms of capital and revenue expenditure.

2.68 The panel having judged that the parking impacts are not frequent and of a short term nature mainly coinciding with events at Wembley stadium it was not considered that this type of scheme would represent good value for money. In addition the use of resources on an event day scheme would take resources away from other parking schemes in the programme that were considered to be a higher priority.

Parking management programme 2020 / 21

- 2.69 To summarise, this report provides a comprehensive explanation of the types of schemes, sources of funding, assessment processes, costs and development processes required to deliver the parking management programme and is intended to assist the Panel in understanding how the programme has been developed.
- 2.70 A summary of the current parking issues within the various locations of the borough highlighted in the proposed programme is shown in **Appendix C**. This will assist the panel to refer quickly to the relevant issues in each particular area when considering the programme.
- 2.71 The proposed programme for 2020/21 can be seen in **Appendix B**, and **Appendix E** shows maps of the intended consultation area within the proposed programme. Members are recommended to ask the Portfolio Holder to give approval to implement this programme and approve the consultation areas.

Staffing / workforce

2.72 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 required.

Ward Councillors' comments

2.73 Ward councillors comments have not been sought for this report because it is for information only.

Performance Issues

2.74 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the Transport Local Implementation Plan 3 (LIP3) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Issues

- 2.75 The current Transport Local Implementation Plan 3 (LIP3) has undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment.
- 2.76 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality.

Risk Management Implications

- 2.77 Risk included on Directorate risk register? No
- 2.78 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.79 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

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

Financial Implications

- 2.82 Transport for London (TfL) has not provided funding specifically for CPZs as it considers that these should be funded by boroughs that have powers to raise income from the local administration and enforcement of parking schemes. Therefore TfL only funds parking measures where they form a part of an identified traffic or transport scheme or initiative in the agreed Local Implementation Plan (LIP) programme of investment.
- 2.83 The funding for 2020/21 from the Harrow Capital programme is proposed as £300k, subject to approval by Cabinet in February 2020. Appendix B indicates that new CPZ schemes or CPZ reviews will have a sub allocation of £275k and the local safety parking schemes programme (LSPP) will have a sub allocation of £25k.

Equalities Implications / Public Sector Equality Duty

2.84 The Transport Local Implementation Plan (LIP) sets out the relevant transport policies and objectives of the Council and was subject to an Equalities Impact Assessment which identified that there was no negative impact on any of the protected groups. The transport mitigations in the report accord with the principles of the Council's LIP. Typical benefits are as follows:

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

Council Priorities

2.85 The parking programme detailed in the report accords with the administration's priorities as follows:

Corporate priority	Impact
Building a Better Harrow	By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling lessening the impact on the local environment. CPZs reduce the amount of long stay

	commuter or workplace parking and provide better access for residents and their visitors to park improving quality of life.
	Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.
Supporting Those Most in Need	Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.
Protecting Vital Public Services	The scheme will improve access to the highway network and reduce obstruction from parking and improve the delivery of street based council services e.g. street cleaning / refuse collection.
Delivering a Strong local Economy for All	The use of parking measures such as pay and display facilities will support local businesses by creating a higher turnover of parking space for customers and improving access to shops.
Modernising Harrow	Parking control schemes will use the latest technology such as electronic permits and cashless parking systems.

2.86 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan 3.

Section 3 - Statutory Officer Clearance

	on behalf of the
Name: Jessie Man	✓ Chief Financial Officer
Date: 17/01/20	
Name: Rikita Panesar	on behalf of the Monitoring Officer
Date: 20/01/20	

Name: Paul Walker	 Corporate Director
Date: 21/01/20	

Ward Councillors notified:	NO, as it impacts on all Wards
EqIA carried out:	YES, as a part of LIP3
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 and Asset Management Tel: 020 8424 1500; E-mail: <u>David.Eaglesham@harrow.gov.uk</u>

Barry Philips, Transportation Team Leader Tel: 020 8424 1649; E-mail: <u>Barry.Philips@harrow.gov.uk</u>

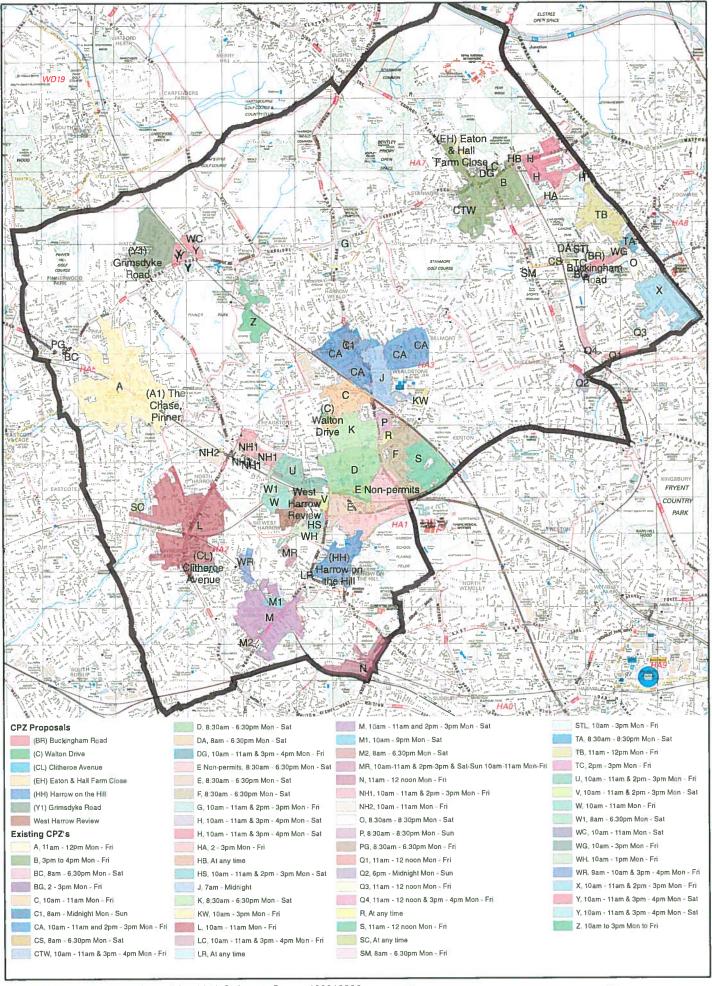
Sajjad Farid, Infrastructure Engineer, Parking Tel:0208 424 1484; E-mail: <u>Sajjad.Farid@harrow.gov.uk</u>

Background Papers:

Transport Local Implementation Plan Parking Management and Enforcement Strategy 2019 <u>https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents</u> This page is intentionally left blank

Controlled Parking Zone February 2020

Appendix A



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APPENDIX B

PROPOSED PARKING MANAGEMENT PROGRAMME 2020/21

Location	Scope of scheme	(£k)
On- going scheme carried over from 2019/20		
Grimsdyke Road, Hallam Gardens, Hillview Road area, Hatch End (M)	New parking controls – on proposals to address commuter parking problems in these roads. Undertake surveys, public consultation, statutory notification and implementation.	50
Proposed new schemes 2020/21		
Kenton Road – service road between 704-738	A review of existing parking to investigate options to introduce measures to restrict long term commuter parking in the service road. Options to be considered to include pay and display and shared use bays. Undertake surveys, public consultation, statutory notification and implementation	40
The Ridgeway Area Parking Review	The investigation of options to address long term non-residential parking associated with a local car repair business, Stanmore College students and a day nursery. Undertake surveys, public consultation, statutory notification and implementation.	40
Green Lane, Culverlands Close, Ben Hale Close and Woodside Close	A review of existing parking with a view to the introduction of a new CPZ with residents parking to address inconsiderate and obstructive parking by non-residents that creates a safety hazard by restricting carriageway width. Undertake surveys, public consultation, statutory notification and implementation	30
Northolt Road (south east side) between (345-191)	Localised review of parking along Northolt Road between properties (345-191) with a view to introducing measures to restrict non- resident parking whilst maintaining facilities for residents and local shops/ businesses. Options to be considered to include pay and display, shared use and or resident permit bays. Undertake surveys, public consultation, statutory notification and implementation	25
Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and	Localised review of existing CPZ to address access difficulties and to remove all day commuter parking in the existing free bays.	40

Peterborough Road Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent	Options to be considered are to convert the existing free bays to shared use and or pay and display bays to allow better use by residents and short term visitors. Undertake surveys, public consultation, statutory notification and implementation. The investigation of proposals to introduce a new CPZ with residents parking in the service roads to address inconsiderate long term commuter and other non -residential parking. Undertake surveys, public consultation, statutory notification and implementation.	50
Local Safety Parking Schemes	On-going programme of localised parking	25
Programme	controls	
Total		300**

* Section 106 funding contributing to scheme budget (not included in total) ** Anticipated overall budget (subject to confirmation by Cabinet)

Developer contributions funding (section 106 agreement) (release of funding subject to triggers in legal agreements as stipulated below)	20/21 (£k)
The Matrix Pub – Eastcote Lane / Alexandra Avenue / Sandringham Crescent – The sum of ten thousand pounds was used towards the council's costs in carrying out a parking survey to establish parking patterns around the development. A maximum sum of twenty thousand pounds is available for follow up surveys	20
once the site is fully occupied to establish whether a CPZ is required around the site.	

*** Schemes are defined as Small (S), Medium (M) or Large (L) scale

Small less than 100 households Medium between 100 - 500 households Large schemes greater than 500 households

APPENDIX C

Priority list of borough parking issues

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

Sites **1 to 6** are the highest priorities that can be afforded within the allocated budget for next year, subject to Cabinet approval, and these schemes are proposed to be taken forward in the 2019/20 parking programme.

Priority	Location	Issues	Ward	Size of Scheme
1	Kenton Road – service road between 704-738	The Council has received a petition from residents/businesses requesting the Council investigate options to introduce measures to restrict long term commuter parking in the service road outside the shop that is taking up the available parking spaces preventing legitimate customers from accessing businesses. Options to be considered to include pay and display and shared use bays.	Kenton East	S
2	The Ridgeway Area Parking Review	The Council has received a petition from residents requesting the Council investigate options to address long term non-residential parking associated with a local car repair business, Stanmore College students and a day nursery. This parking is making it difficult for residents' visitors and delivery vehicles to find a place nearby when they need to park.	Belmont, Stanmore Park	М

3	Green Lane, Culverlands Close, Ben Hale Close and Woodside Close	The Council has received a petition from residents who have raised concerns about the narrow section of Green Lane (northern end) where footway parking takes place. They have requested that footway parking be formalised to enable residents to park outside their properties, to improve safety/access and to introduce a CPZ for the whole of Green Lane.	Stanmore Park	S
4	Northolt Road (south east side) between (345-191)	Residents have petitioned the Council raising concerns that parking spaces in front of their houses are being taken up by non-residents including staff and customers of local businesses, long term commuters and people travelling to the airport. The petitioners request a localised review of parking in the layby fronting these properties with a view to introducing measures to restrict parking by non-residents whilst maintaining facilities for local shops and businesses. Options to be considered to include pay and display, residents permits and shared use bays.	Roxeth	Μ
5	Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and Peterborough Road	Residents have submitted a petition calling for changes to the existing parking regime in Roxborough Park and Roxborough Avenue to address access difficulties and to remove all day commuter parking. The conversion of the existing free bays to shared use and or pay and display bays will help remove long term stagnant parking and free up road space for local residents and short term visitors. Undertake surveys, public consultation, statutory notification and implementation.	Greenhill, Harrow on the Hill	М
6	Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent	The investigation of proposals to introduce a new CPZ with residents parking in the service roads to address inconsiderate commuter and other non-residential long term parking. Undertake surveys, public consultation, statutory notification and implementation.	Harrow Weald, Hatch End	М

7	Dudley Road, Wesley	The Council has received a petition from residents in	Harrow on The Hill	М
-	Close, Franklins Mews.	Dudley Road requesting the investigation of proposals		
	,	to introduce measures to address the problems of long		
		term non-resident parking including airport travellers,		
		commuters and vehicles being repaired by local		
		garages. The options to be considered will be the		
		introduction of a CPZ including residents permit parking		
		and "at any time" waiting restrictions to protect		
		junctions with Wesley Close and Franklins mews.		
8	Eastleigh Avenue	Following on from a previous petition, the Council	Roxbourne	S
		continue to receive correspondence from residents		
		regarding inconsiderate and obstructive parking that		
		may compromise emergency services access to		
		Eastleigh Avenue. Residents request the investigation		
		of proposals to address these issues. Options to be		
		considered will include a new CPZ with residents		
		parking and strategic "at any time" waiting restrictions.		
9	Newton Road	Newton Road is just outside controlled parking zone (),	Wealdstone	S
		residents of Newton road are unable to park their cars		
		on Newton road because commuters park on Newton		
		road for the day while they go to work. The Council		
		has received a request from a resident to extend CZ ()		
		to include Newton Road.		
10	Grange Farm Close	Residents are concerned that the proposed	Harrow on The Hill	S
		development of Grange Farm will give rise to additional		
		parking and associated problems. A request has been		
		received to investigate the introduction of parking		
		controls as part of the development process.		

11	Churchill Road, Gresham Road and Montgomery Road	Residents have raised concerns that inconsiderate parking in the evenings associated with local nightclubs is both creating obstruction to traffic and is preventing residents parking near their homes. The Council has received a petition and letters from residents requesting a change in the operational hours of the existing CPZ to address these problems.	Canons	S
12	Hornbuckle Close, Ashbourne Avenue	Residents have raised concerns that all day parking by employees from local businesses and long term parking by rail travellers is preventing residents parking particularly when they return from work in the afternoon. The Council has received a petition from residents requesting the introduction of residents only parking to address these problems.	Harrow on The Hill	Μ
13	Byron Road, Lorne Road, Warham Road	Residents are concerned that parking in these roads has become worse since the introduction of the new zone J in adjacent roads The Council has received a petition requesting Harrow Council to "urgently carry out a review of the Controlled Parking Zone (CPZ) in our area as it increasing difficult to park in the evenings".	Wealdstone, Marlborough	М
14	Summit Close, Penylan Place	Summit Close and Penylan Place are two small culs- de-sac with limited off street parking. They are narrow roads and there is parking on only one side, residents have a problem parking when non-residents park and then walk to Edgware station or shopping centre. This was exacerbated when Methuen Road and Methuen Close were made CPZs. The Council has received petitions from residents of these roads requesting a CPZ	Edgware	S

15	Wychwood Avenue, Wychwood Close, Wildcroft Gardens	Residents are concerned that unregulated parking by commuters is causing congestion and creating safety issues for pedestrians crossing the roads. The Council has received petitions from residents of these roads requesting a CPZ.	Canons	M
16	Gainsborough Gardens	Residents are concerned that parking by commuters is preventing residents and their legitimate visitors from parking near their homes. The Council has received a petition from residents requesting the introduction of parking controls.	Queensbury, Edgware	S
17	Ruskin Gardens, Repton Road	Residents are concerned that unregulated parking in these roads is causing obstruction that may prevent access by the emergency services. The Council has received a request to introduce parking controls to address the situation.	Kenton East	М
18	Grafton Road, Pinner View, Beresford Road, Thorpe Road, Chandos Road, Kingsfield Avenue	Residents are experiencing transferred parking from the recently introduced CPZ in the County Roads. The council has received correspondence requesting the investigation of the introduction of a CPZ in these roads to address this issue.	Headstone South	М
19	Welbeck Road, Chatsworth Gardens, Furness Road	Council service vehicles and other vehicles have been unable to access these roads due to inconsiderate parking on both sides of the road. It is further reported that the situation has been made worse because one section of Welbeck Close in located in a CPZ. The Council has received requests to investigate the situation with a view to introducing additional parking controls in the form of waiting restrictions or an extension of the CPZ.	West Harrow	M

20	Park Lane, Grovelands Close, Park Mead, Paddock Close, Wood End Avenue, Westwood Avenue	Residents in these roads are concerned about the large number of non-residents -especially vehicles, employees and customers of a local van hire company - who are parking to the detriment of residents' ability to park near their homes. The Council has received correspondence requesting the introduction of parking controls in the form of a CPZ with residents' parking.	Roxeth	L
21	Wood End Avenue, Westwood Avenue	Request from a resident to introduce CPZ	Roxeth	М
22	Cambridge Road	Request from a councillor enquiring how to introduce CPZ	Headstone North	М
23	Rufford Close	Request from a resident to introduce CPZ	Greenhill	S
24	Carlton Avenue	Request from a resident via MP to introduce CPZ	Kenton West	S
25	Jasmine Gardens, Sandringham Crescent	Request from a resident for a meeting to discuss parking controls	Roxbourne	М
26	Tithe Farm Avenue	Request from a resident to introduce CPZ to address issues of school time parking	Roxbourne	S
27	Shaftesbury Avenue and Shaftesbury Circle	Request for inset parking bays and electric charging point	Harrow on The Hill	М
28	Ford Close	Request from a resident via MP to introduce CPZ	West Harrow	S
29	Milne Feild	Request from a resident to introduce CPZ to prevent all day commuter parking	Hatch End	S
30	Bromefield, Crowshot Avenue	Request to change the existing CPZ operational hours and to be included in cpz.	Belmont	М

31	Devonshire Road	Residents are concerned that uncontrolled parking is making difficulties for emergency service and council refuse collection vehicles to access properties in the area.	Hatch End	S
32	Dudley Gardens	Councillor raising concerns about parking	Harrow on The Hill	S
33	Park Lane	Request from a resident to introduce CPZ	Roxeth	М
34	Whitehouse Drive	Request for change of hours of existing CPZ to prevent long term commuter parking. Additional parking bays to accommodate residents also requested.	Canons	S
35	Ellement Close	Request from a resident to introduce CPZ to allow residents preference in parking.	Wealdstone	S
36	Eliot Drive, Coles Crescent	Request for CPZ to allow residents preference in parking.	Roxbourne	М
37	Newton Road	Request from a resident to introduce parking controls along Newton Road	Wealdstone	S
38	Down Avenue	Request for whole of Downs Avenue to be included in existing CPZ	Rayners Lane	S
39	Argyle Road	Request from a resident to introduce CPZ to prevent all day commuter parking	West Harrow	М
40	Mountbel Road , Felbridge Avenue, Curzon Avenue and Dobbin Close	Resident complaining that parking has got worse since introduction of CPZ CA and request from residents to introduce CPZ	Belmont	М
41	Hooking Green	Request from a resident to introduce CPZ to prevent vehicles from car repair garage parking.	Headstone South	S
42	Abercorn Road, Courtens Mews, Belmont Lane	Request for a review of existing parking controls	Belmont	М

43	Dalston Gardens	Resident raises concerns about parking causing congestion.	Queensbury	S
44	Honeypot Lane, Marsh Lane	Request from a resident to introduce measures to prevent HGV parking in service road	Stanmore Park, Belmont	L
45	Mead Road	Resident wants Mead Road to be included in CPZ	Canons Park	S
46	Wynlie Gardens, Latimer Close	Petition and letter requesting CPZ and footway parking exemption.	Pinner	S
47	Walpole Close	Request from a resident to extend existing CPZ operational hours.	Hatch End	S
48	Melrose Road and Kingsley Road	Petition requesting a CPZ to address non- resident parking by parents and staff of nearby school.	Headstone North	S
49	Beatty Road	Request from a resident to change operational hours of existing CPZ.	Stanmore Park	М
50	Merlin Crescent, Bransgrove Road	Request from three residents to introduce measures to address obstructive parking by parents at school; times.	Edgware	М
51	Harrow View	Request from a resident to introduce CPZ to prevent non-residents taking up space.	Headstone South, Marlborough	М
52	Merrion Avenue	Request from a resident to introduce measures to address Wembley event day parking.	Canons	М
53	Tavistock Road, Bedford Close	Request from a resident to introduce CPZ to prevent all day commuter parking so as to allow residents preference in parking	Edgware	S
54	Woodlands	Request from a resident to introduce CPZ to deter all day commuter parking that is blocking driveways.	Headstone North	М
55	South Vale, South Hill Grove	Request to extend operational hours of existing CPZ and to introduce a CPZ	Harrow on The Hill	S

56	Berry Hill	Request from a resident to introduce measures to address Wembley event day parking.	Canons	S
57	Spencer Road	Request from a resident via MP to introduce CPZ despite originally voting against proposals.	Wealdstone	М
58	Spring Lake, Heriots Close	Requests from residents for CPZ with amended operational hours.	Stanmore Park	S
59	Dennis Gardens	Request from a resident to change operational hours of existing CPZ	Stanmore Park	S
60	Bolton Road	Request from a resident to introduce CPZ	Headstone South	S
61	Chenduit Way	Request from a resident to introduce CPZ	Stanmore Park	S
62	Aran Drive	Request from a resident to change operational hours of existing CPZ	Canons	S
63	Willows Close	Request from a resident to introduce CPZ	Pinner	S
64	Oxford Road	Request from a resident to remove parking controls	Marlborough	S
65	Greenacre Close	Request from a resident to introduce CPZ or double yellow lines to prevent pavement parking	Roxeth	S
66	Apple Grove	Request from a resident to introduce "parking controls"	West Harrow	S
67	Du Cros Drive	Request from a resident to introduce residents parking bays	Canons	S

Schemes are defined as Small (S), Medium (M) or Large (L) scale in size. Size is defined as - Small less than 100 households, Medium between 100 - 500 households, Large schemes greater than 500 households.

