

Traffic and Road Safety Advisory Panel Agenda

Date: Tuesday 2 March 2021

Time: 6.30 pm

Venue: Virtual Meeting - Online

Membership (Quorum 3)

Chair: Councillor Jerry Miles

Labour Councillors: Peymana Assad
James Lee
David Perry (VC)

Conservative Councillors: John Hinkley
Ameet Jogia
Anjana Patel

Labour Reserve Members:

1. Kairul Kareema Marikar
2. Phillip O'Dell
3. Kiran Ramchandani
4. Sasi Suresh

Conservative Reserve Members:

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

Contact: Andrew Seaman, Senior Democratic & Electoral Services Officer
E-mail: andrew.seaman@harrow.gov.uk

Scan this code for the electronic agenda:



Useful Information

Meeting details

This meeting is open to the press and public and can be viewed on www.harrow.gov.uk/virtualmeeting

Filming / recording of meetings

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

The recording will be made available on the Council website following the meeting.

Agenda publication date: Monday 22 February 2021

Agenda - Part I

1. Attendance by Reserve Members

To note the attendance at this meeting of any duly appointed Reserve Members.

Reserve Members may attend meetings:-

- (i) to take the place of an ordinary Member for whom they are a reserve;
- (ii) where the ordinary Member will be absent for the whole of the meeting; and
- (iii) the meeting notes at the start of the meeting at the item 'Reserves' that the Reserve Member is or will be attending as a reserve;
- (iv) if a Reserve Member whose intention to attend has been noted arrives after the commencement of the meeting, then that Reserve Member can only act as a Member from the start of the next item of business on the agenda after his/her arrival.

2. Declarations of Interest

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

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

3. Minutes (Pages 5 - 20)

That the minutes of the meeting held on 11 January 2021 be taken as read and signed as a correct record.

4. Public Questions

To receive any public questions received in accordance with Executive Procedure Rule 49 (Part 4D of the Constitution).

Questions will be asked in the order in which they were received. There will be a time limit of 15 minutes for the asking and answering of public questions.

[The deadline for receipt of public questions is 3.00 pm, 25 February 2021.

Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

5. Petitions

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

6. Deputations

To receive deputations (if any) under the provisions of Executive Procedure Rule 48 (Part 4D of the Constitution).

7. Information - Petitions (Pages 21 - 30)

Report of the Corporate Director of Community

8. Parking Management Schemes Programme 2021/22 (Pages 31 - 74)

Report of the Corporate Director of Community

9. **Local Transport Fund Schemes 2021/22** (Pages 75 - 88)
Report of the Corporate Director of Community
10. **Information - Cycle strategy review and cycling programme update** (Pages 89 - 110)
Report of the Corporate Director of Community
11. **Information - Traffic and Parking Schemes Programme update** (Pages 111 - 128)
Report of the Corporate Director of Community
12. **Any Other Urgent Business**
Which cannot otherwise be dealt with.

Agenda - Part II - Nil

Councillor Hinkley (non-pecuniary Interest) relating to Hatch End Ward;

Councillor James Lee (non-pecuniary Interest) is a Canon Park resident; and

Cllr Osborn (non-pecuniary Interest) lives near LTN04.

- (2) Members and Advisers who had declared interests remained in the virtual meeting whilst the matters were considered and voted upon.

97. Minutes

RESOLVED: That the minutes of the meeting held on 11 October 2020 be taken as read and signed as a correct record.

98. Public Questions

Public questions taken were responded to. The Chair advised that, due to the volume of questions accepted, any supplementary questions asked would receive a written answer. The Questions and respective answers are appended to these minutes.

99. Petitions

RESOLVED: To note that no petitions were received.

100. Deputations

In accordance with Executive Procedure Rule 48.8, the Panel was permitted to hear more than the usual two deputations per meeting if they related to a matter on the agenda.

RESOLVED: That, in accordance with Executive Procedure Rules 48 the following deputations be received in respect of agenda item 8:

- 8 - Information Item - Harrow Streetspace Programme Review.

1.

Title of Deputation	Remove LTN02 Headstone Scheme
Reason for Deputation [12 Signatories]	Adverse impacts of implementation of Low Traffic Neighbourhood scheme in Headstone South Ward, LTN02.

2.

Title of Deputation	Mini China, not mini Holland
Reason for Deputation [18]	I would like to raise the severe or complete lack of consultation and communication that has occurred with residents and other

	stakeholders in the implantation of these LTN schemes. We live in a democratic borough. I would like all the LTNs removed immediately until a correct consultation with all is done.
--	--

3.

Title of Deputation	Objections and request to remove the Low Traffic Neighbourhood LTN04 Vaughan Road and Blenheim Road.
Reason for Deputation [15 Signatories]	This scheme is adversely impacting on many residents and stakeholders of West Harrow. They were not consulted and are now suffering considerable stress and anxiety. An example being the large group of residents essentially trapped between the two blockades in the following roads: Blenheim Road, The Gardens, Bladon Gardens, Grosvenor Avenue, Sandhurst Avenue, Beaumont Avenue and Dorchester Avenue.

4.

Title of Deputation	Remove LTN06 Southfield Park
Reason for Deputation [12 Signatories]	LTN06 Southfield Park has resulted in excessive negative impact for the residents of Manor Way, Parkside Way and Headstone Lane. We want the scheme removed permanently and a proper consultation to be carried out of all residents on the blocked roads but everyone living on surrounding roads and local businesses.

5.

Title of Deputation	Remove LTN-03 Francis Road area, Greenhill Low Traffic Neighbourhood Scheme motor vehicle roadblock.
Reason for Deputation [13 Signatories]	Adverse impact due to the implementation of LTN-03 Low Traffic Neighbourhood scheme in Greenhill Ward.

6.

Title of Deputation	Making Low Traffic Neighbourhoods a success for everyone – from Headstone South Residents
----------------------------	---

Reason for Deputation [12 Signatories]	To support Harrow's Streetspace Schemes and in particular LTN-02 and LTN-04 as these support Harrow's active travel goals (re: item 8 of the Agenda for 11 Jan 2021: Harrow Streetspace Programme Review)
---	---

7.

Title of Deputation	I'm a resident let me out of here
Reason for Deputation [10 Signatories]	To raise concerns for resident safety as a result of only one route in or out which often becomes no route due to LTN planters.

Full details in relation to the deputations, including questions asked and answers given, are referenced, in brief, at Minute 101 of these minutes.

Resolved Items

101. Information Item - Harrow Streetspace Programme Review

Prior to the consideration of the report of the Corporate Director of Community, the Panel received seven Deputations (Minute 100 also refers).

Title of Deputation 1	Remove LTN02 Headstone Scheme
Reason for Deputation 1	Adverse impacts of implementation of Low Traffic Neighbourhood scheme in Headstone South Ward, LTN02.

In summary, the four representatives outlined how LTN02 had negatively affected the local area and highlighted that journeys were much longer and more difficult, the higher levels of pollution the economic impact and that in this particular area there had been no vehicle-to-vehicle accidents in the past 5 years. According to data gathered, it was stated traffic in Harrow had increased, that the LTN would adversely affect house prices. The view was expressed that the LTNs had not aided in the reduction of cases and had brought issues for those shielding and isolating and that emergency services could be negatively impacted.

The Panel thanked the deputees for their presentation and sought clarification on the petition in terms of the addresses of signatories.

The Panel questioned whether feedback had been received from other ward councillors from areas surrounding the LTN scheme and were advised that a minimal response had been received.

Title of Deputation 2	Mini China, not mini Holland
Reason for Deputation 2	I would like to raise the severe or complete lack

[18]	of consultation and communication that has occurred with residents and other stakeholders in the implantation of these LTN schemes. We live in a democratic borough. I would like all the LTN's removed immediately until a correct consultation with all is done.
-------------	--

In summary the representative for deputation 2 stated that there had been a lack of communication surrounding the implementation of the LTNs. It was highlighted these LTNs could have a negative impact on certain demographics within the community as well as businesses already affected by the pandemic. The representative suggested there were conflicts of interest and that cars were for comfort and convenience and needed for those less able. She concluded by requesting the removal of the LTN.

The Panel thanked the representative for their presentation. The Chair advised that a consultation would be taking place regarding the LTNs. The representative agreed that a wider consultation would be needed and stated that the scheme should be scrapped.

Title of Deputation 3	Objections and request to remove the Low Traffic Neighbourhood LTN04 Vaughan Road and Blenheim Road.
Reason for Deputation 3 [15 Signatories]	This scheme is adversely impacting on many residents and stakeholders of West Harrow. They were not consulted and are now suffering considerable stress and anxiety. An example being the large group of residents essentially trapped between the two blockades in the following roads: Blenheim Road, The Gardens, Bladon Gardens, Grosvenor Avenue, Sandhurst Avenue, Beaumont Avenue and Dorchester Avenue.

In summary, the representative requested that LTN04 be removed. Reasons included: A single route in/out of the area had caused longer journeys; increased traffic; the diversion had caused a hazard by going past a school and creating more pollution in that area; the increased journey times had put a strain on those seeking medical care; the planters had created an area for anti-social behaviour and that it had affected local businesses in the area.

The Panel thanked the representative and asked whether the depute had thought about possible alternative schemes to promote healthy and sustainable travel to which the depute suggested that the existing cycle lanes on the wider roads are improved.

Title of Deputation 4	Remove LTN06 Southfield Park
Reason for Deputation 4	LTN06 Southfield Park has resulted in excessive

[12 Signatories]	negative impact for the residents of Manor Way, Parkside Way and Headstone Lane. We want the scheme removed permanently and a proper consultation to be carried out of all residents on the blocked roads but everyone living on surrounding roads and local businesses.
-------------------------	--

In summary the deputees expressed concern over the negative impact of the LTNs. They referenced traffic increase, speeding and that roads used as diversion were unsuitable for the volume of traffic created. Pollution increase was also mentioned as a concern.

In response to a question as to whether traffic levels had decreased since the LTN had been removed, the representative confirmed there had been a reduction in traffic, but the lockdown may have affected this result. In terms of emergency service logistics, the deputees gave examples of emergency service vehicles that had become stuck as well as speeding, albeit in an emergency but on a narrow, busy roads. It was suggested that smaller roads might not be suitable for the diversions created.

Title of Deputation 5	Remove LTN-03 Francis Road area, Greenhill Low Traffic Neighbourhood Scheme motor vehicle roadblock.
Reason for Deputation 5 [13 Signatories]	Adverse impact due to the implementation of LTN-03 Low Traffic Neighbourhood scheme in Greenhill Ward.

In summary, it was highlighted that the LTN created cut throughs which were undesirable for the residents living on these roads. Petitions had indicated that there was a preference for the LTNs to be removed. It was also mentioned that the LTNs had caused inconvenience. The longer routes had also caused an increased amount of traffic and as well as travel times.

The Panel thanked the deputees for their presentation and asked how the journeys had taken prior to the introduction of the LTNs compared to present day, with a depute describing a much longer journey in response. Following a Member's question in relation to the diversions, the depute explained that the journey was more dangerous, longer and caused increased pollution.

Title of Deputation 6	Making Low Traffic Neighbourhoods a success for everyone – from Headstone South Residents
Reason for Deputation 6 [12 Signatories]	To support Harrow's Streetspace Schemes and in particular LTN-02 and LTN-04 as these support Harrow's active travel goals (re: item 8 of the Agenda for 11 Jan 2021: Harrow Streetspace Programme Review)

In summary, the deputees outlined the benefits of the LTNs and how it would help to reduce the environmental impact, improve health, fitness and that these factors outweigh convenience. It was also stated that fewer cars on the road would equate to less traffic. However, they did note that data gathering could not be relied upon due to lockdowns and changes being made. In addition, it was highlighted that driving on minor urban roads increased the risk of accidents. One deputees pointed out that the introduction of the LTN had benefitted their family.

The Panel thanked the deputees and asked several questions including what data there was about cultural behaviour in terms of moving away from the convenience of car use. The deputees responded that there was a need to make cycling more attractive than cars and that consideration should be given to those residents in the community with disabilities.

In response to a question as to whether the LTNs had increased traffic and pollution, the deputees advised that traffic needed to be more closely monitored as there are contradictory findings and that the scheme should be refined rather than scrapped completely. Finally, they wished to highlight that the issue had often been caused by a minority of anti-social motorists.

Title of Deputation 7	I'm a resident let me out of here
Reason for Deputation 7 [10 Signatories]	To raise concerns for resident safety as a result of only one route in or out which often becomes no route due to LTN planters.

In summary, the deputees stated that the LTN had caused difficulties in leaving their residential road and had affected logistics of waste collection and supermarket lorries adversely. The closure of roads would be a hazard, limiting emergency service access. The LTNs had also caused hazards for the school that was now on the new diversion route.

The Chair thanked the deputees and highlighted that the scheme was introduced due to a health emergency to reduce the use of public transport and to increase cycling and walking space. The monthly reviews would continue with the goal of improving road safety and air quality.

The Panel received a report from the Corporate Director of Community, which updated Members on the delivery of the London Streetspace Programme (LSP) in Harrow as a response to the COVID-19 public health pandemic.

An officer provided an update which detailed how the current pandemic had affected how people travelled, that measures promoting sustainable transport were required by government and that the cycling and walking schemes also aligned with current transport policy. Harrow received funding from TfL and DFT for the schemes that had been implemented and these were regularly reviewed.