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APPENDIX D

CONTROLLED PARKING SCHEMES – SCHEME DEVELOPMENT PROCESS

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

Stage 1 – Stakeholder Engagement

Officers prepare a list all schemes in the programme and suggest the most suitable parking management solutions based on identified problems and define the consultation study area (including consideration of areas that are likely to be affected by displaced parking).

A stakeholder meeting will be convened for all large scale projects (>500 properties) to discuss any relevant parking issues, suggest an initial consultation area and operational timings. The minutes of any stakeholder meeting will be sent to all attendees, Portfolio Holder (PH) for the Environment and local ward councillors for information.

Following any stakeholder meeting the public consultation area and possible solutions will be agreed with the PH and local ward councillors. For small or medium schemes (<500 properties), officers will liaise with the PH and local ward councillors accordingly to agree the public consultation area and possible solutions prior to undertaking the informal public consultation exercise. A suggested consultation area will be included in the annual parking programme review report to TARSAP in February for each scheme.

Stage 2 – Public Consultation

Officers will prepare consultation material / questionnaires and distribute to premises in the agreed consultation area specifying a deadline for responses. Consultations are typically arranged over a 3-4 week period to allow sufficient time for the local community to respond. Consultation material including background information, questionnaire and an Equalities Monitoring Form will be delivered to all premises in the consultation area with details of who to contact and where to respond. Consultation material will also be placed online via the Council's website with details of how to complete the questionnaires online. In all cases consultation material will be made available for inspection at the Civic Centre. Contact details will be provided on all consultation material to enable further information or clarification.

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

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

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

Stage 3 – Detail Design

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

The plans are refined accordingly and agreed with, the PH and local ward councillors.

The draft Traffic Regulation Order (TRO) will be prepared.

The Police and other statutory consultees will be consulted on draft TRO.

Stage 4 – Statutory Consultation

The TRO will be advertised in local papers and London Gazette and statutory notices will be erected on site,

Officers will then prepare legal notification (statutory consultation) material and distribute to all premises in the original consultation area specifying a deadline for any representations or objections. The statutory consultation period advertised to the public is 21 days this is a fixed time period in law and is not subject to change. The material will be delivered at or around the same time as the adverts are placed on street. Statutory consultation is different from public consultation. It is notifying the public that an approved scheme will be implemented and offers the public a statutory right to make representations if they feel they may be materially affected by the proposals.

A meeting is arranged with the PH and ward councillors to review the outcome of the statutory consultation. Any final revisions to the scheme will be reported through a PH or Formal Decision Record at the discretion of the PH in consultation with the Head of Traffic and Highway Asset Management.

A PH or Formal Decision Record is prepared by officers which provides details of the statutory consultation, an analysis of any representations received and a recommended course of action. All aspects of consultation, collation, analysis and reporting of results will be subject to agreed quality assurance procedures.

The PH will agree, amend or reject recommendations at their discretion. Generally objections and representations will either be overruled because they are of a minor consequence or minor reductions in the extent of the scheme will be agreed to mitigate the impact (e.g. reducing the length of a yellow line or reducing the hours of operation if not significant). However, no additions to the content of the TRO can be made. More contentious consultations with high levels of objections may be dropped from the programme or the scope of the scheme redefined and subject to a new consultation at stage 2. In these instances consideration of the impact on the deliver, budget and resources is required.

The PH formally approves the recommendations through a PH report or Decision Record and this is recorded as a formal decision.

Stage 5 – Implementation

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

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

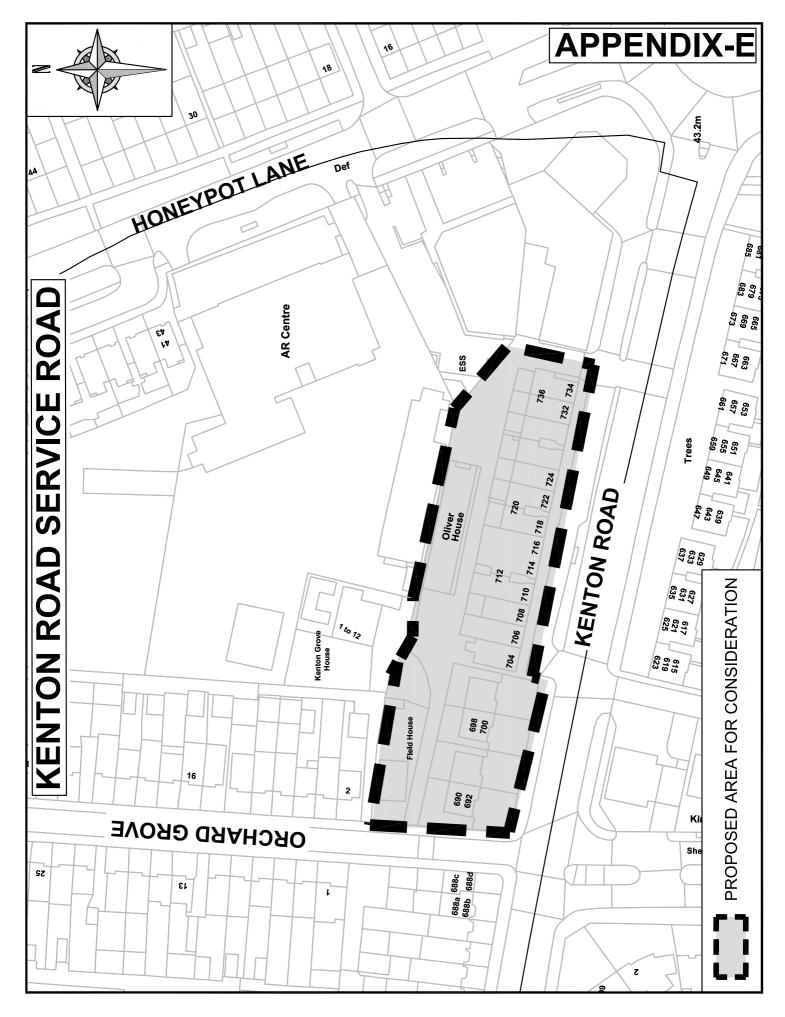
Notes

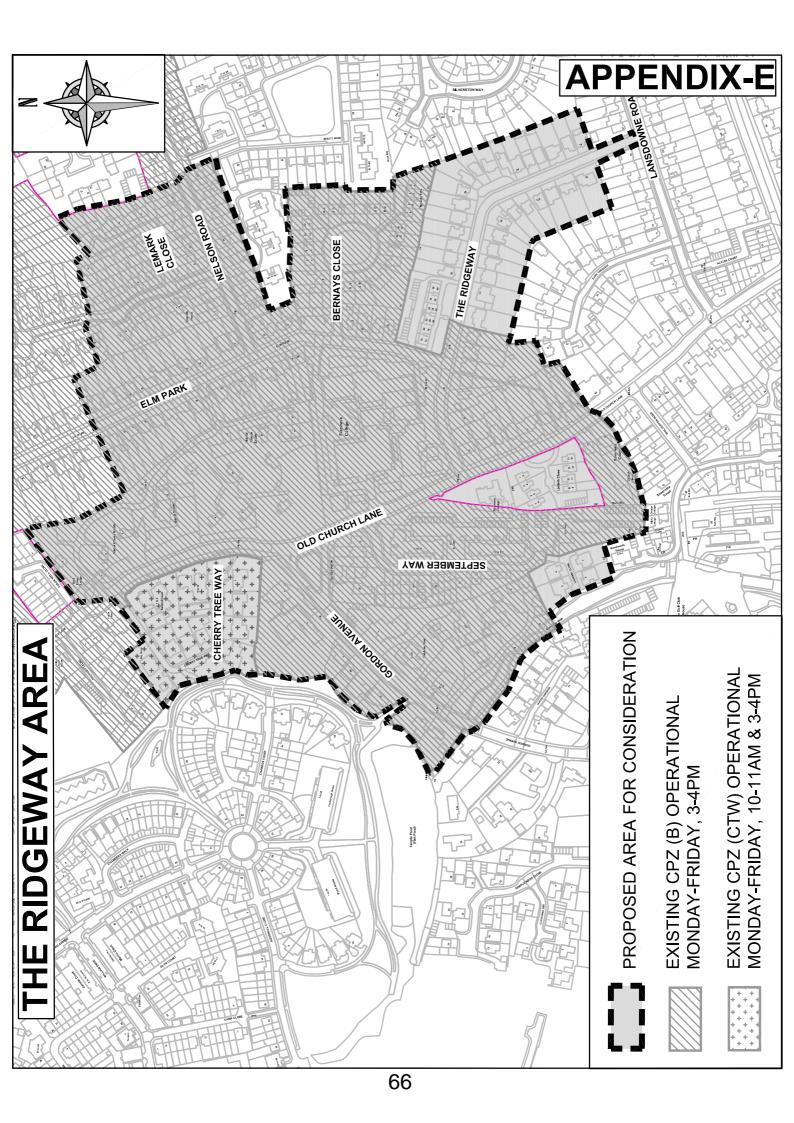
Where there is a high degree of confidence about the design of a scheme for a particular area, initial consultation (stage 1 and/or 2) can be omitted. However, this is usually not the case and the process is therefore designed to interact with the community at frequent intervals, to ensure that as far as possible the design reflects the wishes of the local community.

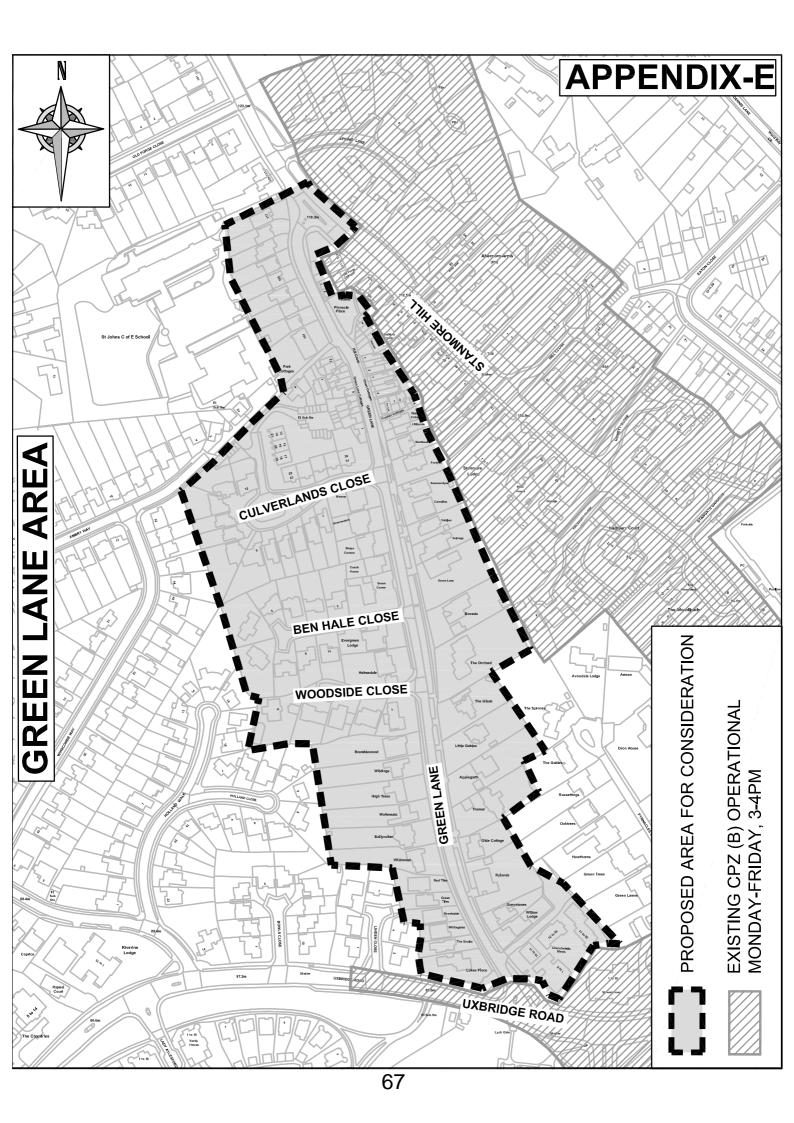
The reason for this incremental approach is that experience has shown that it is very difficult to achieve a consensus concerning the design of controlled parking schemes. It is therefore inevitable that some people will object to proposals. It would be very difficult for the Council to deal with these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

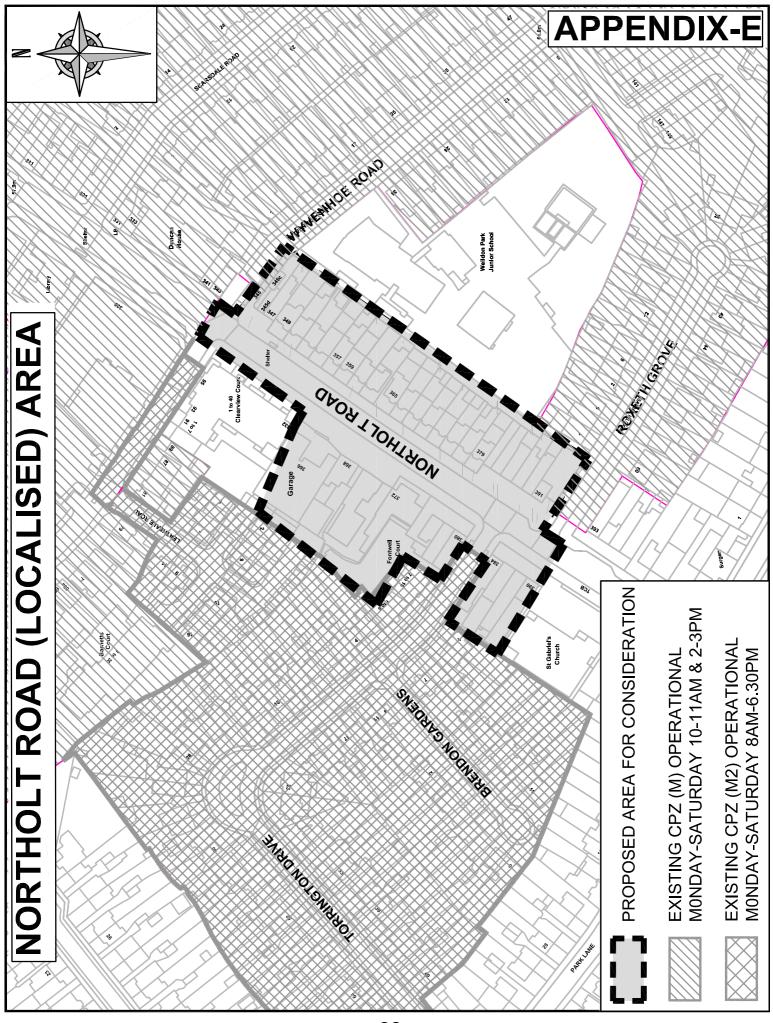
*** Schemes are defined as Small (S), Medium (M) or Large (L) scale

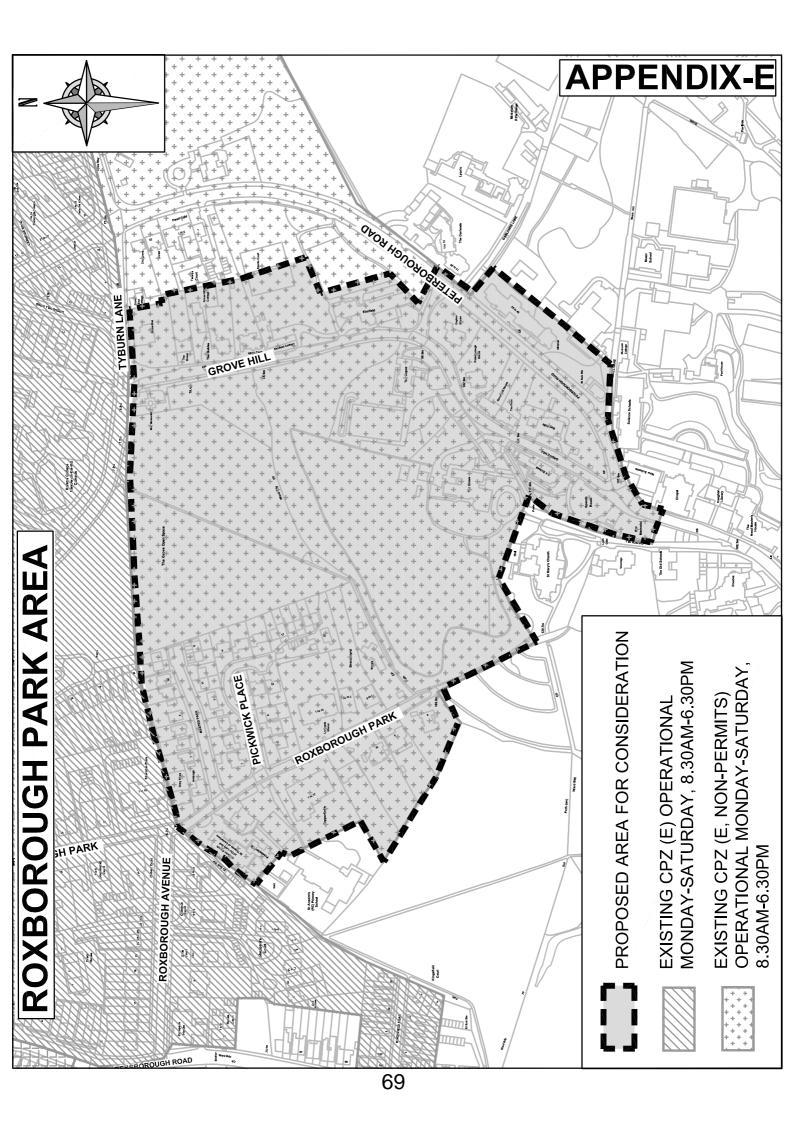
Small less than 100 households Medium between 100 - 500 households Large schemes greater than 500 households This page is intentionally left blank