The officer explained that the regular reviews had been reported to the Portfolio Holder for Environment and that changes to the schemes had been made and highlighted that feedback was being listened to. He added that

further engagement was planned to address the issues raised. A further meeting of the Panel would allow for a more comprehensive review after 6 months of operation of the schemes.

In response to a request for clarification of the mitigating factors in relation to Manor Way, the officer explained that this road did already have some traffic issues prior to the pandemic and that possible solutions have been considered. Investigations were ongoing and feedback.

In terms of timelines, the officer advised that the consultation would be completed as soon as possible, with engagement being a priority.

The Panel agreed that a number of Councillors could address the meeting and the issues raised included:

- There was concern that the public had not been listened to and the importance of representation was stressed;
- The LTN scheme should end;
- It was urged that a consultation takes place;
- Traffic problems need to be addressed;
- A need for long term schemes that were accepted by the residents;
- Current data had not been easily comparable due to the current situation and changes made to the scheme;
- Emergency service access needed to be in place;
- ANPR must be considered within the consultation;
- To address the closed zebra crossing at West Harrow Station;
- SC09 had not worked as well as it should with feedback suggesting there had been a negative response to the scheme.

In response to the comments made, members of the Panel made the following comments:

- Further consultation would be welcomed.
- There was sympathy for both supporters of and objectors to the schemes. Listening to residents would be the way forward to finding a solution.
- Views of residents living outside of the LTNs should also be heard.
- To recognise that this was a pilot scheme with feedback considered and that it should be fixed as opposed to scrapped.
- There was concern surrounding the data gathered, or lack of, for this scheme.
- A 20mph borough wide speed limit would have multiple benefits for the community, and that full width humps should be used.
- To reduce traffic, it was necessary to improve alternative modes of transport, such as cycling.

- Cycling, believed to be underused in Harrow, the LTNs provide strategic cycle routes and make driving an inconvenience, which would generate early opposition.
- Trials typically last 6 months in order to allow for travel behaviour to change and for a more informed decision to be made.

The Chair thanked the Members for their participation.

Councillor Ameet Jogia moved an amendment to the recommendation which requested the removal of LTN02. This was duly seconded, put to the vote and was lost. (Voting for the amendment was as follows: Councillor John Hinkley, Councillor Ameet Jogia, Councillor Anjana Patel. Against the amendment: Councillor Peymana Assad, Councillor James Lee, Councillor David Perry, Councillor Jerry Miles).

Councillor Ameet Jogia moved an amendment to the recommendation which requested the removal of LTN03. This was duly seconded, put to the vote and was lost. (Voting for the amendment was as follows: Councillor John Hinkley, Councillor Ameet Jogia, Councillor Anjana Patel. Against the amendment: Councillor Peymana Assad, Councillor James Lee, Councillor David Perry, Councillor Jerry Miles).

Councillor Ameet Jogia moved an amendment to the recommendation which requested the removal of LTN04. This was duly seconded, put to the vote and was lost. (Voting for: Councillor John Hinkley, Councillor Ameet Jogia, Councillor Anjana Patel. Against: Councillor Peymana Assad, Councillor James Lee, Councillor David Perry, Councillor Jerry Miles).

Councillor Ameet Jogia moved an amendment to the recommendation which requested the removal of LTN06. This was duly seconded, put to the vote and was lost. (Voting for: Councillor John Hinkley, Councillor Ameet Jogia, Councillor Anjana Patel. Against: Councillor Peymana Assad, Councillor James Lee, Councillor David Perry, Councillor Jerry Miles).

Councillor Ameet Jogia moved an amendment to the recommendation which requested the removal of SC01. This was duly seconded, put to the vote and was lost. (Voting for: Councillor John Hinkley, Councillor Ameet Jogia, Councillor Anjana Patel. Against: Councillor Peymana Assad, Councillor James Lee, Councillor David Perry, Councillor Jerry Miles).

Councillor Ameet Jogia moved an amendment to the recommendation which requested the removal of SC03. This was duly seconded, put to the vote and was lost. (Voting for: Councillor John Hinkley, Councillor Ameet Jogia, Councillor Anjana Patel. Against: Councillor Peymana Assad, Councillor James Lee, Councillor David Perry, Councillor Jerry Miles).

Councillor Ameet Jogia moved an amendment to the recommendation which requested the removal of SC09. This was duly seconded, put to the vote and was lost. (Voting for: Councillor John Hinkley, Councillor Ameet Jogia, Councillor Anjana Patel. Against: Councillor Peymana Assad, Councillor James Lee, Councillor David Perry, Councillor Jerry Miles).

RESOLVED: That the report be noted.

102. Motion to enact Guillotine Rule

To resolve that the meeting ends at 22:00 after the amendments and that the Chair moved to vote on remaining items without future debate, as per rule 24. This includes the decision to note this report.

RESOLVED: The Panel agreed.

103. Information Item - Petitions

The Panel received a report which 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.

An officer reported that there had been issues within the Old Lodge Way estate, a petition had been received to put yellow lines around the corners of roads in that area as there had been issues of parking in that area.

RESOLVED: That the report be noted.

104. Information Item - Wealdstone Town Centre Improvement Scheme

The Panel received a report which provided an update on the town centre improvement scheme for Wealdstone and the delivery programme.

RESOLVED: That the report be noted.

105. Information - Traffic and Parking Schemes Programme update

The Panel received a report which provided an update on progress with the 2020/21 Parking and Local Implementation Plan Transportation programmes of works.

RESOLVED: That the report be noted.

106. Date of Next Meeting

To note that the next meeting of the Traffic and Road Safety Advisory Panel was scheduled to be held virtually on 2 March 2021 at 6.30 pm.

(Note: The meeting, having commenced at 6.30 pm, closed at 10.02 pm).

(Signed) Councillor Jerry Miles
Chair

Appendices - Public Questions and Answers

Question 1:

The increase in the level of traffic in the Pinner Road (and other main roads) is due to LTN04 and LTN02 funnelling traffic onto the Pinner Road in both directions. We understand you haven't taken any specific readings there of the additional levels of pollution which must have gone up significantly in line with the increased traffic. What steps are you taking therefore to protect the safety and health of the Vaughan School children who walk up and down the Pinner Road to reach their school? Following the outcome of the coroner's report into the tragic case of 9-year-old Ella Kissi-Debrah this becomes even more relevant.

Answer:

The impact of LTNs on traffic in Pinner Road is being monitored. Queue lengths are being surveyed at a number of key junctions close to LTN schemes on the main road network in order to assess the impact on congestion and delay. The monthly surveys show variable results because of the changing traffic patterns caused by varying government restrictions and lockdowns and some changes to the closures in LTN schemes. There have been consequently been periods of increased and reduced levels of traffic since October when the schemes were introduced.

As a result of the current lockdown traffic volumes are significantly reduced because people are required to stay at home, all non-essential travel is restricted, and schools are closed to the majority of students.

The case of Ella Kissi-Debrah is noted and specifically related to the proximity to an area of concentrated air pollution significantly above the national limit in the vicinity of the London South Circular Road.

It should be noted that the LTN schemes are not in any of the five air quality focus areas in Harrow where air pollution level are of concern and breaching national limits. Air quality is monitored at two automatic fixed monitoring sites in the borough. One in London Road, Stanmore and the other in Pinner Road, North Harrow. The sites are monitored daily and at the time of writing this response air pollutant levels at the Pinner Road site were recorded as low. Generally, air quality levels in Harrow are considered good in comparison to many other London Boroughs. The impact of air quality on school children in this area is not considered to be significant.

Question 2:

Why have you not made sure that there was someone onto the TARSAP Panel to represent the disabled residents as they have been particularly badly hit by implementing the LTN's?

Answer:

The council has a long-established relationship with the Harrow Associated for Disabled People, and we value their input and advice when developing transportation schemes. The representative appointed at TARSAP in October is Mr Nigel Long.

Question 3:

The Streetspace programme report - Low Traffic Neighbourhoods - October 2020 concluded decisions need to be made due to "congestion and delay caused by LTNs on the main road network.

But prior to this said:

"The surveys do show clearly the initial impact of the measures immediately after they were implemented. It is likely that these impacts will reduce over time as travel patterns change."

Car traffic levels is an emotive issue which needs understanding of the causes as a whole and a holistic view of solutions that includes the Council's traffic policy.

The report's figures for before and after do not compare like for like as there were other changes happening between the two measurement months, and also affect 'normal' car traffic levels

- All pupils returning to school
- People moving from public transport to cars
- People taking to cars for fear of walking near others
- People working from home
- The upward trend in traffic in Harrow (50% between 2009 and 2019)
- Weather and light levels

What is your view on the traffic increase elsewhere in Harrow in October (and subsequently) due to these factors versus the impact of LTN displacement and are there junctions/roads elsewhere that can be used for improved comparison purposes to those measured in the report?

Answer:

In London the main reason for introducing the streetspace programme was the reduction in capacity on bus and rail caused by social distancing which raised concerns that motor traffic would increase unsustainably. Bus and rail journeys normally made up a significant proportion of journeys in the city. Therefore, measures to facilitate more walking and cycling as an alternative to travel by car were promoted.

An important comparison on the traffic impact of schemes would have been to compare with traffic conditions that existed before the pandemic but unfortunately the sudden nature of the crisis means that that information could not be collated and is not available. In the reviews officers have relied on their local knowledge and experience and the survey data available in order to indicate the likely changes that have occurred.

It is true that the variability of the traffic conditions caused by the changing government restrictions over time to address the pandemic makes it very difficult to draw comparisons easily from the surveys about the impact of the schemes. The changing restrictions affects the need to travel and the way we choose to travel over time. In general, when people travel they have chosen to travel by car more often than walk or cycle which has had a bigger impact on network capacity than the LTN schemes themselves. The key issue with congestion remains how we choose to travel and that was the case before the pandemic.

The initial impact of introducing the LTN schemes in October was to divert non local car journeys onto the main road network and initially this created some congestion and delay at key junctions at particular times of the day, mainly in the morning peak period. Over time the congestion reduced as some transference of journeys to walking and cycling modes occurred and the survey data does show this.

Recent changes to open up and amend closures has reduced the impact of the schemes on the main road network which now has less congestion and also reduced the effectiveness of the LTNs which now have increased volumes of traffic in some streets. The negative aspect of this is that this will encourage more car use on the network and works against the intention of the measures to support more walking and cycling and reduce the impact on the network.

Question 4:

Now that you have closed the zebra crossing outside West Harrow station, just before Christmas, how do you expect the primary school children to safely cross the road?

Answer:

The “zebra” pedestrian crossing has been closed for safety reasons mainly because this is a controlled crossing with a legal requirement for vehicles to stop for pedestrians on the crossing and because of the close proximity of the planters to the crossing vision is obstructed for motorists and therefore makes this difficult. As cyclists and emergency services can proceed through the gap in the planters this does pose a risk to pedestrians who could have a false sense of security afforded by a controlled crossing.

In practice traffic and speeds overall are very low due to the restrictions and pedestrians can cross the road safely at other points nearby where vision is not obstructed. The crossing is on a large raised speed table that covers the whole junction including The Gardens, Bouverie Road, Vaughan Road and Wilson Gardens and spans across some driveways and tactile paving which will reduce the speed of vehicles. Hence there is opportunity for pedestrians to use other crossing points in the immediate vicinity of the closed zebra crossing area.

We will be putting up “crossing closed” signs as a provisional measure to reinforce the barriers in place, introducing temporary ramps and signing to help pedestrians use alternative crossing points.

Question 5:

In Headstone South and West Harrow (LTNs 02 and 04), some of the physical modal filters were converted into signed-only filters on 23 December to pre-emptively facilitate emergency vehicle movements through the area due to the escalating Covid 19 crisis. However, the changes also now make it physically possible for people to drive through illegally. Therefore, would you please advise what proportion of motor vehicles driving through the filters since 23 December have been emergency vehicles?

Answer:

As you will be aware the changes to the planters to allow emergency access have only recently been implemented a few weeks ago and we haven't had the opportunity to collect any survey data yet. This will be picked up in the next review and the surveys will be undertaken in the middle to end of January.

Question 6:

At the last Harrow council cabinet meeting Cllr Keith Ferry was asked by a Greenhill resident for the data (as in the actual numbers, evidence, facts & figures) detailing how many current Greenhill residents wanted LTN-03 to be implemented as we know that the vast majority of residents in Greenhill do not want this (and we know this because we did a door to door petition in Greenhill a few weeks ago and managed to get over approx. 400 signatures asking for the removal of LTN-03 from Greenhill residents in just a few hours) and roughly 95% of all comments related to LTN-03 on the Harrow Street Space website itself in the first few months of it being implemented also ask for it to be removed. So, why has this not yet been removed when it is negatively impacting Greenhill residents. And can you please share the actual data/figures showing how many residents wanted it to be installed here as no-one has shared this with us yet despite us asking.

Answer:

The recommendation to proceed with the scheme is detailed in the August TARSAP report. As you will be aware this programme of work is an urgent response to the Coronavirus health emergency set out in statutory guidance from government that is intended to assist travel under the government restrictions during the crisis and mitigate the limited public transport capacity due to social distancing. Therefore, the decision was based on an immediate need to support local communities to adopt alternative modes of travel with temporary measures and did not follow the usual consultation practice for permanent schemes. The engagement portal feedback information was shared and discussed with ward members and their feedback was important in guiding the debate at the panel and determining which LTN's to take forward.

Question 7:

Since the Headstone South LTN (LTN-02) was effectively halved by the removal of planters on Pinner View and Kingsfield Road there has been a noticeable increase in speeding traffic on the cut-throughs. What plans do you have to monitor and enforce the 20mph limit that you installed in October given it is being almost universally ignored?

Answer:

We are carrying out traffic surveys as part of the monthly review process and will be assessing traffic speeds at the next review. It is accepted that the amendments to the scheme may have resulted in an increase in speeds in some roads and a higher proportion of vehicles may not be complying with the 20-mph limit as a consequence. It will be necessary to address this issue as part of further public engagement planned in the near future.

Question 8:

The Wealdstone town centre scheme will remove the ability to cycle southbound down the High Street, and therefore prevent safe access by bike from local neighbourhoods in some directions. The only cycle route included in the scheme is a single indirect route, mostly shared with pedestrians, designed with no input from people who actually cycle in Harrow. Why does the scheme not provide safe cycle routes along desire lines identified by residents and local cyclists?

Answer:

There is a two-lane contra flow cycle lane proposed as part of our large-scale plans to improve walking and cycling in Wealdstone Town Centre as part of our long-term commitment to expand our local cycle network and improve connectivity to key destinations. A cycletrack in the High Street connects the High Street with Gordon Road which forms part of a new cycleway which will run from Kenton to Harrow Weald via Wealdstone. A detailed plan of the scheme can be seen in the report on the Wealdstone Town Centre scheme which is on the agenda for this meeting. The scheme has been subject to extensive consultation last year.

Question 9:

When the review of LTN barriers takes place, whatever decisions are reached about the rest of the Headstone South LTN, please can consideration be given to retaining the Beresford Road barrier for the following reasons:

- By removing excess and often fast moving traffic it has made Beresford Road safer, particularly at the entrance to Harrow Recreation Ground which has high usage by pedestrians and cyclists, representing people of all ages including children and the elderly.
- Since the barrier was installed, the previously high amount of drug trafficking from cars parked outside the Recreation Ground entrance has greatly reduced and is now almost non-existent. This has been confirmed by the Met Police Headstone South Safer Neighbourhoods Team.
- The alternative route for emergency vehicles requires a relatively small detour which does not significantly increase access time.

A number of residents of Beresford Road are therefore in favour of retaining the barrier.

Answer:

Thank you for your comments about Beresford Road which are noted and will be considered as part of the review process. I trust you can appreciate that the street space programme is evolving, and we are moving onto the next phase where we need to decide on the future of the schemes and how we can enforce them going forward. This may involve the introduction of alternative measures such as ANPR cameras and the removal of the planters and this will be considered as part of further public engagement planned in the near future.

Question 10:

One of my main concerns in the Harrow LTN trials is your feedback process and current live consultation system is majorly flawed. We residents feel that

there was no real FULL all-encompassing and all-accessible (not just online) consultation both before and even now during the live experimental trial. You have asked residents to voice their concerns and share their views about the Harrow LTNs on the Harrow Street Space website, however, many residents did not know that they had to do this (I have heard that there was a leaflet posted to some residents' homes and yet many people who live on Francis Road, Greenhill itself – the site of the LTN-03 roadblock did not get this and neither did the vast majority of the 400 of the residents that we communicated with in Greenhill who signed our petition to remove LTN-03) and there are still so many people who are not aware of this feedback site that live in Harrow. The feedback system discriminates against many residents who are not online and cannot get online in order to share their thoughts for several reasons including the fact that many rely on accessing computers from their local libraries and are unable to do so as this scheme has been implemented during the COVID pandemic and lockdown which stops people from accessing such facilities. As so many residents cannot give their feedback as they simply do not know how to do this or are unable to get online or write letters to the council and Councillors - I wonder if that means that their opinion doesn't get recorded and doesn't count. as that is the case at the moment. What are Harrow Council doing to ensure that ALL residents, businesses and services' voices and opinions about the LTNs including LTN-03 are heard and addressed?

Answer:

It is acknowledged that the level of consultation for streetspace schemes was not done to the usual standards because of the short timescales given for delivery and the need to respond to a health emergency. That issue has been the same across London and the reduced time for engagement has been driven mainly by the government statutory guidance and funding conditions.

An online information and engagement portal was setup in June 2020 to be a focal point for residents and businesses with regard to the Harrow Street Spaces Programme. This method of engagement has been used successfully in other London boroughs and allowed the Council to communicate information about changes to travel and the environment and receive feedback. We have received a large number of responses on the engagement portal, over 3000 responses, and a summary of the views of the respondents is updated monthly in the monthly reviews.

The council has a very strong commitment to consultation and will review its processes and procedures to improve the way that this is done.

In January residents living within LTNs and school streets will be written to inviting them to give their views on the recent changes to schemes and on future proposals.

This public engagement will be essential to developing more suitable and acceptable schemes for the local community and assist in determining any next steps in the six-monthly review for the LTN schemes to be considered by the panel at a special meeting in March.



Report for: **TRAFFIC & ROAD SAFETY
ADVISORY PANEL**

Date of Meeting: 2nd March 2021

Subject: **INFORMATION REPORT**
Petitions

1. Chantry Road and West Chantry - Request for CPZ
2. Remove all LTN`s
3. Fernbrook Drive- Request for address to be included in CPZ to allow to apply for a parking permit
4. Eliot Drive – Request to be included in zone WR

Key Decision: No

Responsible Officer: Paul Walker – Corporate Director,
Community

Portfolio Holder: Varsha Parmar – Portfolio Holder for
Environment

Exempt: No

Decision subject to No, the report is for information

Call-in:

Wards affected: Headstone South, West Harrow,
Greenhill, Hatch End

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: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introduction

- 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 – Chantry Road and West Chantry - Request for controlled parking zone

- 2.4 A petition containing 40 signatures was received in November 2020. The petition states:

“We the residents of Chantry Road and West Chantry petition the council to investigate a controlled parking zone in Chantry Road (as is evident in Lechford Terrace, controlled from 10-3). As one of the only two roads available for parking in the near vicinity of the station we are

overwhelmed by cars parking during the day. We have builders from all around, commuters, garage visitors etc, All using this one little road. Many residents without off street parking are being penalised. It is extremely difficult to take ones car out during the week and find a parking place on return until after 5 pm. It is near impossible to invite a friend around Monday to Friday as they cannot park anywhere. Workmen for our cottages have no where to park. Letchford Terrace has only six houses without off street parking we have eleven. There are lots of empty spaces in Letchford Terrace during the day and we are crammed full. Either give us the same benefit or remove the restricted parking from nearby areas. It would be beneficial for those with off street parking too as they are often blocked in as parking is so restricted.

If the flats are built in unit 5 Chantry Place where the maximum proposed parking spaces were sixteen in the original application this would not be sufficient parking for the possibly sixty-two flats. This will add to the chaos unless we have CPZ.

Many of the parking issues come from the garage and they need to be made to manage their parking of customer cars in a more neighbourly way.

It has been getting worse over the years just as the council representative predicted when he spoke to us at last review. Some of us are very anxious over the situation and it has a negative effect on our lives.”

- 2.5 As members will be 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.
- 2.6 This request has been assessed and is included with the parking management programme report on the agenda for this meeting.

Petition 2 – Removal all LTN`s

- 2.7 A petition signed by 122 residents was presented at cabinet in December regarding the above. The petition states:

“Petition to remove all low traffic neighbourhoods at Victor Road at Harrow View. Pinner View near Bolton Road, Kingsfield Avenue by Pinner View, Pinner View by Cunningham Park,, Beresford Road by Cunningham Park, Canterbury Road by Station Road, Cumberland Road by Station Road, including the following schemes:

*LTN – 02 Pinner View area, Headstone South
LTN – 03 Francis Road area, Greenhill
LTN - 04 Vaughan Road area, West Harrow
LTN – 06 Southfield Park area, North Harrow”*

- 2.8 Members will recollect that at the last special meeting of TARSAP on 11th January all the low traffic neighbourhood schemes (LTNs) were reviewed and the Panel determined that the schemes will remain in place until the next special meeting of TARSAP (planned for 22nd April) when a six-month review of the schemes will consider all matters regarding the LTNs.

Petition 3 – Fernbrook Drive - Request for parking permit

- 2.9 A petition containing one signatures was received from a resident in Fernbrook Drive. The petition states:

“I have lived in, Fernbrook Drive since 1970 and have been discussing my unique situation with the Council since the Parking Review of the Rayners Lane area was undertaken in 2011.

Originally the southern end of Alfriston Avenue and Fernbrook Drive were excluded from the CPZ and later this was amended to include all of Alfriston Avenue but not Fernbrook Drive. This change was significant as living on a corner plot my front door (and accordingly my address) was in Fernbrook Drive whereas the side of my house, garden and garage is bordered by Alfriston Avenue.

I have spent many hours driving around North Harrow and Rayners Lane and cannot find another property in the same situation.

A large proportion of the properties in Fernbrook Drive have turned their front gardens into parking areas whereas I for ecological reasons have resisted.

Over the years I have corresponded with many Council officials and the MP all to no avail. Whilst, I think, generally they understand my situation the regulations do not permit them to make exceptions.

Parking is becoming a problem in Fernbrook Drive, which is a quiet cul de sac, with, for example, nonresidents leaving their cars whilst away on holiday and will be compounded when/if residential planning is given at 265 The Ridgeway. Perhaps now the CPZ should be extended to include Fernbrook Drive.

So, whilst Fernbrook Drive is becoming a carpark the parking areas alongside my house are generally unused.

I am therefore asking you to consider my position and agree to accepting my application for a parking permit.”

- 2.10 The resident’s property is not situated within an existing CPZ therefore currently it is not possible to apply for a residents parking permit. This is because this address is not included in the Traffic Management Order which defines the eligible properties for the CPZ. This address can only

be included if a statutory consultation is undertaken on a proposal to amend the boundary and list of eligible addresses for the CPZ.

- 2.11 As members will be 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.
- 2.12 This request has been assessed and is included with the parking management programme report on the agenda for this meeting.

Petition 4 – Eliot Drive – Request to be included in zone WR

- 2.13 A petition signed by 4 residents of Eliot Drive was hand delivered to Harrow Council on 9th January 2020 (last year) addressed to the parking permit team. Unfortunately, the Transportation Team were not made aware of the petition until recently when the lead petitioner wrote directly to the Transportation Team attaching a copy of the petition requesting an update. The petition states:

“ We, the residents of Eliot Drive and Blossom Avenue (Harrow, HA2, OUP), would like to request and apply to impose WR Parking Zone on at least 7 parking spaces (if not more) located on the right and left opposite side of 1, 3 and 5 Eliot Drive, HA2 OUP.

*Since the last two years, all the residents living on, **Eliot Drive**, have been feeling an unbearable pain and deeply annoyed with the parking places opposite to our houses being used by unauthorised businesses who simply dump damaged / accidental cars in the current (**not – controlled**) residence parking zone.*

This has us to put in a very critical situation to park our own cars over the years.

Please find attached signed consent from all the residents who have approved this application to impose WR Parking zone as soon as possible.

- 2.14 As members will be 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.
- 2.15 This request has been assessed and is included with the parking management programme report on the agenda for this meeting.

Staffing/workforce

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

Ward Councillors' comments

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

Performance issues

- 2.18 The development of any schemes arising from petitions would support the wider aims, objectives and performance 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

- 2.19 The development of any schemes arising from petitions would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.20 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

- 2.21 There are no data protection implications.

Risk Management Implications

- 2.22 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.23 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.

Procurement Implications

- 2.24 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.25 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.26 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.27 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

- 2.28 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.
- 2.29 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

- 2.30 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:
- Improving the environment and addressing climate change
 - Tackling poverty and inequality
 - Building homes and infrastructure
 - Addressing health and social care inequality
 - Thriving economy

Section 3 - Statutory Officer Clearance

Statutory Officer: Sharon Daniels

Signed on behalf of the Chief Financial Officer

Date 16/02/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 18/02/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 17/02/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 17/02/2021

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**

EqIA carried out: YES

EqIA cleared by: Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Infrastructure Manager -Transportation

E-mail: barry.philips@harrow.gov.uk

Background Papers:

None

This page is intentionally left blank



**Report for: Traffic and Road Safety
Advisory Panel**

Date of Meeting:	2 nd March 2021
Subject:	Parking Management Schemes Programme 2021/22
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 2021/22 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 2021/22 is as shown in **Appendix B**,
2. Scheme design and public consultation on the parking management schemes listed in **Appendix B** and the plans detailed in **Appendix E** be undertaken,
3. The parking management schemes listed in **Appendix B** be implemented subject to further reports being provided on the outcomes of public and statutory consultations and receiving approval from the Portfolio Holder to proceed,
4. Any substantive new requests received to undertake a controlled parking scheme or review that are not included within the agreed programme or priority list in **Appendices B 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 2021/22 financial year.