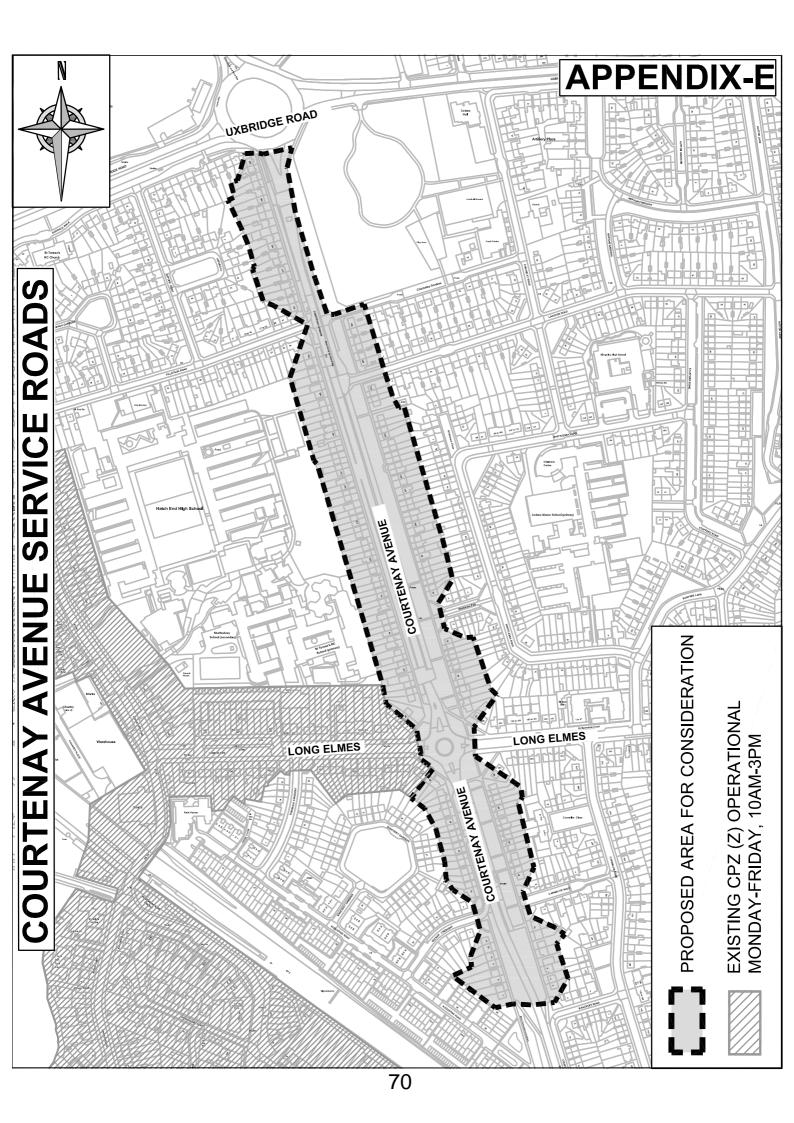












APPENDIX F

London Borough of Harrow Controlled Parking Zones – times of operation

ZONE	AREA	TIMES ENFORCEABLE	SIGNED
Α	Pinner	Mon - Fri 11:00 –12:00	Bays
В	Stanmore	Mon - Fri 15:00 –16:00	Bays
BC	Bell Close	Mon – Sat 08.00 – 18.30	Permit H.P.P.
BG	Buckingham Gardens	Mon – Fri 14:00 – 15:00	Permit H.P.P.
С	Wealdstone	Mon - Fri 10:00 –11:00	Bays
C1	Wealdstone	Mon – Sun 8am - Midnight	Bays
CA	Wealdstone East	Mon - Fri 10:00 –11:00 & 14:00 –15:00	Bays
CS	Canons Park Station	Mon – Sat 08:00 –18:30	Bays
CTW	Cherry Tree Way	Mon - Fri 10:00 –11:00 & 15:00 –16:00	Permit H.P.P.
DA	Donnefield Avenue	Mon – Sat 08:00 –18:30	Bays
DEF	Harrow Town Centre	Mon - Sat 08:30 –18:30	Bays
DG	Dennis Gardens	Mon - Fri 10:00 –11:00 & 15:00 –16:00	Permit H.P.P.
G	Fontwell Close	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Bays
Н	Stanmore Station	Mon – Sat 10:00 –11:00 & 15:00 –16:00	Bays
HA	Dalkeith Grove	Mon – Fri 14:00 – 15:00	Bays
HB	Kerry Court	At any time	Bays
HS	Charles Crescent	Mon – Sat 10:00 –11:00 & 14:00 –15:00	Permit H.P.P.
J	Leisure Centre	Mon – Sun 07:00 – 24:00	Bays
К	Harrow	Mon – Sat 08:30 –18:30	Bays
KW	Kenton West	Mon – Fri 10:00 – 15:00	Bays
L	Rayners Lane	Mon - Fri 10:00 – 11:00	Bays

ZONE	AREA	TIMES ENFORCEABLE	SIGNED
LC	Laburnum Court	Mon - Fri 10:00 –11:00 & 15:00 –16:00	Permit H.P.P.
LR	Lower Road	At any time	Bays
м	South Harrow	Mon – Sat 10:00 –11:00 & 14:00 –15:00	Bays
M1	South Harrow	Mon – Sat 10:00 – 21:00	Bays
M2	South Harrow	Mon – Sat 08:00 –18:30	Bays/ Permit H.P.P.
MR	Melrose Road	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Permit H.P.P.
N	Sudbury	Mon – Fri 11:00 – 12:00	Bays
NH1	North Harrow (North)	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Bays
NH2	North Harrow (South)	Mon - Fri 10:00 –11:00	Bays
0	Chandos Crescent	Mon – Sat 08:30 –20:30	Bays
Р	Harrow Town Centre <i>(Rosslyn Crescent</i>	Mon – Sun 08:30 – 20:30	Bays
PG	Pinner Green	Mon – Fri 08:30 –18:30	Bays
Q1	Reynolds Drive	Mon - Fri 11:00 –12:00 noon	Bays
Q2	Honeypot Lane	Mon – Sun 18:00 - Midnight	Bays
Q3	Millais Gardens	Mon - Fri 11:00 –12:00 noon	Permit H.P.P.
Q4	Turner Road	Mon - Fri 11:00 –12:00 noon & 15:00 –16:00	Bays
R	Woodlands Road	At any time	Bays
S	Flambard Road (& surrounding area)	Mon – Fri 11:00 – 12:00	Bays
SC	Southbourne Close	At any time	Permit H.P.P.
SM	Stanmore Marsh	Mon – Fri 08:00 – 18:30	Bays
STL	St. Lawrence Close	Mon – Fri 10:00 – 15:00	Permit H.P.P.
ТА	Edgware (south)	Mon – Sat 08:30 – 20:30	Bays
ТВ	Edgware (north)	Mon – Fri 11:00 – 12:00	Bays

ZONE	AREA	TIMES ENFORCEABLE	SIGNED
TC	Torbridge Close	Mon – Fri 14:00 – 15:00	Permit H.P.P.
U	Pinner Road & County Roads	Mon – Fri 11:00 – 12:00	Bays
V	Vaughan Road	Mon – Sat 10:00 – 11:00 & 14:00 – 15:00	Bays
W	West Harrow	Mon - Fri 10:00 – 11:00	Bays
W1	West Harrow	Mon – Sat 08:00 – 18:30	
WC	Walpole Close	Mon – Sat 10:00 –11:00	Permit H.P.P.
WG	Winton Gardens	Mon – Fri – 10:00 – 15:00	Permit H.P.P.
WH	Whitmore Road	Mon - Fri 10:00 – 13:00	Bays
WR	Welbeck Road	Mon – Fri 09:00 – 10:00 & 15:00 – 16:00	Bays
X	Edgware South	Mon - Fri 10:00 – 11:00 & 14:00 – 15:00	Bays
Y	Hatch End	Mon – Sat 10:00 – 11:00 & 15:00 – 16:00	Bays
Z	Headstone Lane	Mon - Fri 10:00 – 15:00	Bays/ Permit H.P.P.

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REPORT FOR:	TRAFFIC AND ROAD SAFETY ADVISORY PANEL
Date of Meeting:	5 February 2020
Subject:	TfL Local Transport Fund Schemes Programme 2020 / 21
Key Decision:	No
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Wards affected:	All
Enclosures:	Appendix A : Proposed schemes Appendix B : Proposed - 20 mph locations

Section 1 – Summary and Recommendations

This report sets out a range of options for the Panel's consideration to take forward a programme of local transport initiatives using the Transport for London Local Transport funding allocation in 2020/21.

Recommendation:

The Panel is requested to consider the options set out in this report in **Appendix A** and to recommend to the Portfolio Holder for Environment a preferred programme to be taken forward in 2020/21.

Reason:

In order for the Council to agree a programme of Local Transport Fund schemes to be taken forward in the 2020/21 financial year.

Section 2 – Report

Introduction

- 2.1 The highway network has a significant impact on the quality of life of Harrow's residents and on the viability of Harrow's businesses and many concerns regarding transport issues are frequently reported to the Council.
- 2.2 Transport for London has provided an allocation of £100k in 2020/21 to specifically fund borough transport priorities that can address local issues of importance. This report sets out a range of options for local transport initiatives that can be considered for developing an annual programme of works.

Options considered

2.3 Various schemes which have a local transport benefit have been suggested for the Panel to consider. The impacts on corporate priorities, the Transport Local Implementation Plan objectives, equalities and the environment have been provided to assist members with setting their priorities for 2020/21 within the available budget.

Background

2.4 The Mayor of London published his transport strategy in 2018. Subsequently all the London boroughs were required to produce a revised Transport Local Implementation Plan (LIP3). Harrow's revised LIP3 was agreed by Cabinet in July 2019. LIP3 includes borough objectives for the next 20 years and explains how meeting these will contribute to achieving the Mayor's 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. 2.5 The local transport fund allocation of £100,000 in 2020/21 is to be used by the borough for any local transport schemes they wish to implement that accord with the Mayor's Transport Strategy and the Borough's Local Implementation Plan. The purpose of this freedom is to give greater independence to the boroughs. Funds can be used for separate projects or to supplement other TfL LIP funded projects or initiatives.

Local Transport Fund programme 2020/21

- 2.6 A proposed programme of local transport schemes which officers consider to be of benefit to Harrow has been prepared for consideration by the panel. This involved a review of local issues of interest to members, public and other key stakeholders. The evaluation of the issues involved consideration of the following factors:
 - Transport policies and objectives
 - Impact
 - Cost
 - Equalities
 - Public support
 - Time frame for completing work
 - Available resources
- 2.7 The proposed local transport schemes that could be considered for inclusion in the 2020 /21 programme are summarised in the table below. More details of the proposals can be seen in **Appendix A.**
- 2.8 The schemes listed in the table below are grouped under the three main strategic transport categories, Vision Zero, Walking and Cycling and Public Transport which all contribute to the Mayoral objectives and Harrow's LIP objectives.

Initiative	Description of works	Estimated cost (£k)
Vision Zero	20 mph zone - Westfield Drive / Westfield Gardens, Kenton	25
Vision Zero	20 mph zone - Albury Drive / Evelyn Drive, Pinner	40
Vision Zero	20 mph zone - Silverston Way, Stanmore	10
Vision Zero	20 mph zone Manor Way / Priory Way and possible point no entry scheme.	20
Vision Zero	Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites.	5

Bus Priority	Review existing bus lane timings and signing to make sure they meet operational demand.	15
Bus Priority	Roxeth Hill / Lower Road / Shaftesbury Avenue Carry out a review of signalised junction layout and timings to improve bus movement.	25
Bus Priority	Carry out a review of the Kenton Lane / Streatfield Road signalised junction to help right turn buses.	25
Bus Priority	Carry out a localised parking review in Lower Road to improve bus priority for the Route 140 express to Heathrow.	35
Walking and Cycling	Carry out a review of all pelican crossings in the borough and prioritise sites for the inclusion of countdown facilities and implement changes in consultation with Transport for London.	20
Walking and Cycling	Introduce entry treatments or Copenhagen style crossings along the London Road, Stanmore corridor to improve pedestrian safety and better access to the Stanmore Station.	30
Walking and Cycling	Additional funds to provide local cycle facilities to connect the TfL Cycleway along Station Road to the Kenmore Avenue underpass via Elmgrove Road.	50

- 2.9 **Appendix A** to this report contains three tables giving additional information regarding the above schemes for consideration by members.
 - Table 1 provides a description of proposed schemes, reasons for their inclusion and their associated costs
 - Table 2 provides a list of proposed schemes with their link to corporate priorities, equalities and their environmental impact
 - Table 3 shows a list of proposed schemes with their link to Harrow's transport objectives
- 2.10 The panel is requested to recommend to the Portfolio Holder their preferred options to the total value of £100,000 chosen from the list in the table above.

- 2.11 The group categories in the table add up to £100,000 so a particular group category can be chosen (Vision Zero, Bus Priority, Walking & Cycling).
- 2.12 The panel, however, may wish to mix and match from the list and choose schemes from one or more of the categories listed. The individual schemes within each category have been allocated an estimated value. The total value of the selected schemes must not exceed £100,000.

Staffing / workforce

2.13 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.

Ward Councillors' comments

2.14 Ward councillors comments have not been sought for this report because it applies borough wide.

Performance Issues

2.15 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the Transport Local Implementation Plan 3, which takes effect from 2019/20, and will help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Issues

- 2.16 The current Transport Local Implementation Plan 3 has undergone a Strategic Environmental Assessment which has indicated that there are environmental benefits from delivering the proposed programme of investment.
- 2.17 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

- 2.18 Risk included on Directorate risk register? No
- 2.19 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.20 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

- 2.21 The programme of schemes highlighted in this report may involve introducing traffic and parking restrictions that require a legal process to be undertaken before they can be physically implemented.
- 2.22 Subject to statutory consultation requirements, which the Council has complied with, the Council has powers to introduce and change traffic and parking restrictions under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2016.

Financial Implications

- 2.23 TfL has allocated a sum of 100k for the delivery of borough local transport schemes which received approval as a part of the 2020 / 21 TfL LIP settlement and will be included in the Council's Capital Programme.
- 2.24 The TfL budget allocation will cover internal and external staff costs, design, construction, management and monitoring of the schemes in the programme.

Equalities Implications / Public Sector Equality Duty

2.25 The Transport Local Implementation Plan (LIP) sets out the relevant transport policies and objectives of the Council and was subject to an Equalities Impact Assessment which identified that there was no negative impact on any of the protected groups. The transport mitigations in the report accord with the principles of the Council's LIP. Typical benefits are as follows:

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

Council Priorities

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

Council Priorities	Impact
Building a Better Harrow	The local initiatives will mitigate the impact of additional journeys from population growth on the transport network and facilitate the increasing number of journeys on the transport network by alternative modes.
Supporting Those Most in Need	The improved public realm will reduce obstructions and obstacles to walking, cycling and public transport connections particularly for the most vulnerable users.
Protecting Vital Public Services	The scheme will support healthier lifestyles which will improve public health and the burden on health services and social care.
Delivering a Strong local Economy for All	The improvements to the transport network will support the local economy and local businesses in the vicinity of schemes.
Modernising Harrow	Transport control systems will the latest design standards to improve the performance of the transport network, road safety and accessibility.

2.27 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan 3.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	✓	on behalf of the Chief Financial Officer
Date: 17/01/20		
Name: Rikita Panesar	✓	on behalf of the Monitoring Officer
Date: 20/01/20		

Name: Paul Walker	✓	Corporate Director
Date: 21/01/20		

Ward Councillors notified:	NO, as it impacts on all Wards
EqIA carried out:	YES, as a part of LIP3
EqIA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Transportation Manager Tel: 020 8424 1649 E-mail: barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan <u>https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents</u>

APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

	Scheme	Information
Α	Vision Zero	Harrow has adopted a vision zero approach towards eliminating all road deaths and serious injuries (KSI's) by 2041.
	Introduction of four new 20 mph zones at the following locations: • Westfield Drive / Westfield Avenue • Albury Drive / Evelyn Drive • Silverston Way, Stanmore • Manor Way / Priory Way	The introduction of a 20 mph zones will help to support this initiative by reducing traffic speeds, reducing PIA accidents and generally improve road safety for all road users. The promotion of safe and considerate driving and encouraging road users to adopt appropriate speeds on our roads is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users and to encourage modal shift. 20 mph zones are designed to be "self-enforcing" due to traffic calming measures which are introduced along with the change in the speed limit. Speed humps, chicanes, road narrowing, and other measures are typically used to both physically and visually reinforce the slower speed limits.
	 Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites. 	In addition to the above 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. A small section of funds from this option would be used where appropriate to address local road safety concerns.
В	Bus Priority	
	Measures to support bus movement at the following sites.	
	• Carry out a review of the existing bus lane timings and signing to make sure all the bus lane timings are still fit for purpose.	To meet the Mayors objective that public transport will meet the growing needs of Londoners it is important that the reliability of bus routes can be improved by good design, better managed roadworks and well managed kerbside space through appropriate parking regulations.
	Carry out a review of the Kenton Lane /	Introducing appropriate bus priority measures such as bus lanes, bus gates, signal

	Scheme	Information
	Streatfield Road signalised junction to help right turn buses.	timing reviews, changes to bus lane operational hours and accessible bus stops can all improve the reliability of the bus service. In addition, the importance and reliability of the bus service is always considered in managing the road network in the borough.
	 Roxeth Hill / Lower Road/ Shaftesbury Avenue – Review of signalised junction layout and timing to improve bus movement 	To improve traffic movement particularly for buses through busy junctions where delays occur.
	 Carry out a localised parking review in Lower Road to improve bus priority for the 140 express to Heathrow 	Enforcement of road traffic, parking and waiting regulations need to be considered in the interests of improving bus priority and where possible engineering solutions need to be used to minimise the need for any additional enforcement.
С	Cycling / Walking	
	Measures to support cycling and walking as follows:	
	 Review of all pelican crossings in the borough and prioritise sites for the inclusion of countdown crossing facilities. 	To carry out a review all pelican crossings in the borough and where feasible introduce a countdown device which provides a numeric count down display that indicates the number of seconds remaining for a pedestrian to complete his/her crossing of a street. This has been well received at other junctions in the borough.
	 Introduce raised Copenhagen style crossings (entry treatments) along the London Road, Stanmore corridor to improve pedestrian safety and better access to the station. 	To help make walking and cycling in the borough easy, safe and enjoyable, we're proposing a new style of crossing at side road junctions at junctions along the London Road, Stanmore corridor known as blended 'Copenhagen' crossings. Blended crossings are designed to slow down vehicles when entering or exiting side roads and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code.
	 Additional funds to provide local cycle facilities to connect the TfL Cycleway which runs along Station Road to the Kenmore Avenue underpass via 	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.

Scheme	Information
Elmgrove Road.	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.

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

Ref	Scheme	Corporate priorities	Equalities	Environmental Impact
A	Vision Zero	Making a difference for communities, vulnerable, families.	$\checkmark\checkmark$	Positive, Improves road safety, access and encourages more active travel and a safer environment
В	Bus Priority	Making a difference for communities, vulnerable, families.	$\checkmark\checkmark$	Positive, Improves bus reliability and encourages greater use of public transport
С	Cycling / Walking	Making a difference for communities, vulnerable, families.	$\checkmark\checkmark$	Positive, Improves road safety and encourages greater use of walking and cycling

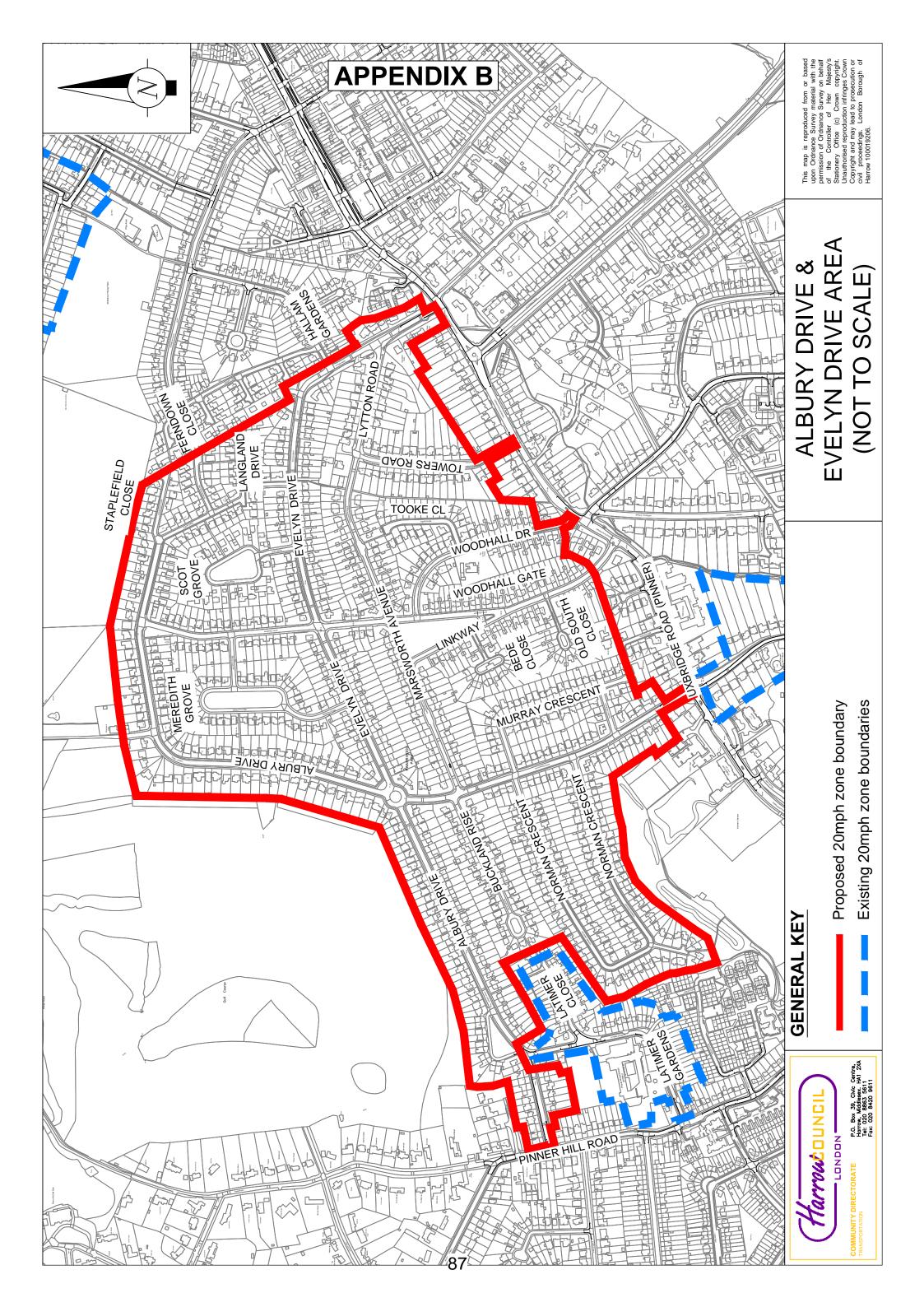
Equalities impact \checkmark Positive but low impact benefit, $\checkmark \checkmark$ Positive but medium impact benefit, $\checkmark \checkmark \checkmark$ Positive but high impact benefit

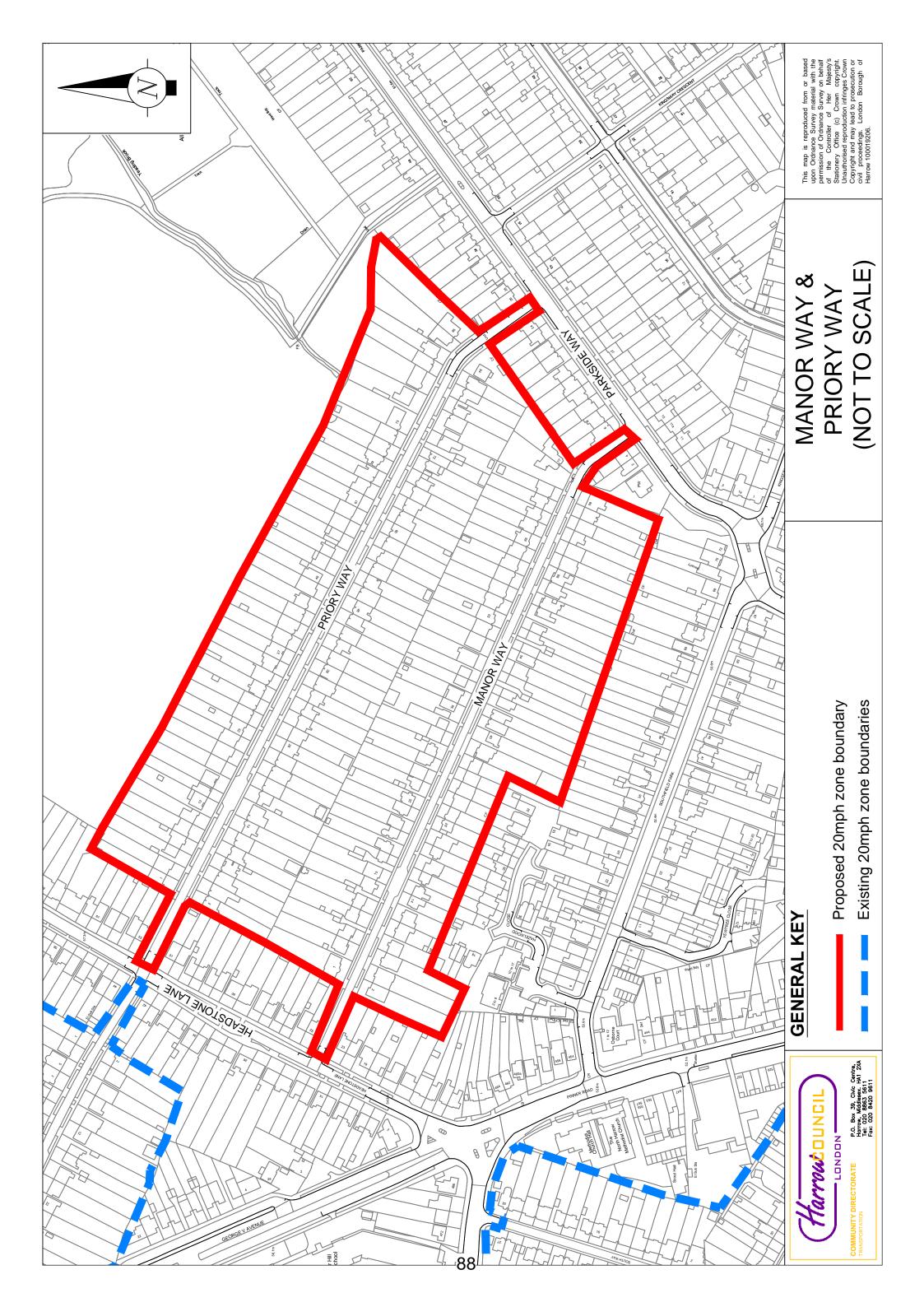
98

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

Ref	Scheme	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO ₂ emissions in Harrow	Reduce the number of motorcycle casualties across the borough	Reduce the number of pedal cycle casualties across the borough	Increase the number of people cycling in the borough	Improve servicing and reduce congestion and make essential car journeys easier	Improve pedestrian walkways to parks, open spaces, towns and public transport	Improve existing highways, and walkways to promote an uptake in cycling
Α	Vision Zero	$\checkmark \checkmark \checkmark$	$\checkmark\checkmark$	$\sqrt{\sqrt{\sqrt{1}}}$	$\checkmark\checkmark\checkmark$	$\checkmark\checkmark$	$\checkmark\checkmark$	$\checkmark\checkmark$	$\checkmark\checkmark$
В	Bus Priority	$\sqrt{\sqrt{\sqrt{1}}}$	$\sqrt{\sqrt{\sqrt{1}}}$	√ √	✓	✓	$\sqrt{\sqrt{4}}$	$\checkmark\checkmark$	✓
С	Cycling / Walking	$\sqrt{\sqrt{\sqrt{1}}}$	$\checkmark \checkmark \checkmark$	$\checkmark\checkmark$	$\checkmark\checkmark$	$\sqrt{\sqrt{\sqrt{1}}}$	$\checkmark\checkmark$	$\checkmark \checkmark \checkmark$	$\sqrt{\sqrt{\sqrt{1}}}$

Policy impact \checkmark Positive but low impact benefit, $\checkmark \checkmark$ Positive but medium impact benefit, $\checkmark \checkmark \checkmark$ Positive but high impact benefit











REPORT FOR: TRAFFIC & ROAD SAFETY ADVISORY PANEL

Date of Meeting:	5 February 2020
Subject:	INFORMATION - Wealdstone Town Centre Improvement Scheme
Key Decision:	Yes
Responsible Officer:	Paul Walker, Corporate Director - Community
Portfolio Holder:	Councillor Varsha Parmar, Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	Marlborough, Wealdstone
Enclosures:	 Appendix A – Detailed plans of proposed scheme Appendix B – Bus routes and bus journey time benefits Appendix C – Visualisations of proposed scheme Appendix D – Consultation leaflet

Section 1 – Summary and Recommendations

This report sets out the background to a town centre improvement scheme for Wealdstone and gives details of the rationale for this investment, the collaboration undertaken with Transport for London (TfL), the benefits for public transport and the local economy and the proposed consultation and delivery programme.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introduction

- 2.1 Wealdstone has been identified by the Council and the Mayor of London as a priority area for regeneration and is designated in the Harrow Core Strategy and the London Plan as an Opportunity Area. The vision for the area as described in the Harrow and Wealdstone Area Action Plan and updated in the draft Regeneration Strategy 2014 – 2026 is to deliver 5,500 new homes, a new school and health centre and around 3,000 additional new jobs.
- 2.2 The redevelopment of a number of key development sites in the area will change travel patterns and increase travel demand on the network which will have implications for transport infrastructure in Wealdstone. In order to help unlock the wider development potential of Wealdstone a transport study was undertaken in 2017 to assess the impact of all known and committed development on the transport network and to identify opportunities to enhance the transport network and public realm to support growth. This included the three Council-owned sites in the regeneration programme, Poets corner (existing civic centre site), Byron Park (leisure centre site) and Peel House car park (potential new civic centre).
- 2.3 The study showed that the background growth in vehicular traffic would remain relatively static over the 5 year study period and that most of the expansion in journeys from the growing population would be via sustainable transport with an increasing mode share of walking, cycling and bus trips in particular. It is therefore essential that the transport infrastructure of Wealdstone is improved to accommodate these additional journeys. A large proportion of these additional trips will be by bus and so the road network will need to be designed to

enable better bus journey time reliability and to facilitate future expansion of bus services.

- 2.4 The study recommended two major infrastructure initiatives to support regeneration as follows:
 - A town centre scheme to improve the reliability and expansion of buses on the High Street, two options were identified for further analysis.
 - A liveable neighbourhood to create healthy streets around the town centre and enable more walking, cycling and better access to bus networks in the wider Wealdstone area. This requires a bid to be submitted to TfL.
- 2.5 Since the transport study was completed TfL have supported the review of the options for the town centre in order to develop a preferred scheme. The A409 High Street / George Gange Way corridor is part of the Strategic Route Network and so any improvements on this part of the network require the approval of TfL and the Council and TfL have therefore worked together with the Council to develop the best option. Over the last two years TfL have funded detailed transport modelling work to develop a preferred scheme.
- 2.6 The scheme developed involves some changes to bus routes and has been subjected to a detailed transport model auditing process and assessment on the basis of achieving the best network performance and scheme benefits. These have been validated by TfL. In November 2019 TfL confirmed that the expected benefits for bus services and the wider High Street were significant and agreed to take forward and fund the scheme in 2020/21 subject to satisfactory public consultation and a match funding contribution from Harrow.

Options considered

- 2.7 The transport study proposed two options for a town centre improvement scheme as follows:
 - Bus routes retain their existing routes and junctions and road layouts on the network are improved to maximise performance.
 - Southbound bus services are diverted along a central bus lane in George Gange Way and both southbound and west bound bus services enter the town via Canning Road and junctions and road layouts on the network are improved to maximise performance.
- 2.8 The transport modelling work demonstrated that diverting some bus routes would allow significant improvements to bus journey times and would address wider network performance issues along the A409 corridor when compared with retaining the existing bus routes. This

was therefore the preferred option. The existing bus stops on the routes will remain in the same locations with only minor variations.

2.9 The scheme has a validated cost benefit ratio (BCR) of 7.8. Schemes are normally required to exceed a BCR of 2 to be considered by TfL and so the benefits of this scheme are considered very significant and will have a beneficial impact for bus passengers and for the movement of traffic generally.

Background

- 2.10 The scheme has been under development for over two years and was required to demonstrate a comprehensive business case to TfL to prove the public transport benefits. The funding being offered by TfL is intended for improving bus networks and so the business case had to show positive operating benefits for bus services to justify the proposed changes.
- 2.11 The overall cost of implementing the scheme is estimated at £2.25 million. TfL will fund £1.35 million and the remaining £900k will be funded by the borough as a match fund. A capital bid has been submitted as part of the Capital MTFS refresh process to seek Council match funding to support the delivery of the scheme. The 2020/21 Capital Programme is subject to Cabinet and Council approval in February 2020.
- 2.12 Details of the bus routes in the area and the bus journey time benefits can be seen in appendix B.

Proposed scheme

- 2.13 The proposed scheme layout plans can be seen in Appendix A and visualisations of the scheme can be seen in Appendix C. The main features of the scheme are as follows:
 - The diversion of southbound bus services along a central bus lane in George Gange Way and a new traffic signal junction at George Gange Way / Canning Road. This will allow this part of the A409 corridor to flow more freely and provide a dedicated lane for buses. The new traffic signals will facilitate buses to turn right into the town centre via Canning Road and also provide a dedicated pedestrian crossing phase for pedestrians to cross George Gange Way safely. The possible future location of a Civic Centre on the corner of this junction will benefit from improved access to buses and a pedestrian crossing facility.
 - Canning Road will be made one way towards the High Street and facilitate southbound and west bound buses from the A409 entering the town centre. The existing east / west cycle route will be accommodated on the northern side of the road and a new bus stop located on the southern side.

- The bus stops arrangement outside the Wealdstone Centre, directly opposite each other, will be revised to prevent the current problem with obstruction of through traffic when buses are stopped at both stops at the same time. The southbound bus stop will be relocated to Canning Road in very close proximity to the existing stop. This will improve traffic flow in this part of the High Street.
- The High Street will be made one way between Canning Road and George Gange Way for northbound buses and general traffic. Entry into the High Street from the A409 corridor is currently restricted to general traffic and so this arrangement will have a negligible impact. Provision will be made for a future north / south cycle route that will pass along the western side of the road between Canning Road and Gordon Road. The proposed cycle route is a TfL sponsored initiative that will provide a high specification cycle route between Harrow Weald and Kenton via Wealdstone. It is important that this scheme and the proposed cycle route integrate effectively.
- All of the traffic signals on the A409 north / south corridor currently operate independently which is very inefficient for controlling traffic flow and movement. The scheme will introduce a SCOOT urban traffic control system which will link, control and optimise the performance of all the traffic signals to improve the overall throughput of traffic and reduce congestion and delay.
- Palmerston Road will be made one way for traffic entering the town from the A409 corridor. The surface level and multi storey car parks entrances and exits will operate in the same way as existing. Bus standing bays will be provided in Palmerston Road and improve the current situation in which there is no bus standing provision available in the town. Bus stands allow buses to lay over for short-term parking to allow driver changes and driver rest breaks which are important for ensuring the efficient and effective operation of bus services.
- The High Street public realm between George Gange Way and the Station will be refurbished with wider footways narrower carriageways, new street lighting and street furniture and revised arrangements for parking and loading. This will be very similar to the improvements made in Station Road in Harrow Town Centre some years ago. This will transform the appearance of the street and provide better conditions for people passing through and shopping in the High Street.
- The station entrance area will be redesigned to provide more space for pedestrians and create an enhanced public realm that will create an attractive gateway into the town from the station.

- 2.14 The scheme is expected to have significant benefits for the town centre and the local economy. In particular the main benefits will be as follows:
 - Faster more pleasant and reliable journeys for bus passengers and an increase in the uptake of bus travel locally.
 - A greater potential to expand bus services to meet the demands of a growing population.
 - An increase in bus patronage and pedestrian footfall in the High Street shopping area that will provide a boost for the local economy with a potentially beneficial impact on trade for local businesses.
 - A general improvement of the movement of traffic on the A409 corridor (High Street / George Gange Way).
 - An improved street environment and public realm along the High Street that will encourage more walking and cycling activity in the area and provide a more pleasant experience for people spending time in the centre and develop a sense of civic pride in the town.
 - An opportunity to design out any crime from the street environment where possible in collaboration with the Police and other key stakeholders.

Public consultation

- 2.15 There has already been some prior engagement with regard to the outline scheme. A presentation to the Wealdstone Action Group was organised in September 2019 and provided some information about the proposal and an opportunity to explain the purpose and intentions of the scheme. This was well received at the meeting. The Economic Development team have also shared details of the scheme subsequently with the Wealdstone Traders Association.
- 2.16 The scheme forms an integral part of the wider Liveable Neighbourhood aspiration and bid for Wealdstone. Details of the scheme are available on the Council's online engagement portal setting out the Liveable Neighbourhood proposals. The portal was used to seek feedback on the ideas for a Liveable Neighbourhood.
- 2.17 Following the decision of TfL to endorse the scheme in November 2019 a comprehensive engagement exercise with the public has been organised and is currently in progress. This involves:
 - A 6 week consultation using the Council's online portal including a consultation leaflet and questionnaire between 13th January and 21st February 2020. Appendix D shows the consultation leaflet used.

- Undertaking a number of public exhibitions to provide an opportunity for more detailed information to be provided and direct contact with officers to answer queries about the scheme.
- Specific engagement with the Wealdstone Traders Association and Wealdstone Action Group.
- Engagement with local ward councillors.
- 2.18 The proposed consultation and engagement process was agreed with the Portfolio Holder for Community Engagement & Accessibility.

Next steps

- 2.19 The scheme provides a significant investment for Wealdstone and will transform the physical environment of the High Street, provide better bus services and provide a boost to the local economy.
- 2.20 The table below provides an indicative time table for the implementation of the scheme:

Stage	Timetable
Public consultation (online consultation	Jan - Feb 2020
portal) and public exhibitions (6 weeks)	
Review public consultation results and	Late Feb 2020
decide final scheme	
Statutory consultation (traffic regulation	Mar 2020
orders) – 3 weeks	
Review statutory consultation results and	Apr 2020
agree final traffic regulation orders	
Implement scheme	Apr 2020 – Mar 2021

2.21 Cabinet at the meeting held on 9th January authorised the Portfolio Holder for Environment, following consultation with the Corporate Director, to review the outcome of public consultation and statutory consultation and to implement the scheme.

Staffing/workforce

2.22 The scheme will be project-managed using existing staff resources within the Traffic, Highways & Asset Management Service and also utilising the resources of the Council's engaged transport consultant and highways contractor.

Ward Councillors' comments

2.23 Ward councillors have been briefed with regard to the Wealdstone Transport Study and the major transport infrastructure projects recommended, including the town centre scheme detailed in this report. Regular reports have also been provided to the Traffic & Road Safety Advisory Panel. Ward councillors have provided feedback during these briefings.