Section 2 – Report

Introduction

- 2.1 The annual review of Controlled Parking Zones (CPZs) and other parking schemes in February / March 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 council's cabinet meeting in July 2019 cabinet agreed a new Parking Management and Enforcement Strategy (PMES). 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.
- 2.4 **Appendix A** is a borough map showing the locations of existing CPZ's in the borough. CPZs cover approximately (35%) of the length of roads in the borough road network and have been introduced over the last 25 years as a consequence of the increasing pressure to park on the public highway.
- 2.5 **Appendix B** shows the programme of work recommended for 2021/22 which consists of on-going schemes that are carried forward from the previous year (2020/21) 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 2021/22.
- 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 2020.
- 2.7 Progress with implementing the 2020/21 CPZ programme of work agreed by this Panel in February 2020 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 on-street parking controls exist, otherwise parking can

simply take place in local streets rather than reducing car use. CPZs also allow the introduction of “resident permit restricted” developments, which is in line with the strategy of reducing car parking provision at sites well served by public transport. **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 available option to address parking demand pressures is to take forward parking management schemes because they are a key component of local and national transport strategies. These schemes 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 local ward councillors and 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 on the road 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 business 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 the PMES requires that 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 PMES it is required that parking schemes are standardised around three basic model schemes to resolve the main types of parking problems encountered.
- 2.25 The three basic standard solutions adopted within the Council's PMES 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 – 2pm)
 - 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 parking schemes are now 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 between one to three hours a day over one or two separate periods during the day will no longer be taken forward. The PMES has highlighted this policy because there are a very high proportion of short duration schemes across the borough that create a significant problem for undertaking operational enforcement. This means that there is only a limited resource available to oversee a large area of restrictions in the borough within a limited timeframe. 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 one to three 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 set 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 consultations and the fact that residents will need to agree the 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 an 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 and only used in exceptional circumstances.
- 2.34 The main principle in designing zones is to ensure that separate zones are only used where it is necessary to separate different groups of permit holders with different 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 some CPZs where conventional signing and lining could have a detrimental impact on

the street scene. This arrangement reduces the number of signs and road markings required and are suited to locations such as cul-de-sacs, short sections of road, streets with limited footway width and streets in conservation areas.

- 2.36 It is not necessary in these cases to include marked parking bays to indicate areas for permit parking because any unmarked areas of kerbside parking space within the zone are therefore deemed eligible for permit parking. The only signing and lining used in these schemes are the CPZ entrance / exit signing that indicates permit holders parking only past this point during the specified times of operation. Yellow lines are still used to indicate restricted areas where it is necessary to keep junctions, bends narrow sections of road and turning heads clear of parked vehicles.

CPZs - safety at road junctions

- 2.37 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.
- 2.38 To address this “at any time” waiting restrictions (double yellow lines) are now being included at all junctions within proposed zones and immediately surrounding CPZ zones.
- 2.39 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 off-street parking where there are many vehicle crossovers. In these situations, the application of the parking design standards may mean that a bay marked in between vehicle crossovers may only be able to accommodate one or two vehicles after taking account of the clearance required for vehicles to manoeuvre in and out of accesses.
- 2.43 This, together with waiting restrictions (double yellow lines) at junctions, bends, narrow sections of road and turning heads can lead 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 support 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, bends, narrow sections of road and turning head, have been used as remedial measures. These schemes are generally outside the scope 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 proximity within the location	Higher number of requests

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 and 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 preferable, however, if the response rate is lower than that then the local ward councillors and Portfolio Holder 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 majority support 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 (not during pandemic).
- d) Preparation of reports and other documents such as briefing notes
- e) Drafting and advertising draft traffic orders and orders of making.
- f) Replacing existing CPZ signs (where relevant) that do not contain the operation times following the commitment by Cabinet a number of years ago.
- g) Setting out and implementing scheme of lining and or signing.
- h) Dealing with related complaints, freedom of information requests and comments both pre and post implementation.

- 2.66 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.

Footway parking

- 2.67 Parking on footways or footpaths (pavements, grass verges, alleyways, etc), or in front of dropped footways or raised carriageways (for example driveways or pedestrian crossings) is prohibited on almost all streets in London at all times, including at night and weekends. If drivers park in such a way then they could receive a Penalty Charge Notice (PCN) – even if only one or two wheels are on the footway.

- 2.68 There are a few streets where footway parking is prevalent and it will be necessary to either consider schemes to formalise footway parking where there is sufficient width to do so or enforce the prohibition. In many cases this will involve the implementation of formalised footway parking bays and associated signage which would be subject to consultation.

Parking management programme 2021 / 22

- 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** and has been organised in order of priority based on the programme entry system of assessment factors. This will assist the panel to refer quickly to the relevant issues in each particular area and relative priority when considering the programme.
- 2.71 The proposed programme for 2021/22 can be seen in **Appendix B** and is based on completing on-going projects rolled over from last year and commencing new projects in priority order as allowed by the £300k budget. Maps of the new projects proposed to be added to the programme with indicative consultation areas are shown in **Appendix E**. 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.

Data Protection Implications

- 2.77 There are no data protection implications.

Risk Management Implications

- 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.

Procurement Implications

- 2.80 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.81 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.
- 2.82 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

- 2.83 Transport for London (TfL) has not provided funding specifically for CPZs as it considers that these should be funded by boroughs because they 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.

- 2.84 The approved allocation for 2021/22 from the Harrow Capital programme is £300k. The proposed programme of CPZ schemes is shown in **Appendix B** and is divided between area controlled parking zones (£275k) and the local safety parking schemes programme (£25k).

Equalities Implications / Public Sector Equality Duty

- 2.85 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
Sex	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 for 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

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

Corporate priority	Impact
Building homes and infrastructure Improving the	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

<p>environment and addressing climate change</p>	<p>modes like public transport and cycling lessening the impact on the local environment.</p> <p>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.</p> <p>Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.</p>
<p>Addressing health and social care inequality</p> <p>Tackling poverty and inequality</p> <p>Thriving economy</p>	<p>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.</p> <p>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 and improve emergency vehicle response times</p> <p>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.</p>

2.87 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

Statutory Officer: Sharon Daniels

Signed on behalf of the Chief Financial Officer

Date: 16/02/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 18/02/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 17/02/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 17/02/2021

Mandatory Checks

Ward Councillors notified: **NO**, as the report is for information only

EqIA carried out: **YES** (Transport Local Implementation Plan)

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: David.Eaglesham@harrow.gov.uk

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

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

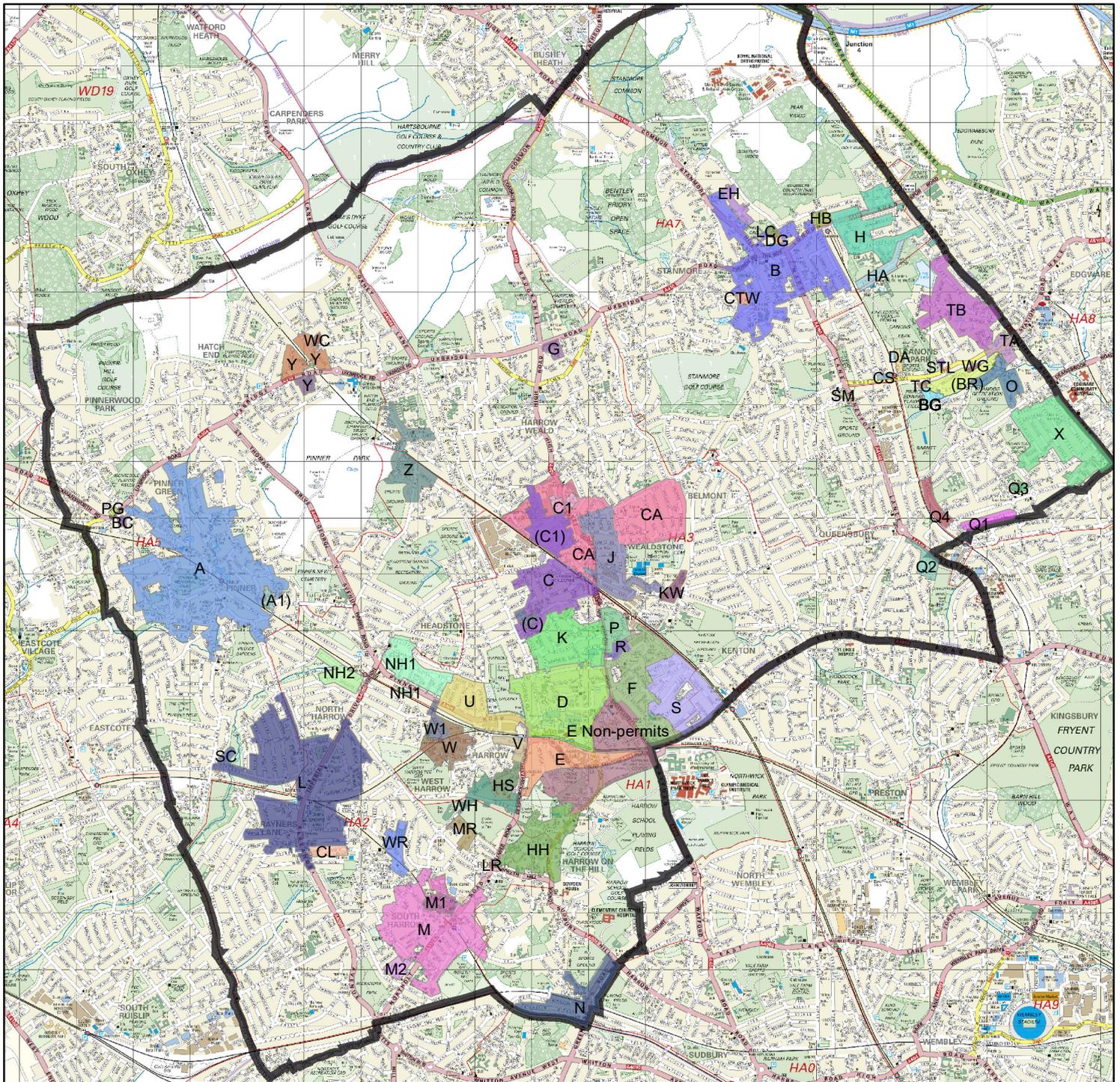
Background Papers:

Transport Local Implementation Plan

Parking Management and Enforcement Strategy 2019

<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

This page is intentionally left blank



CPZ agreed to implement

- (C1) Extension of existing zone C1
- (A1) The Chase, Pinner (Mon-Sat 8am-6.30pm)
- (BR) Buckingham Road (Mon-Fri 10am-3pm)
- (C) Extension of existing zone C

CPZ, TIMES

- A, 11am - 12pm Mon - Fri
- B, 3pm to 4pm Mon - Fri
- BC, 8am - 6.30pm Mon - Sat
- BG, 2 - 3pm Mon - Fri
- C, 10am - 11am Mon - Fri
- C1, 8am - Midnight Mon - Sun
- CA, 10am - 11am and 2pm - 3pm Mon - Fri
- CL, 10am - 3pm Mon - Fri
- CS, 8am - 6.30pm Mon - Sat
- CTW, 10am - 11am & 3pm - 4pm Mon - Fri
- D, 8:30am - 6:30pm Mon - Sat

- DA, 8am - 6.30pm Mon - Sat
- DG, 10am - 11am & 3pm - 4pm Mon - Fri
- E Non-permits, 8:30am - 6:30pm Mon - Sat
- E, 8:30am - 6:30pm Mon - Sat
- EH, 8am - 6.30pm Mon - Sun
- F, 8:30am - 6:30pm Mon - Sat
- G, 10am - 11am & 2pm - 3pm Mon - Fri
- H, 10am - 11am & 3pm - 4pm Mon - Sat
- HA, 2 - 3pm Mon - Fri
- HB, At any time
- HH, 10am - 2pm Mon - Fri
- HS, 10am - 11am & 2pm - 3pm Mon - Sat
- J, 7am - Midnight
- K, 8:30am - 6:30pm Mon - Sat
- KW, 10am - 3pm Mon - Fri
- L, 10am - 11am Mon - Fri
- LC, 10am - 11am & 3pm - 4pm Mon - Fri
- LR, At any time

- M, 10am - 11am and 2pm - 3pm Mon - Sat
- M1, 10am - 9pm Mon - Sat
- M2, 8am - 6.30pm Mon - Sat
- MR, 10am-11am & 2pm-3pm & Sat-Sun 10am-11am Mon-Fri
- N, 11am - 12 noon Mon - Fri
- NH1, 10am - 11am & 2pm - 3pm Mon - Fri
- NH2, 10am - 11am Mon - Fri
- O, 8.30am - 8.30pm Mon - Sat
- P, 8:30am - 8:30pm Mon - Sat
- PG, 8.30am - 6.30pm Mon - Fri
- Q1, 11am - 12 noon Mon - Fri
- Q2, 6pm - Midnight Mon - Sun
- Q3, 11am - 12 noon Mon - Fri
- Q4, 11am - 12 noon & 3pm - 4pm Mon - Fri
- R, At any time
- S, 11am - 12 noon Mon - Fri
- SC, At any time
- SM, 8am - 6.30pm Mon - Fri

- STL, 10am - 3pm Mon - Fri
- TA, 8:30am - 8:30pm Mon - Sat
- TB, 11am - 12pm Mon - Fri
- TC, 2pm - 3pm Mon - Fri
- U, 10am - 11am & 2pm - 3pm Mon - Fri
- V, 10am - 11am & 2pm - 3pm Mon - Sat
- W, 10am - 11am Mon - Fri
- W1, 8am - 6.30pm Mon - Sat
- WC, 10am - 11am Mon - Sat
- WG, 10am - 3pm Mon - Fri
- WH, 10am - 1pm Mon - Fri
- WR, 9am - 10am & 3pm - 4pm Mon - Fri
- X, 10am - 11am & 2pm - 3pm Mon - Fri
- Y, 10am - 11am & 3pm - 4pm Mon - Sat
- Y, 10am - 11am & 3pm - 4pm Mon - Sat
- Z, 10am to 3pm Mon to Fri