Performance Issues

2.24 Implementing this scheme will help to meet the borough outcome indicator targets identified in the Transport Local Implementation Plan (LIP). The shorter term targets in the LIP are as follows:

Objective	Borough target	Year
Overarching mode share aim – changing the transport mix Londoners' trips to be on foot, by cycle or by public transport	50%	2021
Healthy Streets and healthy people	20 August - Carta	
Outcome 1: London's streets will be healthy and more Londoners w	<u>III travel actively</u>	
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	34%	2021
Londoners have access to a safe and pleasant cycle network	10%	2021
Outcome 2: London's streets will be safe and secure Deaths and serious injuries from all road collisions to be eliminated from our streets	38KSIs	2022
Outcome 3: London's streets will be used more efficiently and have	less traffic on them	
Reduce the volume of traffic in London.	568 million annual vehicle km miles	2021
Reduce the number of freight trips in the central London morning peak.	N/A	N/A
Reduce car ownership in London.	100,600	2021
Outcome 4: London's streets will be clean and green		
Reduced CO ₂ emissions.	124,800 tonnes	2021
Reduced NO _x emissions.	210 tonnes	2021
Reduced particulate emissions.	43 tonnes PM_{10}	2021
	21 tonnes $PM_{2.5}$	
A good public transport experience		
Outcome 5: The public transport network will meet the needs of a g	rowing London	
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	125,000 trips	2021
Outcome 6: Public transport will be safe, affordable and accessible to all		
Everyone will be able to travel spontaneously and independently.	5 mins	2041
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
New homes and jobs		
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
CIL funding allocations used for strategic transport initiatives	100%	2021

Environmental Implications

- 2.25 The third transport LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the policies and programme of investment included. The main benefits on the population are in improving air quality and human health. No negative environmental issues were identified as part of the SEA.
- 2.26 The proposed scheme fully accords with the principles of LIP3 and will encourage modal shift to walking, cycling and public transport and promote healthier lifestyles, reduce accidents and improve road safety, reduce congestion, pollution and improve air quality.

Risk Management Implications

- 2.27 There are risks to delivery of the scheme associated with public acceptance of the scheme, impact on bus passengers during changes to bus services, ensuring a safe and serviceable design and a safe method of construction that mitigates hazards to the public. These risks are addressed through the established risk management procedures within the Traffic, Highways & Asset Management Service.
- 2.28 Full public consultation and engagement will be undertaken to ensure that public acceptance of the scheme is supported by a majority of the community affected.
- 2.29 Under the Construction (Design and Management) Regulations 2015 a design risk assessment is required as a part of developing the scheme to asses any potential risks from proposed changes to the street environment in terms of construction, future operation and maintenance. As far as practicable, risks will be designed out of the proposed scheme.
- 2.30 At the implementation stage the Council's client team and highways contractor will develop a construction health and safety plan to ensure that any risks associated with building the scheme are fully mitigated and that there is a clear plan with construction phasing and sequencing in place which ensures public safety.
- 2.31 There will be on-going engagement with TfL in order to coordinate the diversion of bus routes and the sequencing of construction work on the highway to ensure that bus passengers are not adversely disrupted by the works.

Legal Implications

2.32 The proposed amendments to traffic and parking restrictions will require the appropriate legal process to be undertaken before they can be physically implemented.

2.33 Subject to statutory consultation requirements, the Council has powers to amend the operational provisions for traffic and parking restrictions under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

Financial Implications

- 2.34 The town centre and bus improvement scheme has received £300k of funding in 2019/20 from Transport for London to take forward public consultation and detailed design of the scheme. This work is on-going.
- 2.35 The cost of implementing the scheme in 2020/21 is £2.25 million. TfL will fund £1.35 million and a match fund of £900k will be required from Harrow to undertake scheme implementation. The funding for the construction phase is approved in principle by TfL subject to acceptable public consultation and a match fund. A bid for Community Infrastructure Levy of £900k is being made as part of the 2020/21 capital MTFS process. The 2020/21 capital programme is subject to Cabinet and Council approval in February 2020.

Equalities implications / Public Sector Equality Duty

- 2.36 LIP3 underwent an Equalities Impact Assessment and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.37 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Gender	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.

Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are
	particularly sensitive.

Council Priorities

2.38 The following table show the key inputs from the strategy that will support the Council priorities.

Council Priorities	Impact
Building a Better Harrow	The town centre scheme and improved bus services will help the Council's regeneration programme by supporting population growth and facilitating the increasing number of journeys on the transport network
Supporting Those Most in Need	The improved public realm will reduce obstructions to walking journeys to the town centre and public transport connections particularly for the mobility and visually impaired.
Protecting Vital Public Services	The scheme will support healthier lifestyles which will improve public health and the burden on health services and social care.
Delivering a Strong local Economy for All	The improvements to the public realm and public transport services will support the local economy and help to make the town centre a more pleasant place to spend time in and to do shopping.
Modernising Harrow Council	Transport control systems will be modernised with the latest traffic signal technology to improve the performance of the road network and improve road safety.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	 	on behalf of the Chief Financial Officer
Date: 17/01/20		
Name: Rikita Panesar Date: 20/01/20	~	on behalf of the Monitoring Officer

Name: Paul Walker	 Corporate Director
Date: 21/01/20	

Ward Councillors notified:	YES
EqIA carried out:	YES, as a part of LIP3
EqIA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Γ

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

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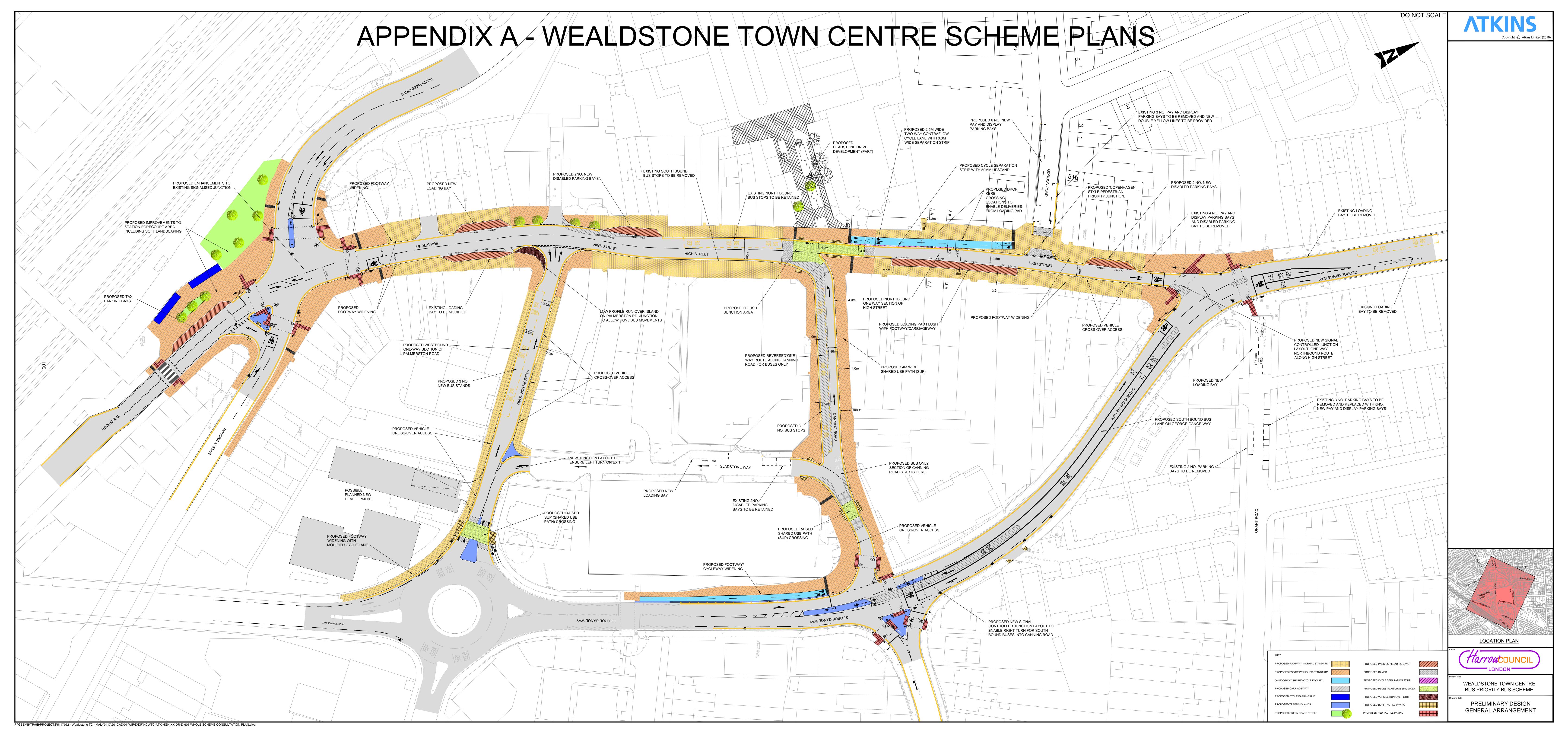
Background Papers:

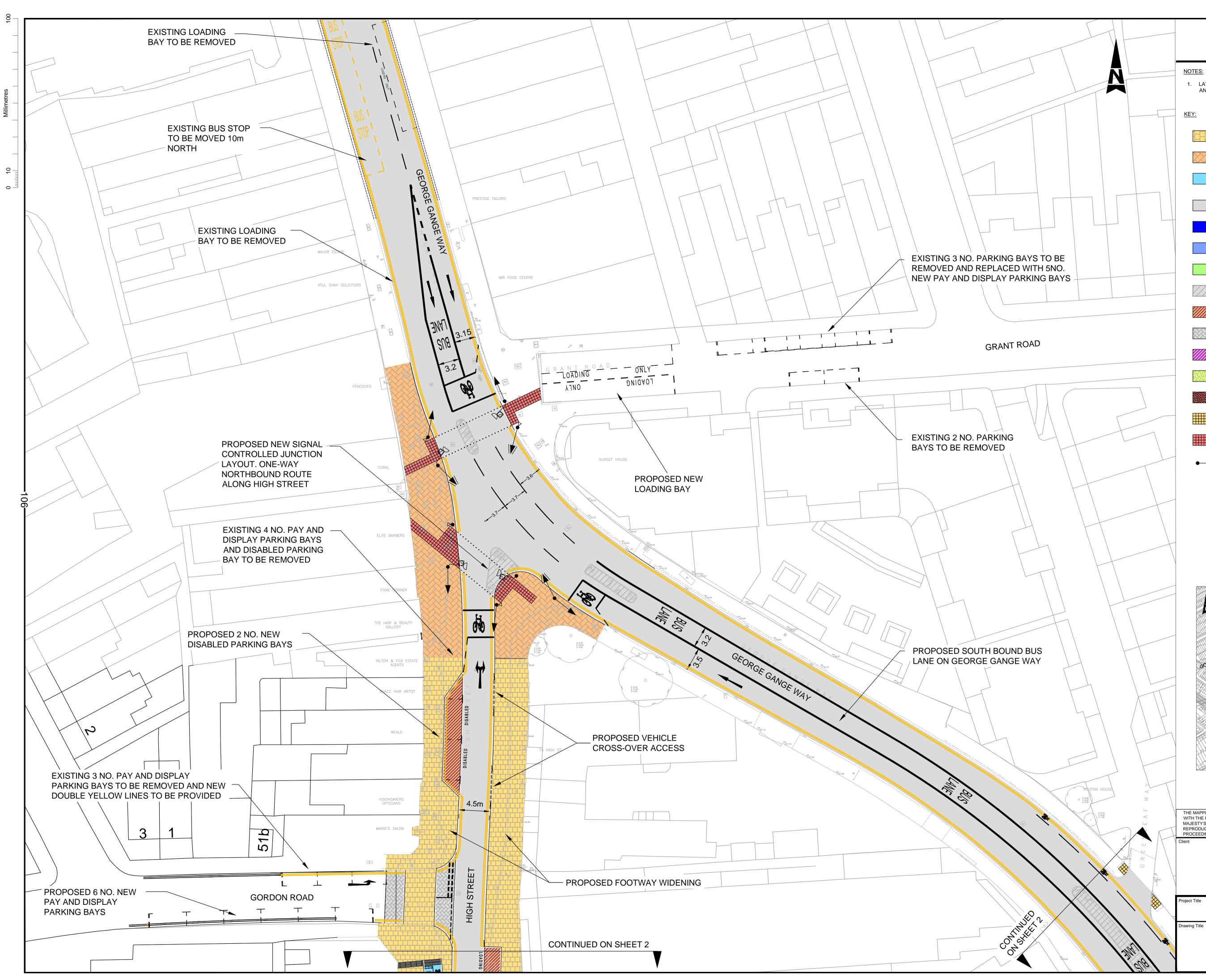
Transport Local Implementation Plan

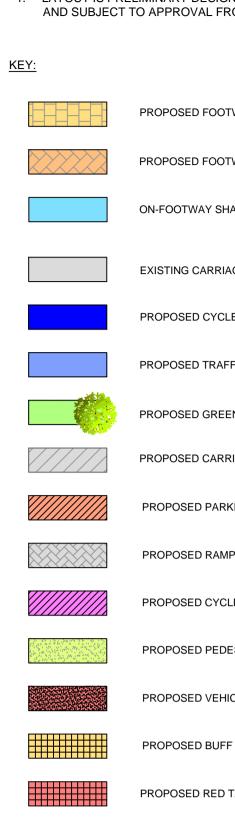
https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policydocuments

Wealdstone Transport Study (2017) https://www.harrow.gov.uk/road-maintenance-travel/wealdstone-transportplan

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ATKINS

PROPOSED FOOTWAY "NORMAL STANDARD "

PROPOSED FOOTWAY "HIGHER STANDARD"

ON-FOOTWAY SHARED CYCLE FACILITY

EXISTING CARRIAGEWAY

PROPOSED CYCLE PARKING HUB

PROPOSED TRAFFIC ISLANDS

PROPOSED GREEN SPACE / TREES

PROPOSED CARRIAGEWAY

PROPOSED PARKING / LOADING BAYS

PROPOSED RAMPS

PROPOSED CYCLE SEPARATION STRIP

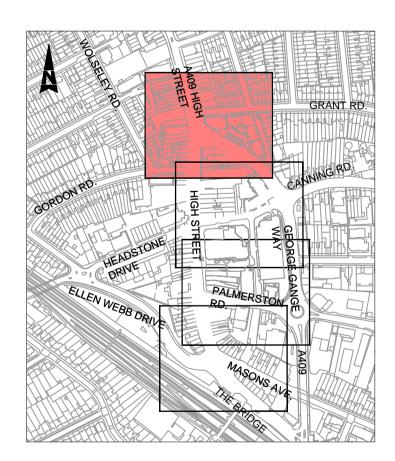
PROPOSED PEDESTRIAN CROSSING AREA

PROPOSED VEHICLE RUN-OVER STRIP

PROPOSED BUFF TACTILE PAVING

PROPOSED RED TACTILE PAVING

TRAFFIC SIGNALS



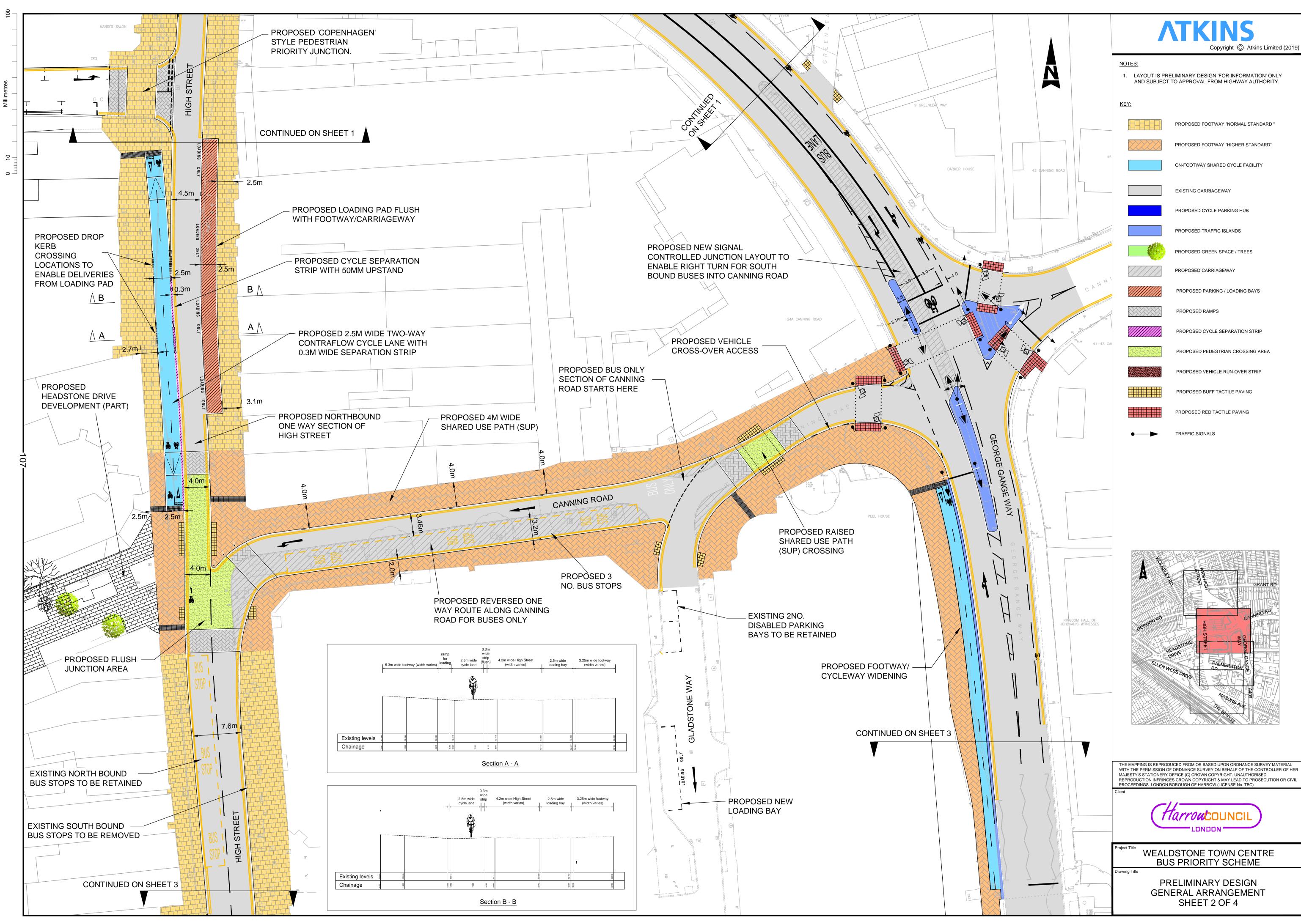
THE MAPPING IS REPRODUCED FROM OR BASED UPON ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE (C) CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT & MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LONDON BOROUGH OF HARROW (LICENSE No. TBC).