This page is intentionally left blank

APPENDIX B

PROPOSED PARKING MANAGEMENT PROGRAMME 2021/22

Location	Scope of scheme	(£k)
On- going schemes carried over from 2020/21		
Grimsdyke Road, Hallam Gardens, Hillview Road area, Hatch End (M)	<p>Following informal consultation there was no support for the introduction of a resident permit scheme.</p> <p>It has been agreed to take forward only proposals to introduce no waiting “At any time” restrictions (double yellow lines) throughout the consultation area along narrow sections of the carriageway, bends, junctions and turning heads to address safety/access concerns especially for emergency vehicles which have critical response times.</p>	18
Green Lane, Culverlands Close, Ben Hale Close and Woodside Close, Stanmore Park	<p>Following informal consultation there was support for a residents parking scheme only along the section of Green Lane north of Culverlands Close</p>	22
Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald	<p>Following informal consultation there was no support for the introduction of a resident permit scheme.</p> <p>It has been agreed to take forward only proposals to introduce no waiting “At any time” restrictions (double yellow lines) throughout the consultation area along narrow sections of the carriageway, bends, junctions and turning heads to address safety/access concerns especially for emergency vehicles which have critical response times.</p>	18
Northolt Road (south east side) between (345-191), Roxeth	<p>Following informal consultation there is support for the introduction of a residents parking scheme along Northolt Road between properties (345-191) with a view to restricting non-resident parking whilst maintaining facilities for residents and local shops/ businesses in the form of residents and pay and display bays.</p>	21
Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and Peterborough Road, Greenhill & Harrow on the Hill	<p>Following informal consultation there is support for a resident permit scheme and the conversion of free bays in Grove Hill and Peterborough Road to shared use bays. This will help remove all day non-resident/commuter in the existing free bays.</p> <p>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.</p>	20

The Ridgeway Area Parking Review, Belmont & Stanmore Park	Following informal consultation there is support for the introduction of a parking scheme with extended hours of controls to help address problems associated with long term non-residential parking, contributed to by a local car repair business, Stanmore College students and a day nursery.	35
Kenton Road – service road between 704-738, Kenton East	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.	28
Proposed new schemes 2021/22		
Canterbury Road, Headstone South	Localised review of parking along uncontrolled section of Canterbury Road between Durham Road and Pinner View with a view to extending the existing zone (NH1) to include all of Canterbury Road. Undertake surveys, public consultation, statutory notification and implementation.	37
Chantry Road, Hatch End	Localised review of parking with a view to extending the existing zone (Z) to include all of Chantry Place and Chantry Road. Undertake surveys, public consultation, statutory notification and implementation.	24
Eastleigh Avenue, Roxbourne	Following on from a previous petition, the Council continues to receive correspondence from residents and via Gareth Thomas MP 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 no waiting “At any time” restrictions (double yellow lines).	20
Churchill Road, Gresham Road and Montgomery Road, Canons	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.	32
Local Safety Parking Schemes Programme	On-going programme of localised parking controls	25
Total		300

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, 2, 3 and 5 are the highest priorities that can be afforded within the allocated budget for next year and these schemes are proposed to be taken forward in the 2021/22 parking programme.

Site 4 will not be progressed due to regeneration works being undertaken in the area which will have an impact on these roads. The parking in these roads will be reviewed once the works have been completed.

Schemes in the list 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 with greater than 500 households.

55

Priority	Location	Issues	Ward	Size of Scheme
1	Canterbury Road between Durham Road and Pinner View Parking Review	The Council received a petition from local residents requesting the Council extend the existing zone (NH1) to include all of Canterbury Avenue to help address the problem of non resident parking in the area.	Headstone South	S
2	Chantry Road Area Parking Review	The Council received a petition from local residents requesting the Council introduce a resident parking scheme similar to that in adjacent Letchford Terrace, Headstone Lane to help address parking problems contributed to by non resident/commuter parking in the area during the day visiting local businesses and the nearby station.	Hatch End	S

3	Eastleigh Avenue, Parking Review	Following on from a previous petition, the Council continues to receive correspondence from residents and via Gareth Thomas MP 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 no waiting "At any time" restrictions (double yellow lines).	Roxbourne	S
4	Dudley Road, Wesley Close, Franklins Mews. Grange Farm Close, Osmond Close, Grange Rd, Hornbuckle Close and Brigade Rd	The Council had previously received a petition from residents in Dudley Road as well as correspondence from nearby roads (Grange Farm Close and Osmond Close) requesting the Council introduce parking controls to address problems experienced due to long term non-resident parking in the area. 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 turning heads and narrow sections of carriageway. <i>There is currently regeneration works being undertaken in the area and these roads will be affected by the works. It is therefore recommended not to take forward a parking review in this area until works have been completed.</i>	Harrow on The Hill	L
5	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

6	Summit Close, Penylan Place	Summit Close and Penylan Place are two small cul-de-sac's 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
7	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 is 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. A petition had also been received from the residents of Furness Rd requesting the introduction of yellow lines to address concerns regarding obstructive parking.	West Harrow	M
8	Byron Road, Lorne Road, Warham Road, Montrose Road and Locket 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 is increasing difficult to park in the evenings". The Methodist Church located in Montrose Road has also petitioned the council to remove or modify 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.	Wealdstone, Marlborough	M
9	Rufford Close	Request from a resident to introduce CPZ	Greenhill	S

10	Grafton Road, Pinner View, Beresford Road, Althorpe Road, Chandos Road, Kingsfield Avenue and Cunningham Park	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	M
11	Imperial Close	Request for CPZ	Headstone North	S
12	Jasmine Gardens, Sandringham Crescent	Request from a resident for a meeting to discuss parking controls	Roxbourne	M
13	Tithe Farm Avenue	Request from a resident to introduce CPZ to address issues of school time parking	Roxbourne	S
14	Carlton Avenue	Request from a resident via MP to introduce CPZ	Kenton West	S
15	Dudley Gardens, Roxeth Hill and Ashbourne Ave	Councillor raising concerns about parking and resident requesting permit parking scheme	Harrow on The Hill	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	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
18	Bromefield	Request to change the existing CPZ operational hours and to be included in CPZ.	Belmont	M
19	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	M

20	Park Lane, Grovelands Close, Park Mead, Paddock Close, Wood End Avenue, Westwood Avenue and Northolt Road (service road opposite Asda)	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	Prescelly Place, Tavistock Rd	Residents in these roads request that parking controls be introduced to help non-resident and obstructive parking	Edgware	M
22	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	M
23	Shaftesbury Avenue and Shaftesbury Circle	Request for inset parking bays and electric charging point	Harrow on The Hill	M
24	Honeypot Lane	Request for permit parking outside Honeypot Lane	Queensbury	M
25	Ellement Close	Request from a resident to introduce CPZ to allow residents preference in parking.	Pinner	S
26	Mason Avenue	Petition requesting the new CPZ times revert back to reduced hours of control	Marlborough	S
27	Eliot Drive, Coles Crescent, Swift Close	Request for CPZ to allow residents preference in parking.	Roxbourne	M
28	Newton Road and Spencer Rd	Residents of these roads want to be included in zone (CA) to deter non resident parking.	Wealdstone	M
29	Down Avenue	Request for whole of Downs Avenue to be included in existing CPZ	Rayners Lane	S
30	Argyle Road	Request from a resident to introduce CPZ to prevent all day commuter parking	West Harrow	M
31	Mountbel Road , Felbridge Avenue, Curzon Avenue	Resident complaining that parking has got worse since introduction of CPZ CA and request from residents to introduce CPZ	Belmont	M

32	Hooking Green and Kingsfield Avenue	Residents from these roads want parking controls. Those from Hooking Green are experiencing non resident parking contributed to by the nearby businesses and repair	Headstone South	S
33	Abercorn Road, Lansdowne Rd, Old Church Lane, Courtens Mews	Residents of these roads requested review/introduction of parking controls.	Belmont	M
34	Dalston Gardens, Honeypot Lane	Resident of Dalston Gardens raised concerns about parking causing congestion and businesses in slip road Honeypot Lane stating parking is taken large vehicles resulting in no customer parking	Queensbury	M
35	Marsh Lane, HA74HP	Marsh Rd resident raised concerns regarding abandoned vehicles and would like parking controls to be introduced	Stanmore Park, Belmont	S
36	Mead Road	Resident wants to be included in CPZ	Canons Park	S
37	Oldfield Close	Request for permit parking	Stanmore Park	S
38	Stag Lane	Request for resident permit parking	Edgware	S
39	Wynlie Gardens, Latimer Close	Petition and letter requesting CPZ and footway parking exemption.	Pinner	S
40	Walpole Close	Request from a resident to extend existing CPZ operational hours.	Hatch End	S
41	Melrose Road and Kingsley Road	Petition requesting a CPZ to address non- resident parking by parents and staff of nearby school.	Headstone North	S
42	Harrow View	Request from a resident of Harrow View to introduce CPZ in adjacent Rd to prevent non-residents taking up space and want permit to park in the nearby zone.	Headstone South, Marlborough	M
43	Latimer Close	Problems with obstructive parking due to narrow road	Pinner	S
44	Merlin Crescent, Bransgrove Road, Metheun Rd, Chandos Crescent, Milford Gdns	Request from residents to introduce measures to address obstructive parking by parents at school; times and a petition submitted by residents of zone (O)	Edgware	L
45	Merrion Avenue	Request from a resident to introduce measures to address Wembley event day parking.	Canons	M

46	Woodlands	Request from a resident to introduce CPZ to deter all day commuter parking that is blocking driveways.	Headstone North	M
47	Berry Hill	Request from a resident to introduce measures to address Wembley event day parking.	Canons	S
48	Veldene Way	Request for parking controls	Roxbourne	S
49	South Hill Avenue	Request for permit parking	Harrow on The Hill	M
50	Lorne Road	Petition requesting to join zone (J)	Wealdstone, Kenton West	S
51	Fernbrook Drive	Resident submitting a petition to be eligible to purchase resident permit to park in adjacent zone (L) and seeking if zone (L) could be extended to include Fernbrook Drive	West Harrow	M
52	Spring Lake, Heriots Close	Requests from residents of Spring Lane vis a petition wanting extended hours of control and a resident of Herriot Close wanting to be in a CPZ.	Stanmore Park	S
53	Willows Close	Request for parking controls	Pinner	S
54	Uxbridge Road	Request for off-street parking on Green Area, HA3 6DN	Harrow Weald	S
55	Oxford Road	Petition requesting removal of parking restrictions	Marlborough	S
56	Greenacre Close	Request from a resident to introduce CPZ or double yellow lines to prevent pavement/obstructive parking	Roxeth	S
57	Hilltop Way	Request for parking restrictions	Stanmore Park	S
58	Apple Grove	Request from a resident to introduce "parking controls"	West Harrow	S

This page is intentionally left blank

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

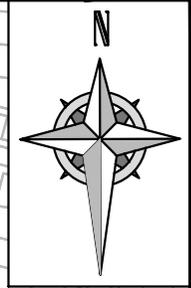
Medium between 100 - 500 households

Large schemes greater than 500 households

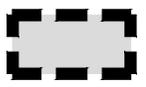
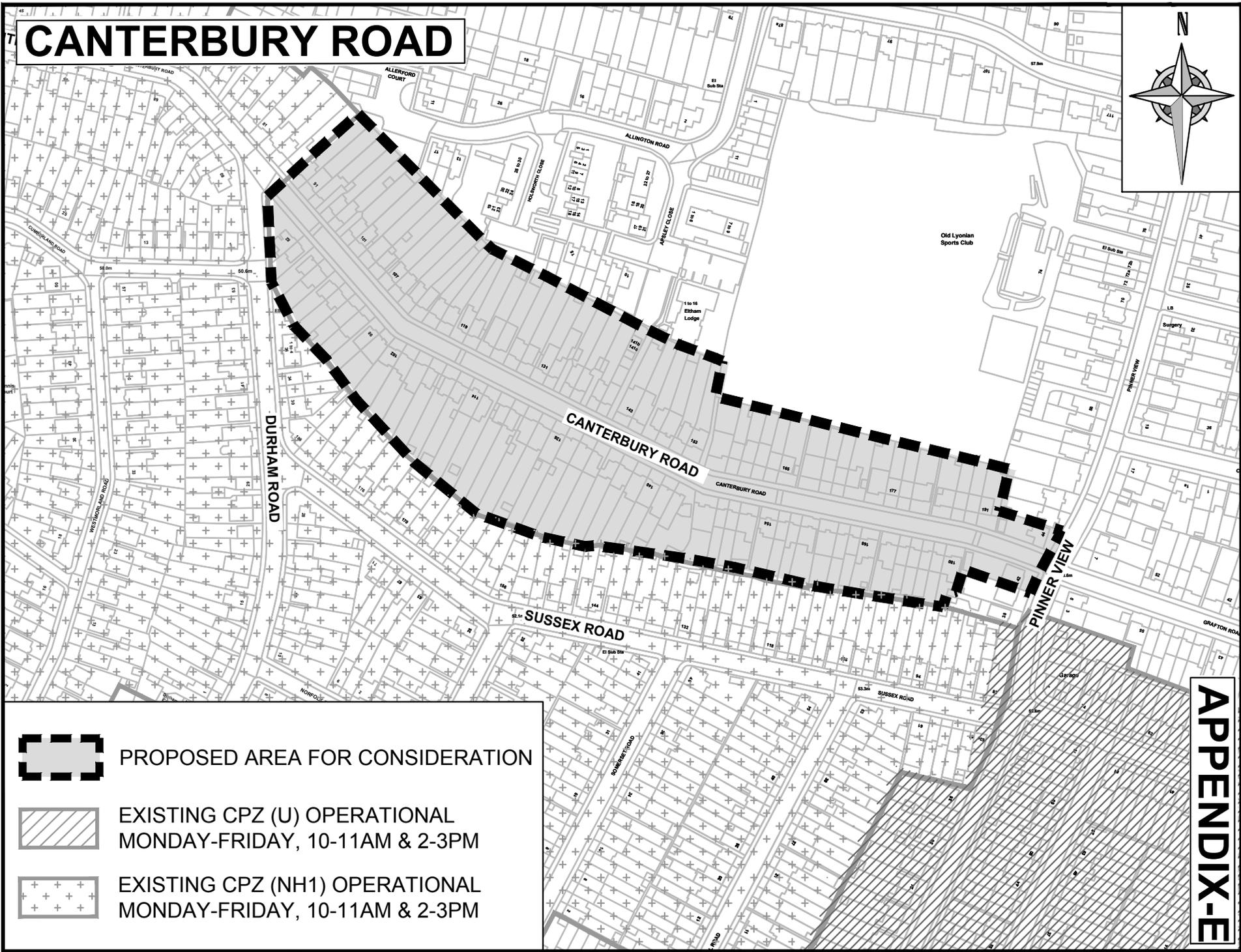
It should be noted that during the Covid-19 pandemic the social distancing requirements from government will mean that some of the procedure outlined may be modified to achieve this, for example arranging virtual meetings rather than person to person to minimise social contact.

This page is intentionally left blank

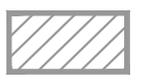
CANTERBURY ROAD



67



PROPOSED AREA FOR CONSIDERATION



EXISTING CPZ (U) OPERATIONAL
MONDAY-FRIDAY, 10-11AM & 2-3PM



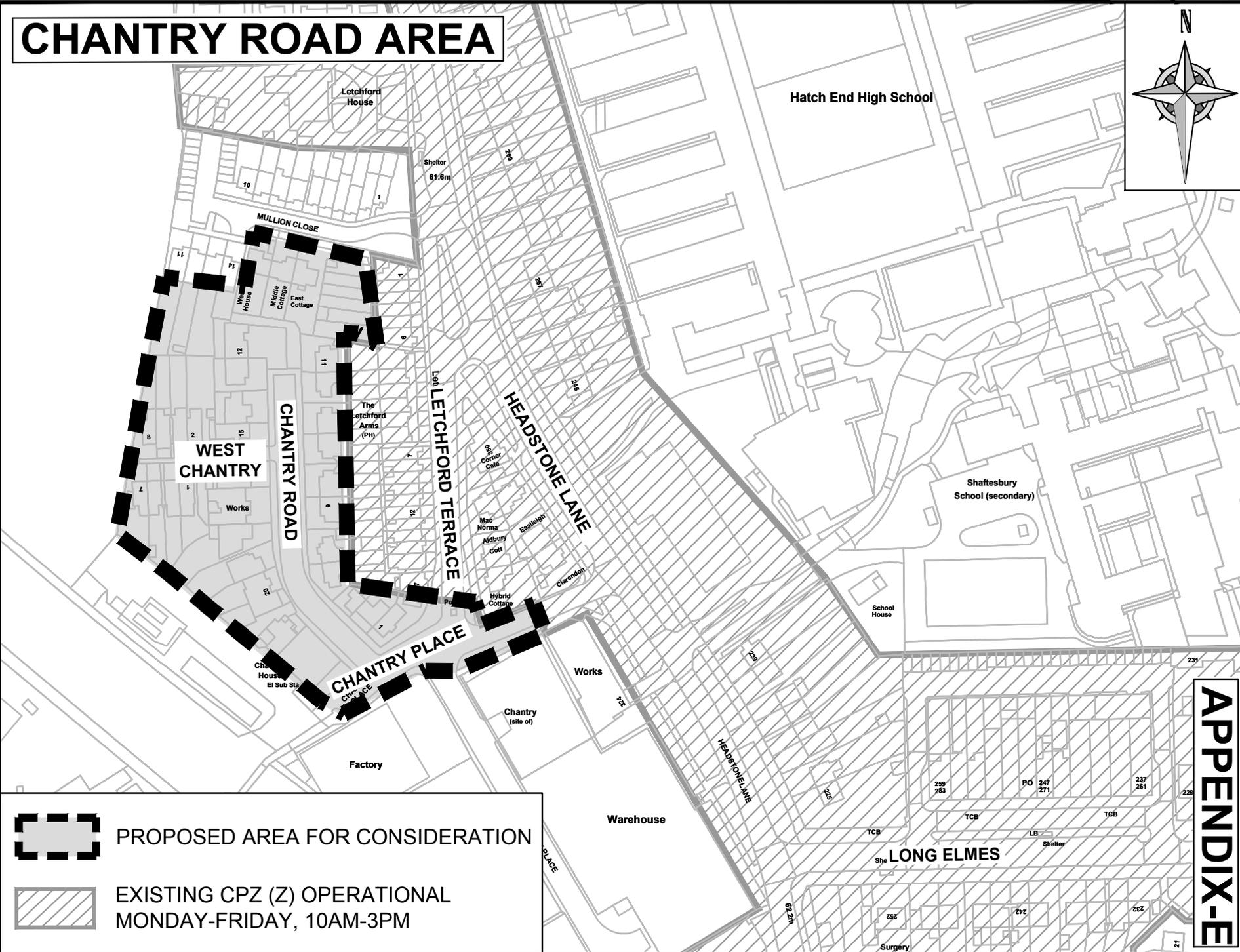
EXISTING CPZ (NH1) OPERATIONAL
MONDAY-FRIDAY, 10-11AM & 2-3PM

APPENDIX-E

CHANTRY ROAD AREA



68



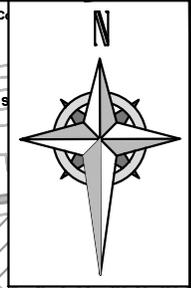
PROPOSED AREA FOR CONSIDERATION



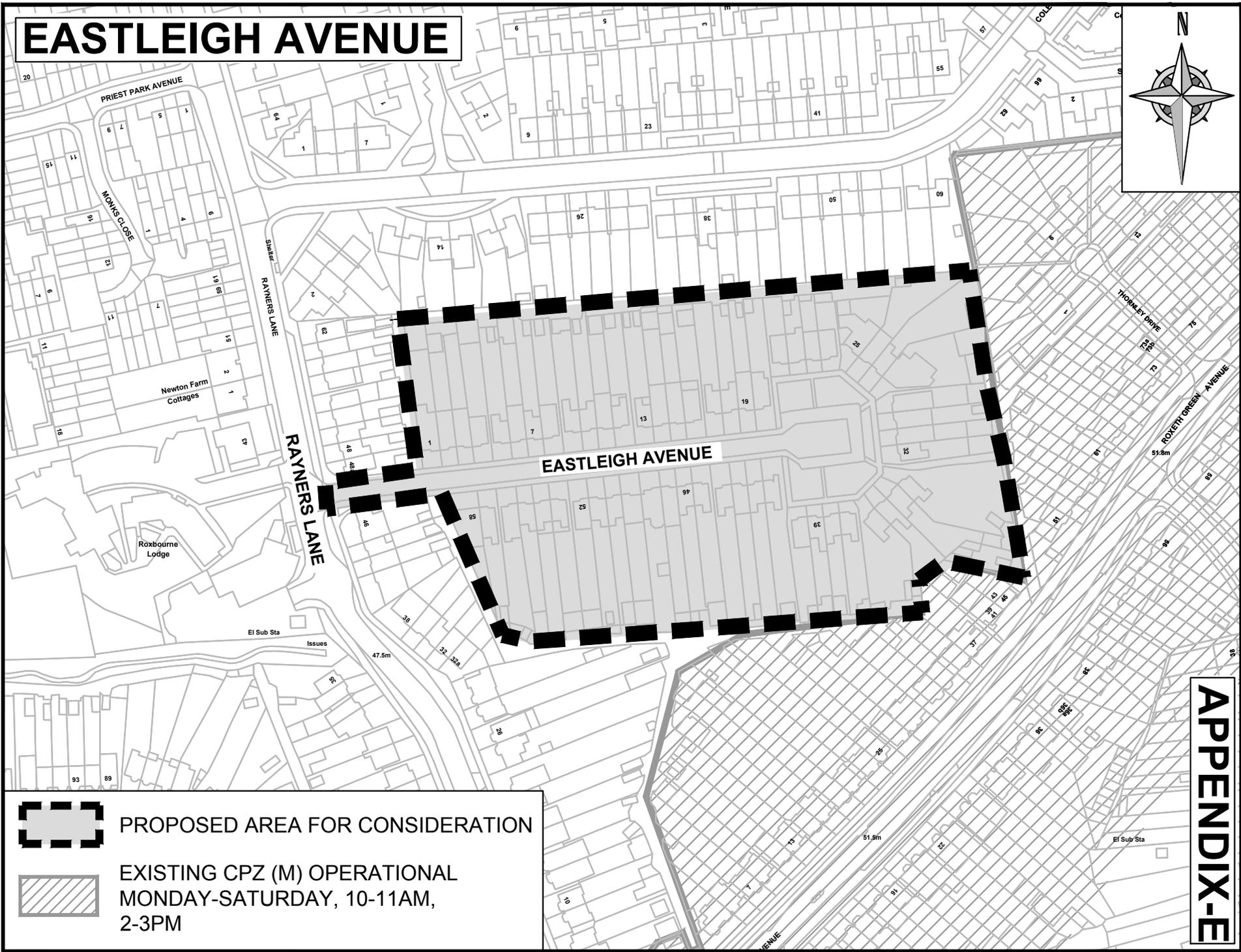
EXISTING CPZ (Z) OPERATIONAL MONDAY-FRIDAY, 10AM-3PM

APPENDIX-E

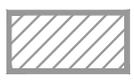
EASTLEIGH AVENUE



69



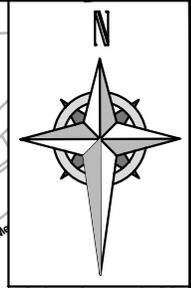
PROPOSED AREA FOR CONSIDERATION



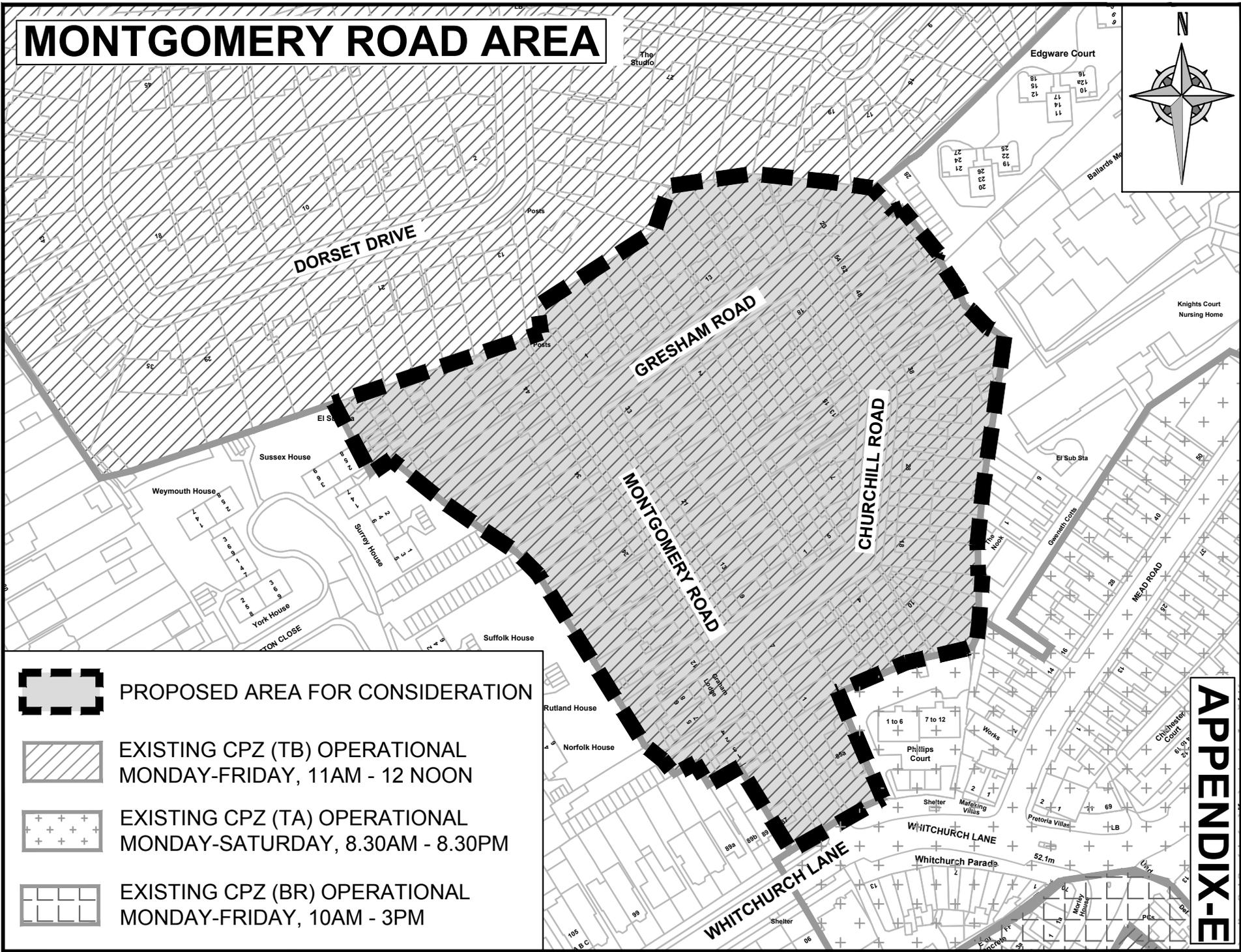
EXISTING CPZ (M) OPERATIONAL
MONDAY-SATURDAY, 10-11AM,
2-3PM

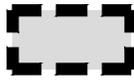
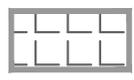
APPENDIX-E