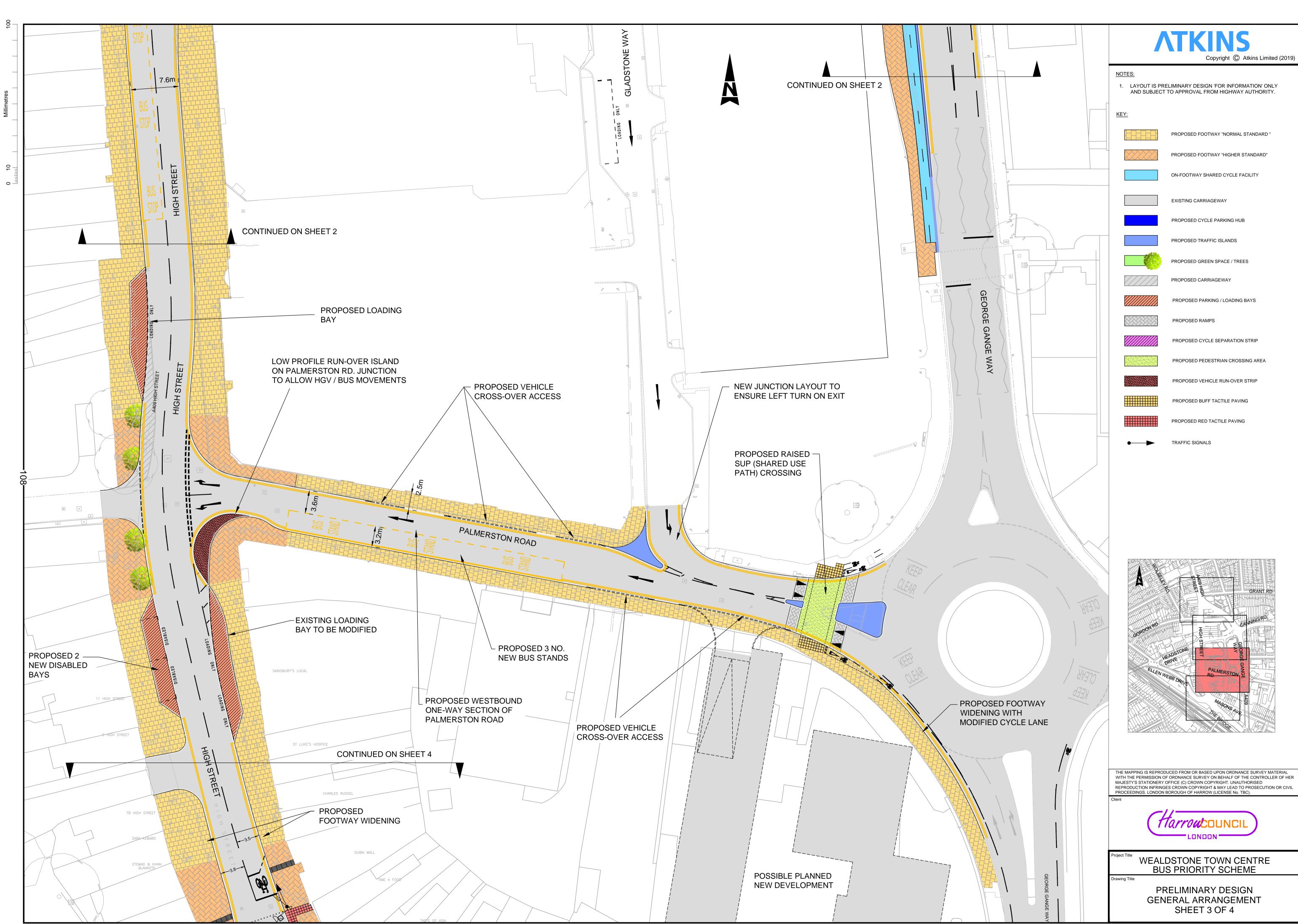
WEALDSTONE TOWN CENTRE **BUS PRIORITY SCHEME**

awing Title

PRELIMINARY DESIGN GENERAL ARRANGEMENT SHEET 1 OF 4



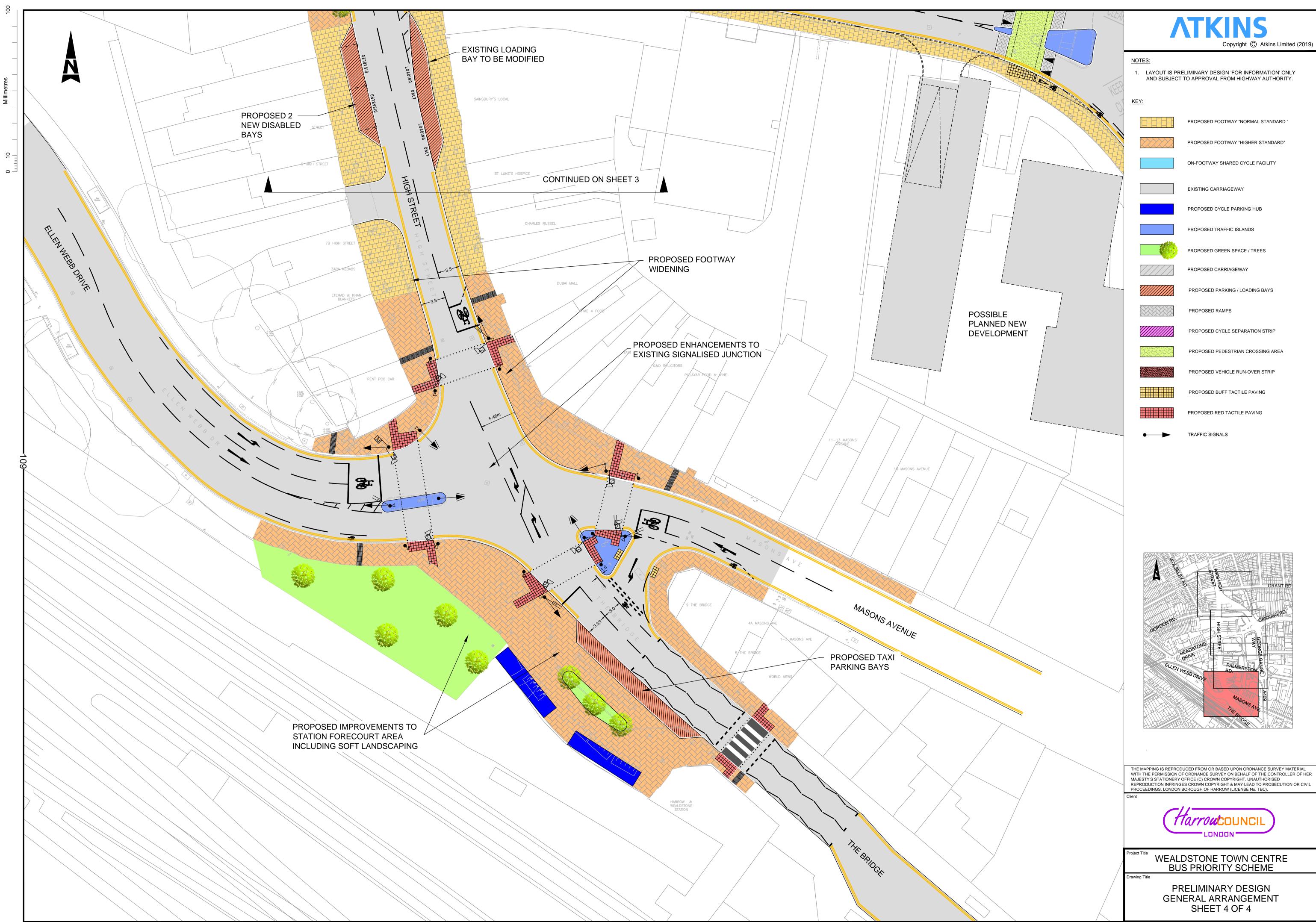
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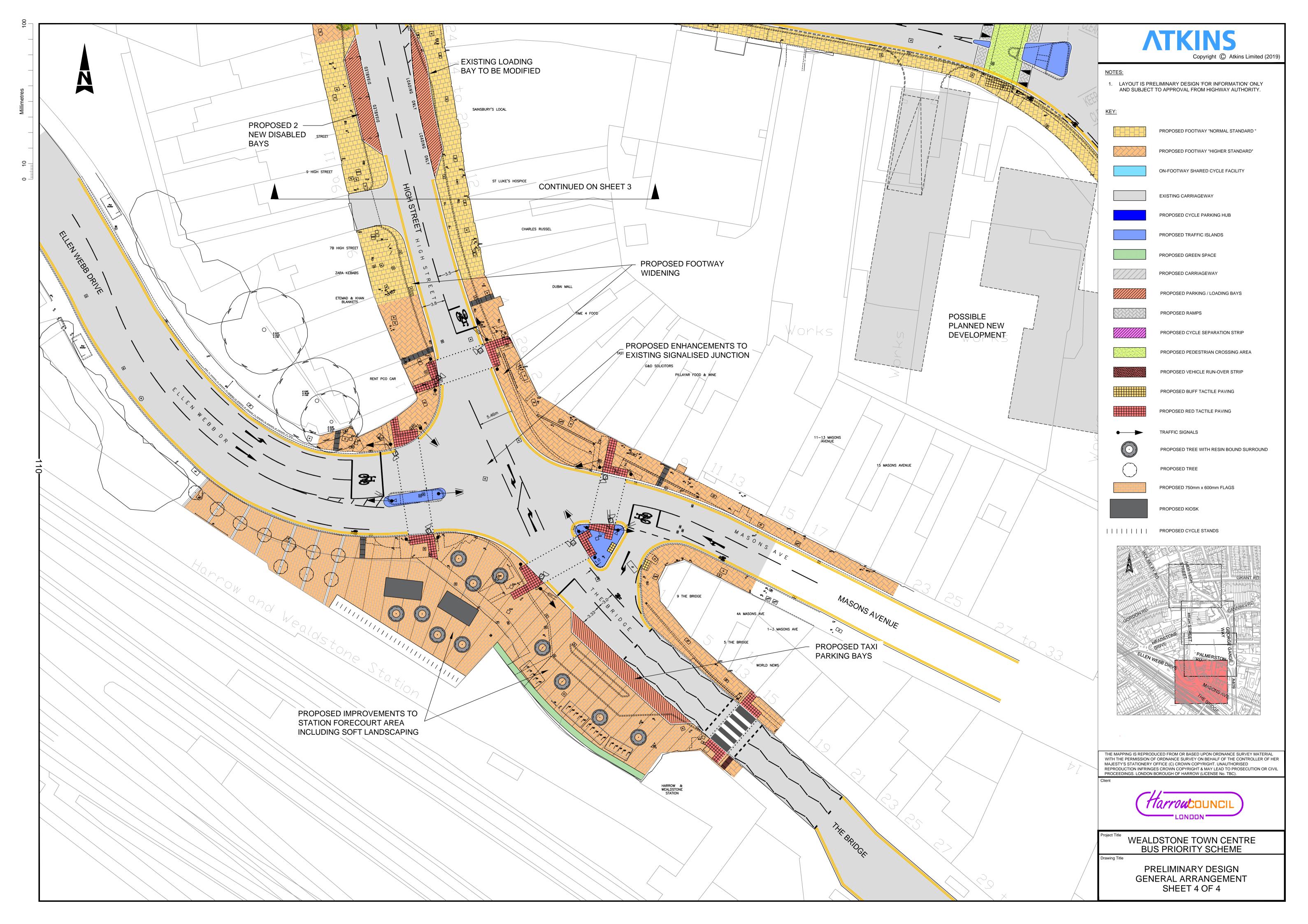
PROPOSED FOOTWAY "HIGHER STANDARD" ON-FOOTWAY SHARED CYCLE FACILITY PROPOSED PARKING / LOADING BAYS PROPOSED CYCLE SEPARATION STRIP PROPOSED PEDESTRIAN CROSSING AREA PROPOSED VEHICLE RUN-OVER STRIP

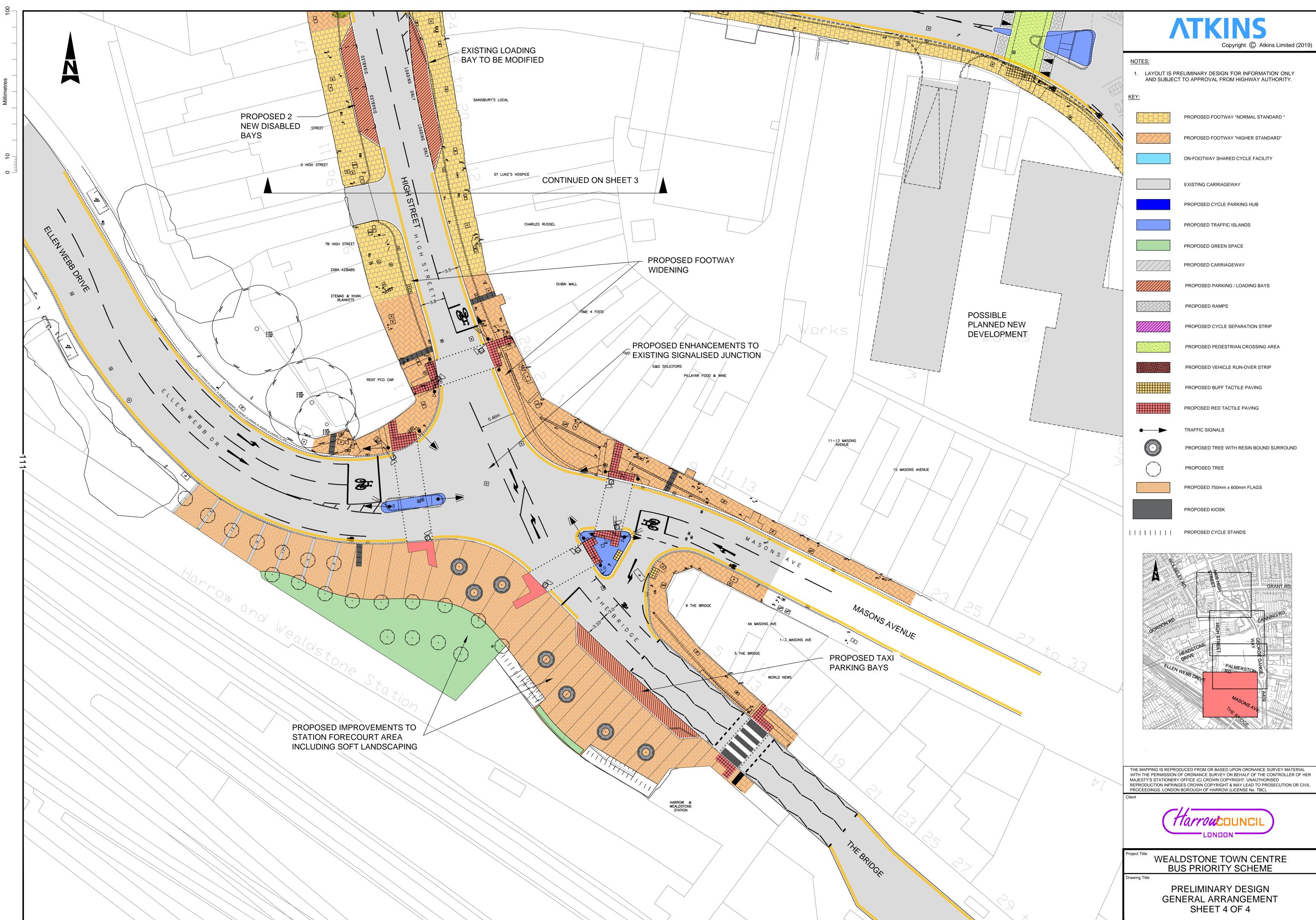
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> WEALDSTONE TOWN CENTRE **BUS PRIORITY SCHEME**



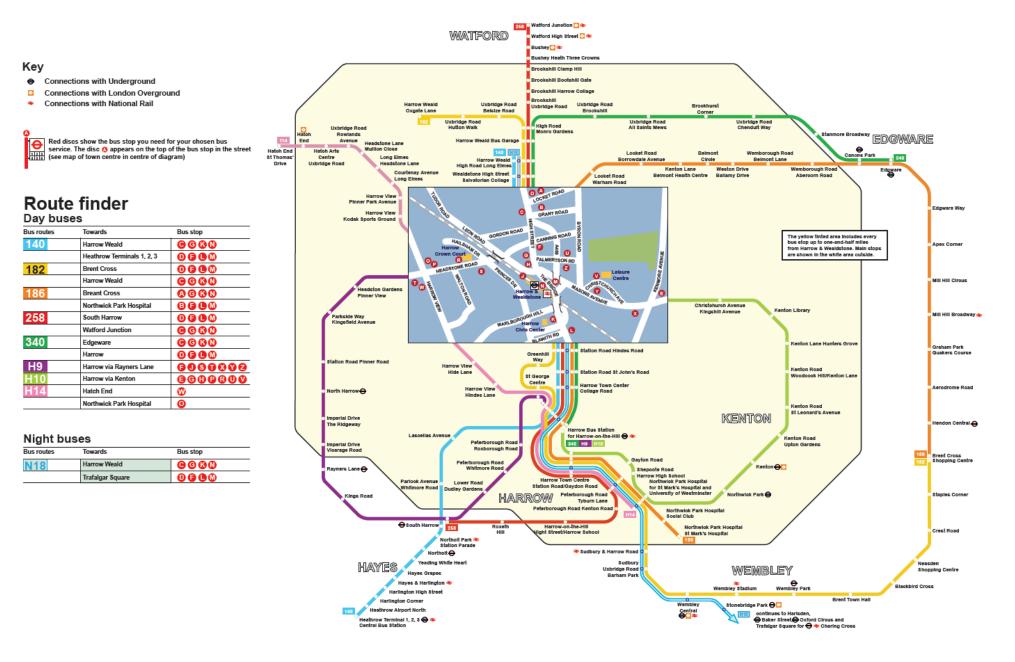
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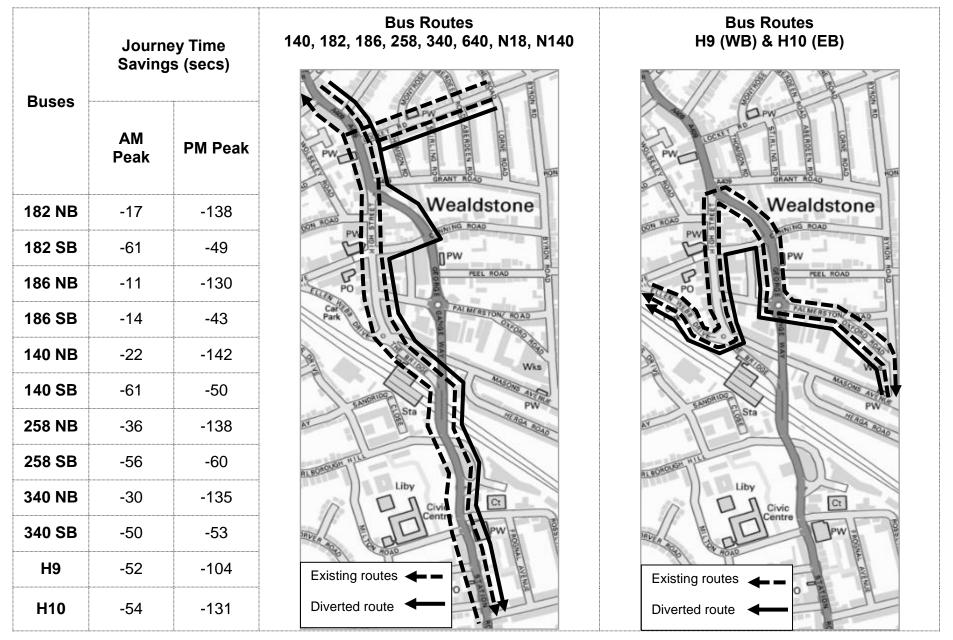