MONTGOMERY ROAD AREA



70



-  PROPOSED AREA FOR CONSIDERATION
-  EXISTING CPZ (TB) OPERATIONAL MONDAY-FRIDAY, 11AM - 12 NOON
-  EXISTING CPZ (TA) OPERATIONAL MONDAY-SATURDAY, 8.30AM - 8.30PM
-  EXISTING CPZ (BR) OPERATIONAL MONDAY-FRIDAY, 10AM - 3PM

APPENDIX-E

APPENDIX F
London Borough of Harrow
Controlled Parking Zones – times of operation

ZONE	AREA	TIMES ENFORCEABLE	Permit parking arrangement
A	Pinner	Mon - Fri 11:00 –12:00	Marked bays
A1	The Chase	Mon – Sat 08:00 –18:30	Marked bays
B	Stanmore	Mon - Fri 15:00 –16:00	Marked bays
BC	Bell Close	Mon – Sat 08.00 – 18.30	Past this point parking
BG	Buckingham Gardens	Mon – Fri 14:00 – 15:00	Past this point parking
BR	Buckingham Road	Mon - Fri 10:00 –15:00	Marked bays
C	Wealdstone	Mon - Fri 10:00 –11:00	Marked bays
C1	Wealdstone	Mon – Sun 8am - Midnight	Marked bays
CA	Wealdstone East	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Marked bays
CL	Clitheroe Avenue	Mon - Fri 10:00 –15:00	Marked bays
CS	Canons Park Station	Mon – Sat 08:00 –18:30	Marked bays
CTW	Cherry Tree Way	Mon - Fri 10:00 –11:00 & 15:00 – 16:00	Past this point parking
DA	Donnefield Avenue	Mon – Sat 08:00 –18:30	Marked bays
D E F	Harrow Town Centre	Mon - Sat 08:30 –18:30	Marked bays
DG	Dennis Gardens	Mon - Fri 10:00 –11:00 & 15:00 – 16:00	Past this point parking
EH	Eaton Close and Hall Farm Close	Mon – Sunday 8am – 6.30pm	Past this point parking
G	Fontwell Close	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Marked bays
H	Stanmore Station	Mon – Sat 10:00 –11:00 & 15:00 – 16:00	Marked bays
HH	Harrow on The Hill	Mon - Fri 10:00 –14:00	Past this point parking
HA	Dalkeith Grove	Mon – Fri 14:00 – 15:00	Marked bays
HB	Kerry Court	At any time	Marked bays

ZONE	AREA	TIMES ENFORCEABLE	Permit parking arrangement
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	Marked bays
K	Harrow	Mon – Sat 08:30 –18:30	Marked bays
KW	Kenton West	Mon – Fri 10:00 – 15:00	Marked bays
L	Rayners Lane	Mon - Fri 10:00 – 11:00	Marked bays
LC	Laburnum Court	Mon - Fri 10:00 –11:00 & 15:00 – 16:00	Past this point parking
LR	Lower Road	At any time	Marked bays
M	South Harrow	Mon – Sat 10:00 –11:00 & 14:00 – 15:00	Marked bays
M1	South Harrow	Mon – Sat 10:00 – 21:00	Marked bays
M2	South Harrow	Mon – Sat 08:00 –18:30	Marked bays & Past this point parking
MR	Melrose Road	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Past this point parking
N	Sudbury	Mon – Fri 11:00 – 12:00	Marked bays
NH1	North Harrow (North)	Mon - Fri 10:00 –11:00 & 14:00 – 15:00	Marked bays
NH2	North Harrow (South)	Mon - Fri 10:00 –11:00	Marked bays
O	Chandos Crescent	Mon – Sat 08:30 –20:30	Marked bays
P	Harrow Town Centre (Rosslyn Crescent)	Mon – Sun 08:30 – 20:30	Marked bays
PG	Pinner Green	Mon – Fri 08:30 –18:30	Marked bays
Q1	Reynolds Drive	Mon - Fri 11:00 –12:00 noon	Marked bays
Q2	Honeypot Lane	Mon – Sun 18:00 - Midnight	Marked bays
Q3	Millais Gardens	Mon - Fri 11:00 –12:00 noon	Past this point parking
Q4	Turner Road	Mon - Fri 11:00 –12:00 noon & 15:00 –16:00	Marked bays
R	Woodlands Road	At any time	Marked bays
S	Flambard Road (& surrounding area)	Mon – Fri 11:00 – 12:00	Marked bays

ZONE	AREA	TIMES ENFORCEABLE	Permit parking arrangement
SC	Southbourne Close	At any time	Past this point parking
SM	Stanmore Marsh	Mon – Fri 08:00 – 18:30	Marked bays
STL	St. Lawrence Close	Mon – Fri 10:00 – 15:00	Past this point parking
TA	Edgware (south)	Mon – Sat 08:30 – 20:30	Marked bays
TB	Edgware (north)	Mon – Fri 11:00 – 12:00	Marked bays
TC	Torbridge Close	Mon – Fri 14:00 – 15:00	Past this point parking
U	Pinner Road & County Roads	Mon – Fri 11:00 – 12:00	Marked bays
V	Vaughan Road	Mon – Sat 10:00 – 11:00 & 14:00 – 15:00	Marked bays
W	West Harrow	Mon - Fri 10:00 – 11:00	Marked bays
W1	West Harrow	Mon – Sat 08:00 – 18:30	Marked bays
WC	Walpole Close	Mon – Sat 10:00 – 11:00	Past this point parking
WG	Winton Gardens	Mon – Fri – 10:00 – 15:00	Past this point parking
WH	Whitmore Road	Mon - Fri 10:00 – 13:00	Marked bays
WR	Welbeck Road	Mon – Fri 09:00 – 10:00 & 15:00 – 16:00	Marked bays
X	Edgware South	Mon - Fri 10:00 – 11:00 & 14:00 – 15:00	Marked bays
Y	Hatch End	Mon – Sat 10:00 – 11:00 & 15:00 – 16:00	Marked bays
Z	Headstone Lane	Mon - Fri 10:00 – 15:00	Marked bays & Past this point parking

Marked bays – Permit parking bays marked in road with associated parking sign plate

Past this point parking – CPZ zone entry signs indicates that permit parking can take place past this point, there are no marked bays and permit holders can park in any unmarked areas of the street without yellow lines.

This page is intentionally left blank



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

Date of Meeting:	2 nd March 2021
Subject:	TfL Local Transport Fund Schemes Programme 2021 / 22
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 – List of proposed schemes

Section 1 – Summary and Recommendations

This report sets out the available options to develop a programme of local transport schemes for 2021/22 for the Panel to consider in advance of funding being confirmed by Transport for London (TfL).

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 programme of schemes in priority order to be taken forward should TfL confirm a Local Transport Funding allocation for 2021/22.

Reason:

In order for the Council to agree a prioritised programme of Local Transport Fund schemes in the 2021/22 financial year in readiness for the potential award of funding from TfL.

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 (TfL) has historically provided an allocation of £100k annually to fund borough transport priorities that can address local issues of importance. At the time of writing this report TfL had not confirmed the 2021/22 funding allocation for Harrow because TfL is still in negotiations with government over the bail out funding that may be allocated. Funding will be determined by government on the basis of TfL preparing satisfactory forward plans to improve its financial security over the next few years. In the meantime, boroughs have been requested by TfL to indicate their Transport Local Implementation Plan (LIP) programmes for 2021/22 based on the allocation for this year that was originally planned and which would normally include £100k for local transport funding.
- 2.3 Members are therefore being requested to set out their priorities for the use of local transport funding in advance of a decision by TfL. Should funding be confirmed any funding allocated will be used to deliver the programme set out by members in their priority order. The allocation of funding is not guaranteed but setting out priorities in advance of the financial year will help officers with planning and delivering a programme of work in year should the funding be allocated.

Options considered

- 2.4 A range of potential schemes that have a local transport benefit have been proposed for the Panel to consider. The impacts on corporate priorities, the Transport Local Implementation Plan objectives, equalities impact and the environmental impact have been provided to assist members with setting their priorities for 2021/22.

Background

- 2.5 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 and approved by Council 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.
- 2.6 A local transport fund allocation of £100k has been included in recent years specifically for boroughs to promote any local transport schemes considered to be a local priority that accords with the Mayor's Transport Strategy and the Borough's LIP. The purpose of this freedom is to give greater independence to the boroughs and funds can be used for separate projects or to supplement other TfL LIP funded projects or initiatives.

Local Transport Fund programme 2021/22

- 2.7 A proposed programme of local transport schemes which are considered 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 of COVID 19
 - Cost
 - Equalities
 - Public support
 - Time frame for completing work
 - Available resources
- 2.8 The proposed local transport schemes that could be considered for inclusion in the 2021 /22 programme are subject to TfL confirming the budget to support this programme and are summarised in the table below. More details of the proposals can be seen in **Appendix A**.
- 2.9 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 - Albury Drive / Evelyn Drive, Pinner	40
Vision Zero	20 mph zone in Hilary Gardens, Morley Crescent area, Kenton	20
Vision Zero	Clamp Hill – Speed reduction measures	10
Vision Zero	Royston Park Road – Speed reduction measures	20
Vision Zero	Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites.	20
Bus Priority	Introduce a dial a ride facility in Havelock Road in Harrow Town Centre.	10
Bus Priority	Roxeth Hill / Lower Road / Shaftesbury Avenue Carry out a review of signalised junction layout and timings to improve bus movement.	30
Bus Priority	Carry out a review of the Kenton Lane / Streatfield Road signalised junction to help with the right turn buses at the Kenton Library.	30
Bus Priority	Carry out a localised parking review in Lower Road to improve bus priority for the Route 140 express to Heathrow.	10
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	Carry out a local review of the George V Avenue / Pinner Road signalised junction to allow a dedicated cycle lane through the junction to link up with the Metropolitan cycle route on Pinner Road and the proposed route on George V Avenue.	40

Walking and Cycling	Additional funds to provide local cycle facilities to connect the TfL Cycleway from Station Road, Harrow to the Kenton Road in the Greenhill ward.	40

2.10 **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

2.11 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 and to select a priority order. The priority order will be used to assign projects for delivery should a different amount of funding be confirmed by TfL than £100k.

Staffing / workforce

2.12 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

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

Performance Issues

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

Environmental Issues

2.15 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.

- 2.16 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.

Data Protection Implications

- 2.17 There are no data protection implications.

Risk Management Implications

- 2.18 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.19 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.

Procurement Implications

- 2.20 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

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 There is no budget confirmed at the time of writing this report. TfL are still discussing a funding bailout with government for 2021/22.
- 2.24 TfL has in recent years allocated a sum of £100k for the implementation of borough local transport schemes and a £100k allocation was planned for 2021/ 22. TfL have advised boroughs to submit provisional LIP programmes in advance of the budget being confirmed on the basis of the originally planned funding allocation.

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 homes and infrastructure Improving the environment and addressing climate change	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.
Addressing health and social care inequality Tackling poverty and inequality	The improved public realm will reduce obstructions and obstacles to walking, cycling and public transport connections particularly for the most vulnerable users. The scheme will support healthier lifestyles which will improve public health and the burden on health services and social care.
Thriving economy	The improvements to the transport network will support the local economy and local businesses in the vicinity of schemes.

- 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

Statutory Officer: Sharon Daniels

Signed on behalf of the Chief Financial Officer

Date: 16/02/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 18/02/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 17/02/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 17/02/2021

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**

EqIA carried out: YES (Transport Local Implementation Plan)

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

<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

Scheme	Information
<p>A</p> <p>Vision Zero</p> <p>Introduction of two new 20 mph zones at the following locations:</p> <ul style="list-style-type: none"> • Albury Drive / Evelyn Drive • Hilary Gardens / Morley Crescent • Royston Park Road – Speed reduction measures • Clamp Hill – Speed reduction measures • Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites. 	<p>Harrow has adopted a vision zero approach towards eliminating all road deaths and serious injuries (KSI`s) by 2041.</p> <p>The introduction of self-enforcing" 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.</p> <p>Speed reduction measure will help to reduce disproportional high traffic speeds in residential streets. Measures could include Slow markings, chevron markings, speed activated signs. The 85%tile speeds measured in these roads were in the region of 35mph which is considered to be higher than average.</p> <p>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.</p>
<p>B</p> <p>Bus Priority</p> <p>Measures to support bus movement at the following sites.</p>	

	Scheme	Information
	<ul style="list-style-type: none"> • Introduce a dial a ride bus service facility in Havelock Road in Harrow Town Centre • Carry out a review of the Kenton Lane / Streatfield Road signalised junction to help right turn buses. • Roxeth Hill / Lower Road/ Shaftesbury Avenue – Review of signalised junction layout and timing to improve bus movement • Carry out a localised parking review in Lower Road to improve bus priority for the 140 express to Heathrow 	<p>To meet the Mayors objective that public transport will meet the growing needs of all Londoners.</p> <p>Introducing appropriate bus priority measures such as bus lanes 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.</p> <p>To improve traffic movement particularly for buses through this busy junction where delays occur on a regular basis.</p> <p>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. Parking along this corridor is causing some congestion issues and localised delays to key bus routes.</p>
C	<p>Cycling / Walking</p> <p>Measures to support cycling and walking as follows:</p> <ul style="list-style-type: none"> • Carry out a review of all pelican crossings in the borough and prioritise sites for the inclusion of countdown crossing facilities. • Carry out a local review of the George V Avenue / Pinner Road signalised junction to allow a dedicated cycle lane through the junction to link up with the Metropolitan cycle route on Pinner Road and the proposed route on George V 	<p>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. Countdown facilities have been well received at other junctions in the borough.</p> <p>The purpose of the review is to establish if a link to the proposed cycle route on George V Avenue with the existing Metropolitan route is feasible by introducing a dedicated cycle route through the junction. A link here would also help pedestrians at this busy junction which is close to Nower Hill School and would help make walking and cycling in the borough easy, safe and more enjoyable and would</p>

	Scheme	Information
	<p>Avenue.</p> <ul style="list-style-type: none"> • Additional funds to provide a local cycle facilities to connect the proposed TfL Cycleway along Station Road to Kenton Road in the Greenhill ward.. 	<p>accord with our cycle route strategy.</p> <p>Making alternative transport options accessible such as cycling 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.</p>

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

Ref	Scheme	Corporate priorities	Equalities	Environmental Impact
A	Vision Zero	<ul style="list-style-type: none"> • Building homes and infrastructure ✓✓✓ • Improving the environment and addressing climate change ✓✓✓ • Addressing health and social care inequality ✓✓ • Tackling poverty and inequality • Thriving economy ✓✓ 	✓✓	Positive, Improves road safety, access and encourages more active travel and a safer environment
B	Bus Priority	<ul style="list-style-type: none"> • Building homes and infrastructure ✓✓✓ • Improving the environment and addressing climate change ✓✓✓ • Addressing health and social care inequality ✓✓ • Tackling poverty and inequality • Thriving economy ✓✓ 	✓✓	Positive, Improves bus reliability and encourages greater use of public transport
C	Cycling / Walking	<ul style="list-style-type: none"> • Building homes and infrastructure ✓✓✓ • Improving the environment and addressing climate change ✓✓✓ • Addressing health and social care inequality ✓✓ • Tackling poverty and inequality • Thriving economy ✓✓ 	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling

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

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

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

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



Report for: **TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting: 2nd March 2021

Subject: **INFORMATION REPORT**
Cycling programme update

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 only

Wards affected: All

Enclosures: **Appendix A** - Proposed network of
cycle routes

Appendix B – High Street fund
proposed cycle links

Section 1 – Summary and Recommendations

The report updates the Panel on the progress being made to implement a borough cycle route network.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introductory paragraph

- 2.1 The Council supports measures to improve and encourage cycling as an alternative sustainable mode of transport. The Transport Local Implementation Plan (LIP) has identified cycling with the weakest transport mode share within the borough but also recognises that it has the greatest potential to increase the uptake of sustainable transport. Therefore, over the last few years Harrow has invested more of the LIP funds into the cycle route network to encourage and increase the uptake of cycling in all age groups.
- 2.2 The Mayor for London's Transport Strategy (MTS) recognises that outer London high streets, town centres and communities are often traffic dominated, noisy and polluted, which impacts the local economy and residents' quality of life.
- 2.3 Making alternative transport options accessible and appealing to all Londoners is the key to reducing car dependency. This means improving street environments to make walking and cycling the most attractive options for short journeys and providing more, and better, infrastructure to make public transport the most attractive option for longer journeys.
- 2.4 Over the last few years, the Council has updated and extended many parts of the cycle network based on an aspirational cycle network that cycle routes follow the underground rail network in the borough. This was set out in the Walking, Cycling and Sustainable Transport Strategy approved by Cabinet in May 2019. Over the last two years since the strategy was agreed the Council has implemented a number of new routes following this principle including the Metropolitan, Jubilee and Northern routes. As the network extends, it is proposed to

amend our network plan to reflect the current status of the routes and the Council's aspirations for a more cohesive network.

Options considered

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

Background

- 2.6 The council's sustainable transport strategy recognises that Harrow's population will continue to increase and that the road and public transport network were under pressure with congestion on a daily basis prior to the recent lockdowns.
- 2.7 TfL has recently published new data that shows that walking and cycling in the capital has significantly increased since the coronavirus pandemic began, as Londoners' travel habits rapidly changed in the months following the start of the first national lockdown in March 2020.
- 2.8 Following the Government's advice in March for people to stay at home and stop non-essential social contact, Londoners were advised by the Government not to use public transport unless making an essential journey and to walk or cycle wherever possible.
- 2.9 Changes to habits saw the proportion of journeys made by walking and cycling increase significantly, from 29% between January and March 2020 to an estimated 46% between April and June 2020.
- 2.10 Walking and cycling has remained well above previous levels even as restrictions eased and people began to return to public transport, with it accounting for an estimated 37% of all journeys between July and September.
- 2.11 It is important therefore that we improve our current cycle network to encourage more people in Harrow to cycle safely and offer this as a viable alternative mode of transport particularly for shorter journeys.
- 2.12 Making the most of the potential offered by cycling is therefore an important aspect of a well-managed transport system and cycling has considerable scope for growth.
- 2.13 Funding for cycling infrastructure schemes and educational and promotional initiatives mostly comes from Transport for London (TfL) to support the identified work programmes in the TfL Local Implementation Plan (LIP), although borough capital funding and

Section 106 monies, used to mitigate granting of planning permission, do also support the delivery of the plan. More recently funding has been made available from the High Street fund which will allow us to deliver several high-profile cycle routes over the next few years. This is explained further later in this report.

Revised Cycle Network

- 2.14 The 2019 Walking, Cycling and Sustainable Transport Strategy set out an aspirational cycling connectivity map and strategic cycle network. The core principle of the cycle network is to align routes that follow the tube network. The purpose of this is to provide good interconnections between different transport modes at transport hubs and stations.
- 2.15 The cycle route network has taken account of the schemes introduced and is constantly under review to adapt the network to make improvements. The revisions to the network follow the core principle of cycle routes following the tube network. The revised network will amend and update the plans in the strategy and introduce new cycle routes and rebrand some of the existing ones to align with underground lines and reflect the extended network. This will help to make the network clearer for cyclists to follow in order to reach their destinations in Harrow and beyond.
- 2.16 It is proposed to rename the route which links Rayners Lane and South Harrow as the Piccadilly route. It is also proposed to create a new Overground route which links Northolt in the south and Headstone Lane in the north via Harrow Town centre. This will connect with the Cross Harrow route which links North Harrow and Belmont Circle via Wealdstone. Details of the revised cycle route network can be seen in **Appendix A**.
- 2.17 The table below gives details of the revised cycle routes network.

Route name	Destinations	Stations	Intersects
Piccadilly	South Harrow to North Harrow	South Harrow – Rayners Lane – North Harrow	Overground – Metropolitan and Cross Harrow
Metropolitan	Harrow on the Hill to Northwood Hills and Eastcote	Harrow on the Hill – West Harrow – North Harrow – Pinner – Eastcote and Northwood Hills	Overground – Piccadilly and Cross Harrow
Northern	Pinner – Hatch End - Harrow Weald –	Pinner – Hatch End – Headstone	Overground- Cross Harrow – Cycleway -

	Belmont - Canons Park - Edgware	Lane – Canons Park - Edgware	Jubilee
Jubilee	Stanmore – Queensbury	Stanmore – Canons Park - Queensbury	Northern
Cross Harrow	North Harrow – Harrow and Wealdstone - Belmont	North Harrow – Harrow and Wealdstone	Overground – Metropolitan- Quietway - Northern and Piccadilly
Overground	Northolt - Harrow on the Hill – Shaftesbury Circle Headstone Lane	Northolt - Harrow on the Hill – Headstone Lane	Piccadilly – Metropolitan – Cross Harrow and Northern
Quietway	Kenton- Harrow Town Centre - Harrow and Wealdstone – Harrow Weald	Kenton – Northwick Park – Harrow on the Hill – Harrow and Wealdstone	Northern and Cross Harrow

2.18 In addition to this it is intended to link local cycle routes to the main cycle route network. For example, the proposed George V Avenue link would join the Metropolitan route and the Northern route to create a direct north south route between Pinner Road (North Harrow) and Uxbridge Road (Hatch End). It is also intended in the future to extend the Jubilee Route from the east side of the borough to link with Kenton Road and Streatfield Road and further west to link with Elmgrove Road with the cycle facilities on Eastern parade in Station Road.

2.19 Going forward it is anticipated that coloured maps of the revised cycle network will be developed showing key designations such as Transport Hubs and Town Centres and intersecting routes for cyclists.

Cycling Action Plan

2.20 The CAP shown in the 2019 Walking, Cycling and Sustainable Transport Strategy is also being updated to take account of the progress with introducing new schemes and amended cycle routes.

2.21 The public, members and Harrow cycling groups have indicated that they wish to see a more comprehensive cycling network that provides safe and well-connected facilities for whole journeys.

2.22 The current Cycling Action Plan (CAP) is focussed on introducing tube map named cycle routes which are geographically linked to tube lines.

For example, the Metropolitan line links stations like North Harrow and Harrow on the Hill and the Jubilee route links Stanmore, Canons Park and Queensbury Station and the renamed Piccadilly route which links Rayners Lane and South Harrow.

- 2.23 The revised CAP in the table below updates the cycle strategy in respect of delivering the cycle route network for the next three years from 2021/22 up to 2023/24.

2021/22	2022/23	2023/24
<p>Complete Northern cycle route and develop phase 1 of a new Overground route to link South Harrow to Harrow Town centre.</p> <p>Implement new local route along George V Avenue to link with Metropolitan and Northern routes.</p> <p>Subject to funding implement sections of the cycleway proposals from Kenton Road to Kenmore underpass</p> <p>Implement the Elmgrove Road local cycle route linking Station Road, Harrow and Kenmore Avenue underpass</p>	<p>Continue with phase2 of the Overground route</p> <p>Design and implement the Cross-Harrow route linking the Piccadilly route</p>	<p>Expand the Jubilee route to link with Kenton Road and Streatfield Road towards Wealdstone</p> <p>Piccadilly route extension from South Harrow to Sudbury Hill</p>

- 2.24 The revised CAP allows for the development of additional cycle routes such as the Cross-Harrow route and Overground routes which are designed to connect to local transport hubs and local High streets.

Current Progress

- 2.25 This year’s LIP allocation for cycle infrastructure projects was severely affected by the COVID -19 pandemic because of the ongoing financial difficulties experienced by TfL. This meant that the normal annual LIP allocation was significantly reduced and plans to extend the network were halted as a result.

- 2.26 At the end of October a reduced LIP allocation was received which allowed some work to continue on developing cycle schemes in the 20/21 LIP programme. This included the Northern cycle route and plans for a new segregated cycle route along George V Avenue.

High Street Fund

- 2.27 The opportunity to expand the cycle route network as a part of the High Street fund initiative has been taken forward and details of these proposals are highlighted below.
- 2.28 The original intention of this programme was to make improvements in local and district centres and High Streets in Harrow which would have a high impact, and which could be delivered in partnership with local traders and their partners and help boost the local economy and economic recovery from the pandemic.
- 2.29 The impact of the government social distancing requirements has changed the way we travel and the objectives of this programme have been expanded to introduce interventions that will support both increased walking and cycling which is very important to achieving an increase in footfall and economic activity.
- 2.30 An assessment of walking potential, walkability, cycling potential, population density, health deprivation, road safety and access to green spaces has been undertaken to establish the priority locations for interventions. These are South Harrow, North Harrow, Rayners Lane and Edgware.
- 2.31 Cycle routes that link these centres and fit within the current network are now being developed. Improving cycle access to these four town centres will widen the use of sustainable transport to visit local centres. A more detailed map of the proposals can be seen in **Appendix B**.

Harrow TfL Cycleway route

- 2.32 Harrow has been working with TfL for approximately two years to develop a cycleway route which runs from Kenton Road to Harrow