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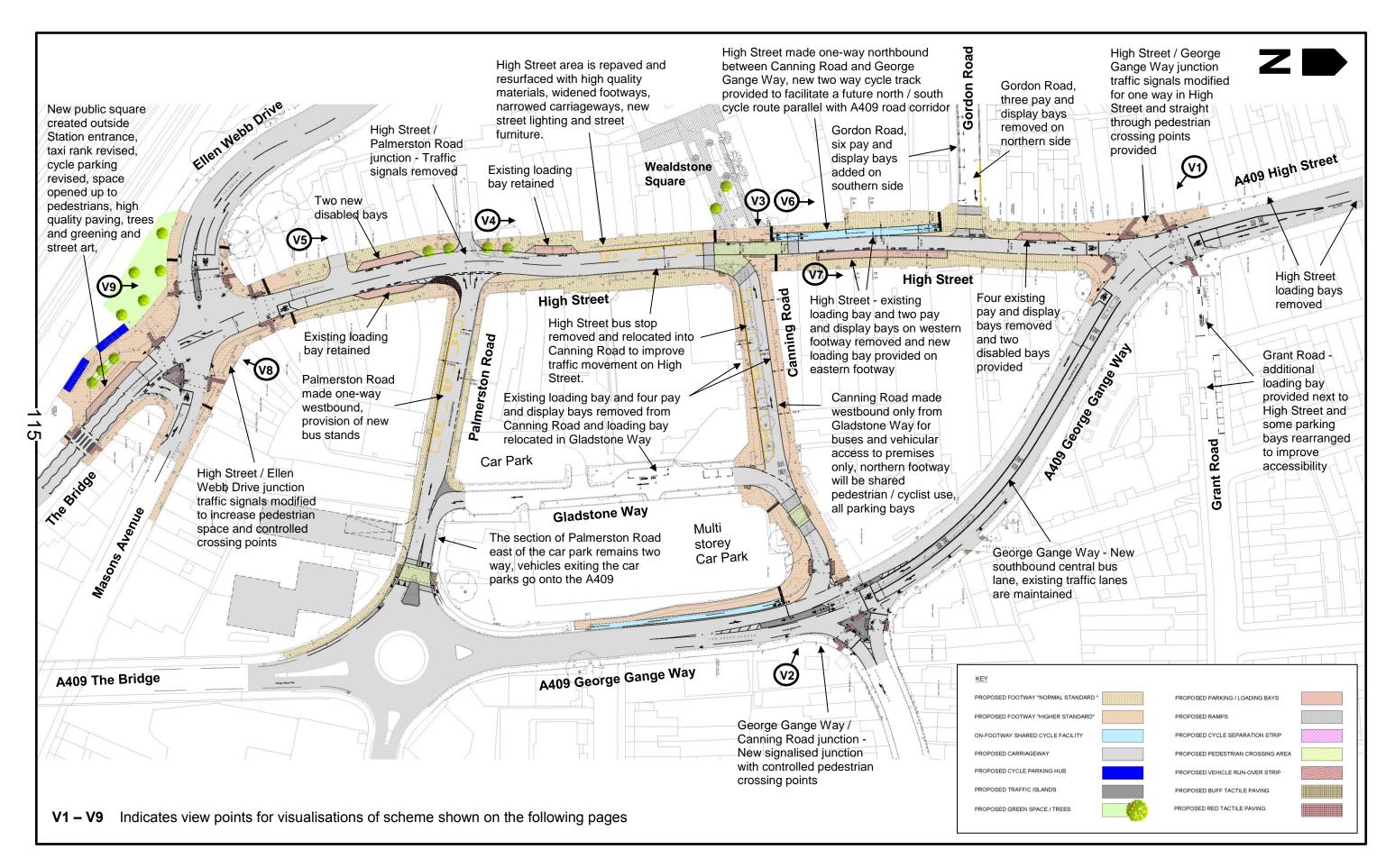
APPENDIX B – HARROW & WEALDSTONE BUS ROUTES



APPENDIX B - VISSIM JOURNEY TIME ASSESSMENT RESULTS – BUS ROUTES



APPENDIX C - WEALDSTONE TOWN CENTRE IMPROVEMENT SCHEME - PROPOSALS & VISUALISATIONS



View point 1 - Looking south along High Street and George Gange Way





View point 3 - Looking east along Canning Road from High Street



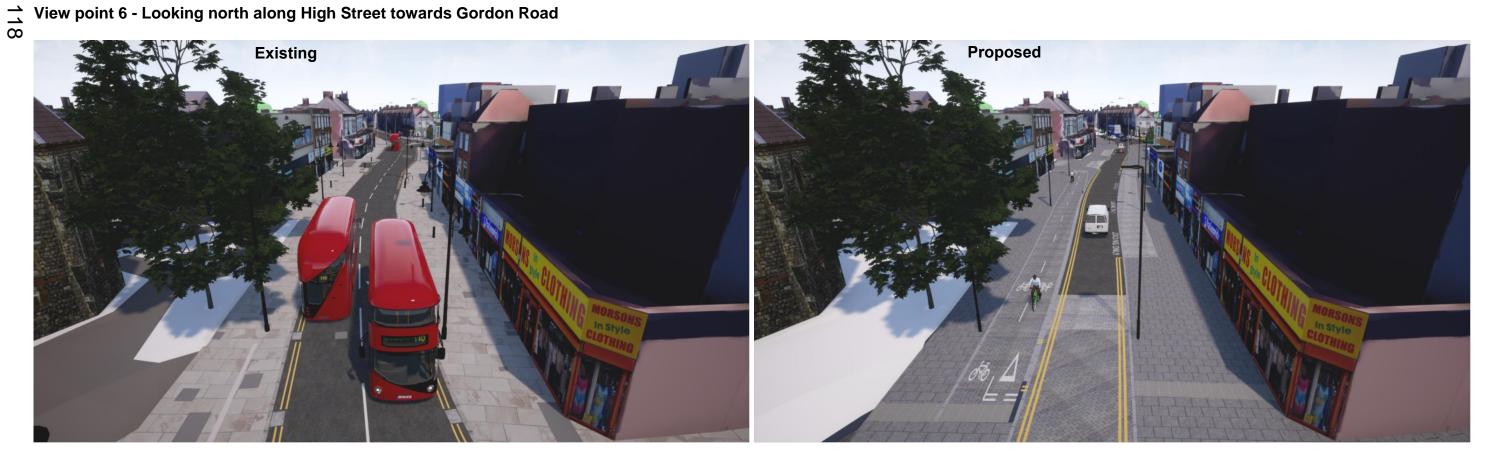
 $\stackrel{\rightarrow}{\rightarrow}$ View point 4 - Looking north along High Street towards Canning Road \checkmark



View point 5 - Looking north along High Street towards Palmerston Road



View point 6 - Looking north along High Street towards Gordon Road



View point 7 - Looking north along High Street towards Gordon Road – street level (day time)



View point 7 - Looking north along High Street towards Gordon Road – street level (night time)

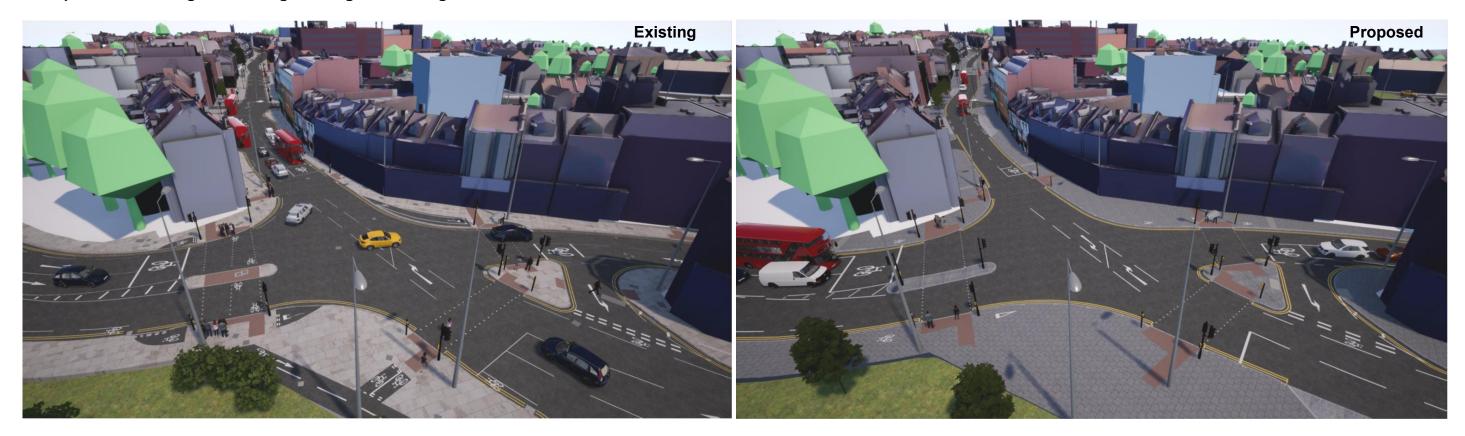


View point 8 – Looking south towards Harrow & Wealdstone station



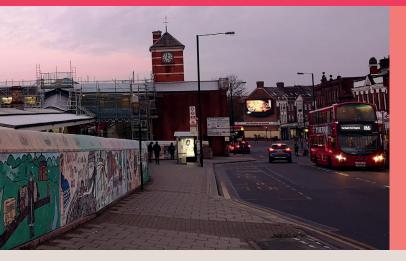


View point 9 – Looking north along the length of the High Street from the station



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APPENDIX D - CONSULTATION DOCUMENT



WEALDSTONE TOWN CENTRE IMPROVEMENT SCHEME





Have your say

13 January to 21 February 2020

BUILDING A BETTER







PUBLIC CONSULTATION

Harrow Council is proposing to make changes to Wealdstone town centre and we want to hear the views of residents and businesses.

The consultation relates to a new design for the High Street area that would refresh the street environment with new paving and lighting, make changes to junctions and traffic signals to improve safety and traffic capacity and also improve the movement and efficiency of bus services. The wider package of improvements would provide a boost for the local economy and provide a more pleasant environment for everyone.

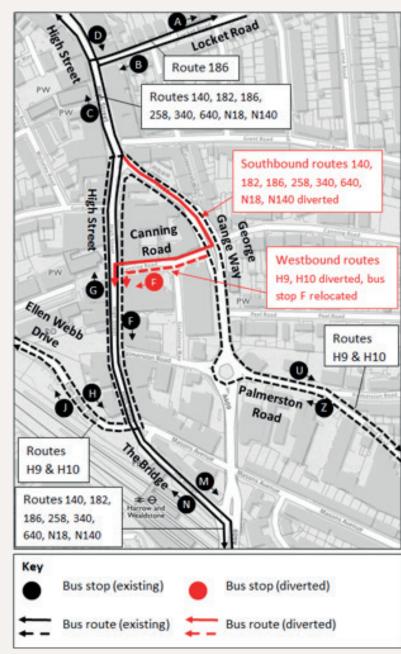
Why we are considering changing changes

Wealdstone is a priority area for regeneration – new developments in the area will deliver up to 5,500 homes, a school, health centre and around 3,000 jobs over the next 10 years. A transport study was carried out in 2017 to assess the impact of the regeneration and a large increase in walking, cycling and bus trips was predicted. Many of these additional trips will be by bus and so the road network will need to be designed to enable faster, more reliable bus journeys and to enable future expansion of bus services. It was recommended that the road infrastructure in Wealdstone town centre is upgraded to accommodate more travel by walking, cycling and bus.

Since the study was completed, the council has been working with Transport for London (TfL) to develop a suitable scheme that can increase road network capacity and accommodate the additional walking, cycling and bus trips. This consultation provides details of the scheme developed.

Principles behind the changes proposed

The High Street has not had any significant improvement since 2008. The street environment now looks tired, and in poor condition and is no longer fit for purpose or able to cater for future transport demands. A significant investment in the transport infrastructure is required to introduce a street design that would renew footways, carriageways, street lighting and street furniture and improve the quality



and functionality of the road network. This would provide a more pleasant and attractive environment for pedestrians that would support local businesses and increase trade and activity in Wealdstone.

The main road network currently experiences delays and congestion at peak times that affects vehicle journey times and local bus services in particular. Transport modelling has been undertaken on different design options in order to improve road network capacity and this has shown that the proposed scheme would have significant journey time reductions, particularly for buses. This would require minor changes to bus routes and also changes to traffic signals, junctions and road layouts.

The improvements for bus services would affect bus



Overview of the changes proposed

This proposed scheme would introduce new road layouts and refresh the street environment in the town centre to meet future transport needs and support the local economy:

- Full refurbishment of the High Street area providing high quality paving, new street lighting, road surfacing and street furniture (bins, signs, posts, etc.) designed with narrower carriageways and wider footways to prioritise pedestrian movement.
- Revisions to parking and loading arrangements to accommodate the new street design, cycle routes would be improved and provide easier access for cyclists.
- Traffic signals in the town would be linked with an urban traffic control system to improve network capacity and reduce congestion and delay for vehicular traffic.
- Southbound and westbound services would be rerouted into the High Street via Canning Road and new traffic signals at George Gange Way / Canning Road, a central bus lane would be provided in George Gange Way for southbound bus services.

- Canning Road would be made one way into the High Street and prioritise access for buses, the southbound bus stop outside the Wealdstone Centre would be relocated into Canning Road to overcome the existing problem of buses blocking the High Street.
- The section of the High Street between George Gange Way and Canning Road would be made one-way northbound, the traffic signals at High Street / George Gange Way would be redesigned, northbound and eastbound bus services would operate as existing.
- Palmerston Road would be made one way into the town and provide new bus standing facilities, the existing traffic signals at High Street / Palmerston Road would be removed.
- Access and egress to the existing car parks would be maintained.
- Traffic signals at High Street / Masons Avenue would be redesigned and a new Public Square created outside the entrance to the Station with a street art feature to act as a gateway into the town.

Please refer to the proposed plan on a separate sheet which has more detailed information about the road layout changes.

routes 140, 182, 186, 258, 340, 640, H9, H10, N18, N140 and involve diverting southbound and westbound buses into the High Street via Canning Road at a new signalised junction at George Gange Way / Canning Road.

A dedicated central bus lane on George Gange Way would be provided in addition to the existing traffic lanes for the southbound buses on routes 140, 182, 186, 258, 340, 640, N18, N140. This would allow the congested section of the A409 road corridor to operate more efficiently. The new signals would also include a controlled pedestrian crossing point to allow pedestrians to cross George Gange Way more safely.

Northbound and eastbound buses on routes 140, 182, 186, 258, 340, 640, H9, H10, N18, N140 would follow the same routes as they do currently but the High Street would become one-way northbound from Canning Road to George Gange Way. Bus stops would be retained in their existing locations except for the southbound bus stop outside the Wealdstone Centre which would be relocated into Canning Road to overcome the existing problem of buses blocking the High Street. The plan shown provides details of the changes to bus routes and bus stops.

Access into the High Street would be maintained for all vehicles as existing with some revisions made to parking and loading areas. The scheme would also make improvements to the quality of cycle routes in the High Street area and make accessing the town centre easier and safer for cyclists.

The proposed scheme would integrate with the Council's ambition to create a Liveable Neighbourhood in Wealdstone for which the Council has already submitted a bid to TfL. Details of the wider town proposals can be seen at:

https://wealdstonelnproposals.commonplace.is/



What are the benefits?

This proposed scheme would have the following benefits:

- Refreshed street environment, including a more welcoming entrance to Wealdstone outside Harrow & Wealdstone Station.
- Better and safer access for pedestrians, cyclists and buses.
- Improved traffic capacity and reduced congestion and delay for vehicular traffic.
- Faster and more reliable bus services.
- Improved travel experience for bus passengers.
- Higher footfall in the High Street providing improved trade for local businesses

Who is funding this scheme?

This scheme would be funded jointly by TfL and Harrow Council. The scheme is estimated to cost approximately £2.25 million of which TfL will be funding £1.35 million and the council £900k. This is a significant investment in the town centre which would benefit residents, businesses and visitors to the town.

Can I see the proposals in more detail?

A set of display boards with more information about the proposals will be available at Wealdstone Library during the period of consultation between Monday 20 January and Friday 21 February 2020. Please come along to see details of the scheme. Visualisations of the new road layouts will also be on display to help with showing how the proposed changes will work. Council officers will be available to answer queries or questions that you have about the proposals at the following dates and times:

- Wednesday 22 Jan 10am to 1pm
- Friday 24 Jan 5pm to 8:30pm
- Saturday 25 Jan 10am 1pm

What do you need to do now?

Please visit our consultation portal online at **www.harrow.gov.uk/trafficconsultations** to give us your views. Click on the link "Consultations Open" and then "Wealdstone Town Centre Improvement Scheme" – then follow the instructions to make your comments.

The public consultation will be open for a period of 6 weeks between **Monday 13 January and Friday 21** February 2020.

If you would like to discuss any aspect of this consultation in more detail please contact **transportation@harrow.gov.uk** by e-mail and a council officer will get back to you as soon as possible.

What happens next?

The result of this consultation will be considered by the Council's Portfolio Holder – Environment who will determine the next steps.

Before any changes to the road network can be implemented a statutory consultation on any revised traffic and parking restrictions would need to be undertaken as required by UK legislation. This would require an additional consultation process following this one.



REPORT FOR:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	5 February 2020
Subject:	INFORMATION REPORT Traffic and Parking Schemes Programme update - 2019 /20
Key Decision:	No
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	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 2019/20 Appendix B - Transport for London programme 2019/20 Appendix C - Streatfield Road / Portland Crescent Local Safety Scheme Appendix D – The Broadway Local Safety Scheme Appendix E – Pinner Road / Station Road Local Safety Scheme

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2019 /20 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 2019/20 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.

Harrow Capital 2019 / 20 - Parking management programme

2.4 The Parking Management Schemes Programme for 2019 /20 was agreed and approved by TARSAP in February 2019. The current status of each scheme in the programme can be seen in **Appendix A.**

<u>Transport for London 2019/20 – Transport Local Implementation Plan</u> (LIP) Programme

The current status of each scheme in the programme can be seen in **Appendix B.**

- 2.5 The council's 20 mph zone program forms a part of our Vision Zero programme with combined budget of £240,000 this financial year. This will allow us to introduce two new 20 mph zones and three local safety schemes.
- 2.6 <u>LIP 20mph Zone Programme</u>

Clitheroe Avenue area (20mph zone) – new zone

2.7 The scheme has been issued to the contractor and works are scheduled to commence in February.

Kingshill Avenue area (20mph zone) – new zone

2.8 The scheme has been issued to the contractor and works are scheduled to commence in February.

LIP – Local Safety Scheme Programme

- 2.9 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.
- 2.10 The following locations were identified by our transport consultants as having a high number of personal injury accidents and proposals were drawn up with a view to designing out personal injury accidents along at these junctions / corridors.
 - Streatfield Road / Portland Crescent
 - The Broadway, Stanmore
 - Station Road / Pinner Road
- 2.11 <u>Streatfield Road / Portland Crescent</u>
- 2.12 In order to reduce the number of turning movements (which is related to the collision data) at these junctions it has been proposed to reduce the number of access points into Portland Crescent. Details of the scheme can be seen in Appendix C. Statutory consultation was undertaken in December and detailed design is currently underway.
- 2.13 The Broadway, Stanmore
- 2.14 Due to the number of personal injury collisions involving pedestrians, it is proposed to introduce a traffic island to provide some protection for pedestrians who cross on this obvious desire line. The scheme has been issued to the contractor for programming. Details of the scheme can be seen in **Appendix D**.

2.15 Station Road / Pinner Road

2.16 In order to reduce the vehicular conflict between southbound queuing and right turning vehicles, it is proposed to introduce a yellow box marking and re-aligned turning pockets. The scheme has been issued to the contractor for programming. Details of the scheme can be seen in **Appendix E**.

LIP – Walking and Cycling schemes

- 2.17 The Council allocation for walking and cycling in the TfL LIP programme is £300k. This funding will assist in implementing walking improvement measures at suitable sites and allow the development of cycle routes to be implemented in line with the Council's adopted cycle strategy.
- 2.18 The following walking schemes will be taken forward in this year's programme for improvements:
 - Marsh Road Zebra crossing The scheme has been issued to the contractor and works are scheduled to commence in February 2020.
 - Love Lane Zebra crossing The scheme has been issued to the contractor and works are scheduled to commence in February 2020.
 - Greenford Road Zebra crossing complete
 - Old Church Lane/Abercorn Road Zebra crossing The scheme has been issued to the contractor and works are scheduled to commence in February 2020.

<u>TfL Cycleway route Harrow Weald to Kenton Road (via Harrow town centre</u> and Wealdstone town centre)

- 2.19 TfL have been working with the boroughs and Sustrans, a charitable cycling organisation, to assist the Mayor for London to identify a "Cycleway" network across London. Cycleways 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.
- 2.20 Sustrans have been commissioned recently to undertake detailed design in accordance with TfL's criteria. The route starts at the Kenton Road (near Northwick Park Station) and runs between Harrow and Wealdstone town centres up to High Road, Harrow Weald. This programme of work is funded separately from LIP funding.
- 2.21 The scheme will be delivered in phases over a three year period. Phase one will commence at the Gayton Road / Kenton Road junction and will terminate at the bridge under the railway line in Elmgrove Road. We anticipate the Community engagement to begin from January 2020.

Transport Initiatives - E Bike Trial

2.22 The e bike trial is now concluded and 4 E bikes have been donated to Harrow from West Trans following the successful trial. The bikes are now available to hire throughout the year by council employees.

Transport Initiatives - Lime Bike trial

2.23 As a result of the possibility of a London wide byelaw to regulate dockless cycle parking Lime Bike has told us that they have concerns about this and are reticent to launching a trial in Harrow at the moment which is very disappointing. Lime has told us that they hope that when there is more clarity about the proposed byelaw they will be in a better position to decide whether to proceed with the trial in the future.

Local Transport Fund Schemes (LTF) 2019/20

- 2.24 The TfL award for funding in 2019/20 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 2019 TARSAP meeting.
- 2.25 The programme consists of three 20mph zones, investigation of the feasibility of Harrow cyclists Low Traffic Neighbourhood project and minor measures to address local concerns. Details of the schemes are detailed below.
- 2.26 <u>LTF Cavendish Avenue area 20mph zone</u>
- 2.27 The scheme has been issued to the contractor and works are scheduled to commence in February.
- 2.28 <u>LTF High Worple area 20mph zone extension</u>
- 2.29 The scheme has been issued to the contractor and works are scheduled to commence in February
- 2.30 <u>LTF Waxwell Lane area 20mph zone</u>
- 2.31 The scheme has been issued to the contractor and works are scheduled to commence in February
- 2.32 <u>LTF Low Traffic Neighbourhoods</u>
- 2.33 The Council received a petition containing 390 signatures in February 2019 to close minor roads to motor vehicles at key points in the area surrounded by Headstone Gardens, Harrow View, Pinner Road, Station Road (North Harrow) and Parkside Way in Headstone South. We have commissioned

external consultants to carry out a feasibility study and develop proposals for this area.

- 2.34 LTF Minor measures to address local concerns
- 2.35 Ongoing. As and when requests are justified

<u>LIP – Network Performance (Congestion Relief)</u>

- 2.36 Pedestrian Countdown Timers Consultants were commissioned to investigate the provision of pedestrian countdown timers on all of the pelican crossings within the borough. The commission includes the prioritisation of the crossings and the associated costs which have been received and can then be included with future programmes when funding is available.
- 2.37 London Road (Stanmore) Study Consultants were commissioned to undertake a study to investigate the cause of the congestion on London Road between The Broadway and Brockley Hill. The report has been completed and the main attributes to congestion was the constrained capacity on the roundabout approach and downstream exit onto Spur Road which is within London Borough of Barnet (LBB). Whilst LBB did previously investigate such improvements, the associated costs prevent this scheme from progressing further.
- 2.38 Alexandra Avenue Following concerns regarding congestion on the southern section (northbound) on Alexandra Avenue, officers commissioned video surveys to ascertain the cause. The surveys confirmed that drivers that are unable to turn right out of Somervell Road are using the entrance of the service road to turn around which is leading to congestion. Officers are currently investigating options to improve the situation.

Electric Vehicles (EV) infrastructure

- 2.39 A review of initiatives that can support electric vehicle use in the borough is underway. The council has been awarded a grant from the Office for Low Emission Vehicle (OLEV) after a successful application for 24 on-street charging points across the borough. The charging points will be retrofitted onto street lighting columns to serve residents that do not have off-street parking.
- 2.40 We have also recently sent across an expression of interest for the Go Ultra Low City Scheme Round 2 funding for rapid charge points for which 1 location has been approved to be progressed further.

Neighbourhood of the Future – Harrow Town Centre

2.41 The council has commissioned our transport consultants to investigate the feasibility of introducing an all-electric vehicle only street operating between the hours of 8:00am - 4:30pm Monday – Friday in Station Road, Harrow Town Centre to improve air quality.

- 2.42 Loading bay usage surveys have been conducted in Station Road to establish how often the loading bays are utilised throughout the day. This will help to determine how often and at what time of day the bays are used.
- 2.43 The Business Fleet trial is continuing and we are planning further promotional events in the next few months.

Accessibility Improvements

2.44 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.

Pedestrian Safety

- 2.45 Station Road / Hindes Road Following the receipt of a petition by St Jerome's Bilingual School in January 2019, the Council commissioned TfL's subcontractor Telent to investigate options to improve the capacity/safety of the east/west crossing for pedestrians. Following a meeting with TfL, TfL agreed to increase the pedestrian green time by 5/6 seconds during the PM peak period which was commissioned in early December. Officers will review this change based on feedback form the school to determine if further changes are required.
- 2.46 George V Avenue/Pinner Road Following ongoing concerns by Nower Hill School about the lack of controlled pedestrian facilities (north/south), the Council commissioned Telent to investigate the feasibility to introduce a pedestrian phase across the Pinner Road arm of the junction. A report with recommendations was submitted with a number of options which officers may consider in future programmes where funding is made available.

External funding sources (section 106)

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

- 2.47 This scheme will be funded from section 106 developer contributions from the Kodak development.
- 2.48 Public consultation was carried out in May /June 2019.
- 2.49 The responses received during the consultation stage were analysed and discussed in detail with the Ward Councillors, the Portfolio Holder for Environment and the Leader of the Council at the meeting held on 22nd August 2019.
- 2.50 Considering the number of negative responses received during the public consultation, the councillors expressed concerns on the effect of the

proposals. Officers referred to an independent study carried out by external consultants to access the impact of the proposal on surrounding road network. This study included a signing strategy to guide the traffic to alternative routes over the wider road network.

- 2.51 It was confirmed that funds will be made available to investigate and propose traffic management measures in the surrounding residential streets once the proposals are implemented.
- 2.52 A further analysis of the options available are being investigated including an independent review of the current design to establish whether there are any other potential designs which could be taken forward which reduces the need for some of the right turn bans to be introduced and what impact this would have.
- 2.53 Further meetings with local councilors and the PH are planned in the New Year before liaising again with the wider public.

Sandringham Crescent area parking review (The Matrix Pub)

- 2.54 Parking beat surveys have been completed around the site to determine existing parking patterns utilising the £10,000 available for a parking review.
- 2.55 The beat surveys will be repeated following full occupation of the site and if the parking situation has worsened around the development the council will look to introduce additional parking controls in the area.

College Road - William Carey Way

2.56 The council is proposing to ban the right turn out of William Carey Way at the junction with College Road. This was an agreed mitigant as part of the planning application for the College Road development site because of the close proximity to the signalised junction. Statutory consultation is complete and there were no formal objections. We are awaiting completion of resurfacing works by the developer in William Carey Way before introducing the right turn ban.

Staffing/workforce

2.57 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.

Ward Councillors' comments

2.58 Ward councilors comments have not been sought for this report because it is for information only.

Performance Issues

2.59 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the LIP and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.60 The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment. The main benefits are in improving air quality and public health. No negative environmental issues were identified as part of the SEA.
- 2.61 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.62 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

- 2.63 Risk included on Directorate risk register? No
- 2.64 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.65 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

2.66 There are no legal implications.

Financial Implications

2.67 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2019/20 capital programme and confirmed funding allocations from TfL, and S106 developer contributions.

Equalities Implications / Public Sector Equality Duty

- 2.68 LIP3 underwent an Equalities Impact Assessment and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.69 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Gender	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly sensitive.

Council Priorities

- 2.70 The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:
 - Building a Better Harrow
 - Supporting those most in need
 - Protecting vital Public Services

- Delivering a Strong Local Economy for All
- Modernising Harrow Council

Section 3 - Statutory Officer Clearance

Name: Jessie Man	on behalf of the Chief Financial Officer
Date: 17/01/20	
Name: Rikita Panesar Date: 20/01/20	on behalf of the Monitoring Officer
Name: Paul Walker	Corporate Director
Date: 21/01/20	
Ward Councillors notified:	NO ee it immeete en ell Wende
	NO, as it impacts on all Wards
EqIA carried out:	YES, as a part of LIP3
EqIA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

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Section 4 - Contact Details and Background Papers

Contact:

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

Background Papers:

Transport Local Implementation Plan https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policydocuments

Call-In Waived by the Chair of Overview and Scrutiny Committee NOT APPLICABLE

Appendix A – Harrow Capital, parking management schemes update – 2019/20

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2019/20 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
Harrow on the Hill – new CPZ	Scheme carried over from 2018/19 Portfolio Holder report published call in expired on 26 th September 2019. (New zone (HH) operational Mon-Fri 10am- 2pm)	40	Scheme to proceed to implementation in March 2020	Barry Philips / Sajjad Farid	February/March 2020
The Broadway, Hatch End service roads – new P&D	Scheme carried over from 2018/19 Proposals to introduce pay and display in The Broadway service road outside the shops and Wellington Road. (New pay and display to operate: Mon-Sat 8am – 6.30pm)	8	Scheme became operational 1 st October 2019	Barry Philips / Sajjad Farid	October 2019
Zone (TB), Canons - parking review of existing CPZ	 Scheme carried over from 2018/19 Following the review of the hours of operation of zone (TB) following requests from Cavendish Drive and Dorset Drive to extend the existing hours of control and possible inclusion of all of Lake View in zone (TB). It has been agreed by the PH in consultation with Head of Service on 23rd April 2019 to: Extend the existing zone (TB) to include all of Lake View. Introduce "At any time" restrictions throughout the consultation area as consulted upon to prevent dangerous/obstructive parking, improve access and sight lines. 	7	Scheme implemented	Barry Philips / Sajjad Farid	August 2019
	(Existing CPZ (TB operational Mon-Fri 11am-				

Scheme	Details	£k	Status	Contact officer	Planned finish
	12pm)				
Whitchurch Gardens area, Canons – new CPZ	 Scheme carried over from 2018/19 Following the parking review undertaken in the area two new zones have been implemented and the existing waiting restrictions have been upgraded along Whitchurch Lane as follows: 1) Winton Gardens - New zone (WG) operational Mon-Fri- 10am-3pm 2) St. Lawerence Close - New zone (STL) operational Mon-Fri 10am-3pm 3) Whitchurch Lane: a) south side - existing restrictions converted to "At any time". b) north side existing restrictions converted Mon-Sat 8am-6.30pm 	5	Scheme implemented	Barry Philips / Sajjad Farid	July 2019
Clitheroe Avenue, Rayners Lane -	Localised parking review –new CPZ (CL) Legal notification (statutory consultation) has been undertaken and the results have been reported to the members and the PH and approval obtained to proceed to implementation. (New zone (CL) operational Mon-Fri 10am to 3pm.	15	Contractor has been instructed to undertake the works.	Barry Philips / Sajjad Farid/	February 2020
Gordon Road, Wealdstone	An area review of the existing hours of operation of zone (CA) in the roads below– possible extension of existing zone (C1) to include: Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way and Cecil Road. Informal public consultation undertaken in August 2019.	35	Results of the informal public consultation to be reported / discussed with the members and the PH in January 2020 seeking approval to proceed to legal notification (statutory consultation).	Barry Philips / Sajjad Farid	February /March 2020

Scheme Details £		£k	Status	Contact officer	Planned finish	
Whitefriars Ave and Graham Road, Wealdstone	Review of the existing hours of operation of zone (CA) – An informal public consultation was undertaken in November 2019	n/a	Results of the informal public consultation to be reported/ discussed with the members and the PH in January 2020 seeking approval to proceed to legal notification (statutory consultation).	Barry Philips / Sajjad Farid	February/March 2020	
Eaton and Hall Farm Close, StanmoreLegal notification (statutory consultation) has been undertaken showing support for the introduction of a new CPZ (EH) in both Eaton Close and Hall Farm Close to operate Monday to Sunday, 8am – 6.30pm. Results have been reported to the members and the PH and approval obtained to proceed to implementation(New zone (EH) operational Mon-Sun 8am- 6.30pm)		10	Contractor has been instructed to undertake the works.	Barry Philips / Sajjad Farid/	February 2020	
Vaughan Road, West Harrow	Localised parking review – Possible new zone. Informal public consultation was undertaken in October 2019 which showed no majority support for parking controls to be introduced in the area.	40	The results of the informal public consultation to be reported/ discussed with the local councillors and the PH in January 2020.	Barry Philips / Sajjad Farid	February/March 2020	
Grimsdyke Road, Hatch End	Localised parking review – possible new CPZ	40	Public consultation planned to be undertaken in January 2020. The scheme will be carried forward into the 2020-21 parking programme.	Barry Philips / Sajjad Farid	March /April 2020	
Buckingham Road, Edgware	Localised parking review – possible new CPZ. Informal public consultation was undertaken July 2019.	40	The results are to be reported/ discussed with the members and the PH in January 2020 seeking approval to proceed to next stage which is legal notification (statutory consultation).	Barry Philips / Sajjad Farid/	March 2020	

Scheme	Details	£k	Status	Contact officer	Planned finish
The Chase, Pinner	Localised parking review – possible new zone. Informal public consultation undertaken September 2019 and the legal notification (statutory consultation) was undertaken in December 2019 on proposals to introduce: New zone (A1) operational Mon - Sat 8am – 6.30pm	10	Results of the legal notification to be reported/ discussed with the members and the PH in January 2020	Barry Philips / Sajjad Farid.	Feb/Mar 2020
Walton Drive, Marlborough	Localised parking review – Informal public consultation undertaken August 2019	10	The results are to be reported/ discussed with the members and the PH in January 2020	Barry Philips / Sajjad Farid/	Feb/Mar 2020
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	40	On-going prioritisation / implementation of requests for yellow lines. (See main body of report)	Barry Philips / Sajjad Farid	Mar 2020

Appendix B - Transport for London, Local Implementation Plan (LIP) programme update – 2019 /20

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 2019/20 is £1,865k. 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	Road Safety Schemes Vision Zero	Mass action - killed and seriously injured (KSI) casualties' reduction. Sites include:	240		Barry Philips/ Johann Alles	
		Streatfield Rd – Queensbury		Statutory Consultation complete scheme progressing		Mar 2020
		Station Road / Pinner Road		Issued to contractor for programming (yellow box junction)		Dec 2019
		The Broadway – Stanmore		Issued to contractor for programming		Mar 2020
		Implementation of 20mph zones around schools in the borough.		Issued to contractor.		
		 Clitheroe Ave area – new 20 mph zone 		Implementation programmed for February 2020		Feb 2020
		 Kingshill Avenue – 20 mph new zone 		Issued to contractor. Implementation programmed for February 2020		Feb 2020

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
programme Corridors	Walking & Cycling Schemes	 Infrastructure schemes designed to improve walking facilities: Marsh Road – new zebra crossing Love – Lane – new zebra crossing Greenford Road – new zebra crossing Old Church Lane – new zebra crossing Programme of schemes to improve cycle routes on the highway network 	300	See main body report	Barry Philips	Mar 2020
		 Northern Route (Edgware to Pinner) 		We have commissioned our transport consultant Arcadis to design cycle measures along a route which links Edgware Road and Marsh Road in Pinner, primarily in residential streets. 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. Outline designs for public consultation are currently been prepared.		Mar 2020

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
	Bus priority schemes	Schemes to improve congestion and improve delays to buses on	250		Barry Philips	Mar 2020
		Pinner Road, North Harrow		New 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 which is currently been carried out.		
		 Shaftesbury Avenue / Roxeth Hill signalised junction 		Meeting held with Telent our signal contractors and scope and traffic surveys complete. Data being analysed. Options to be developed		
		High Road, Harrow Weald		Extension of southbound bus lane up to the entrance of Homebase on High Road, Harrow Weald. Design has been completed and majority of the relocation of statutory undertaker's plant have now been completed. We anticipate civil works to begin in Feb 2020		
Corridors	Freight management schemes	A review of the loading facilities across the borough	40	On-going	Barry Philips	Mar 2020
		 Consider ad hoc requests for loading bays 				

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Corridors	Network performance schemes	Network Performance London Road Alexandra Avenue Pelican upgrades 	40	See main report	Barry Philips	Mar 2020
Corridors	Accessibility Improvements	Provision of Disabled parking bays, and dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people	35	On-going programme of delivery throughout the year. Delivered in batches.	Barry Philips	Mar 2020
Corridors	ULEV infrastructure and Air Quality schemes	Promote electric charging points and car clubs	60	Investigating suitable sites for electric charging points to support electric vehicles use - ongoing.	Barry Philips	Mar 2020
Corridors	Active and Sustainable Travel	Support air quality and anti-idle initiatives Support active travel through sustainable transport initiatives	40	 Various measures proposed including: Promotion of residential electric vehicle 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 Car free day 	Barry Philips	Mar 2020

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Corridors	Road safety education	Various road safety education initiatives for schools and vulnerable road user groups undertaken by Road Safety Officer.	40	Interactive road safety education programs to continue in all schools in Harrow.	David Corby	Mar 2020
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 2020
Corridors	Travel training	Targeted travel training for people with learning difficulties to support public transport use	20	Council SEN services to provide travel training to students at Harrow College and Shaftesbury High School	Barry Philips	Mar 2020
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.	65	On-going delivery of free cycle training for children and adults	David Corby	Mar 2020
Corridors	Travel Plans	 Various initiatives undertaken by travel planning staff: Small grant funding to support travel plans Walk to School promotions Schools quarterly newsletter Theatre in education School Travel Maps Cycle repair workshops 	105	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 2020

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Corridors	Forward programme development	Identify future work through assessments and studies.	50.7	On-going scheme investigation and development work for 2019/20 schemes Development of LIP3 and other strategic policy documents	Barry Philips	Mar 2020
Staff support	UDL training	Access for technical staff to transportation courses and training to support delivery of the LIP	4	On-going	Barry Philips	Mar 2020
Local Transport fund	Local Transport Fund schemes	Local Transport Fund schemes identified by the borough which support the Mayors Transport Strategy • Cavendish Ave – 20 mph zone • High Worple – 20 mph zone • Waxwell Lane – 20 mph zone • Low Traffic Neighbourhood • Minor signs and lines	100	(See main body of report) Issued to contractor. Implementation of 20mph zone programmed for February 2020	Barry Philips	Mar 2020
TfL Cycleways	Northwick Park to Harrow Weald Cycle Way	Design and development of TfL Cycleway route from Kenton Road – Harrow Weald	75	Consultant commissioned and design work on-going	Barry Philips	Mar 2020
GULCS	Neighbourhood of the future	Implement a neighbourhood of the future (NOF) in Harrow Town centre Station Road - Electric street Mon – Fri 8:00am – 4:30 pm	25	Station Road study – commissioned Arcadis designing scheme, consultation shortly	Barry Philips	Mar 2020

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Bus Priority Portfolio	Wealdstone TC bus scheme	Wealdstone town centre and bus improvements The improvements involve diverting	300	TfL has agreed to fund the scheme and consultation is already underway	Barry Philips	Mar 2020
		southbound and westbound bus services into the High Street via Canning Road at a new signalised junction at George Gange Way / Canning Road. A dedicated central bus lane on George Gange Way will be provided in addition to the existing traffic lanes. This will allow the congested section of the A409 road corridor to operate more efficiently. The new signals will also include a controlled pedestrian crossing point to allow pedestrians to cross George Gange Way more safely.				
Bikeability & Cycle Skills	Bikeability cycle training	Additional Bikeability adult and child cycle training to support borough allocation	59	Roll out of Bikeability training is on-going	David Corby	Mar 2020
Schools	Safe Drive Stay Alive	Engagement with school students over road safety aided with theatre productions	12	Road safety theatre presentations in schools are on-going	David Corby	Mar 2020

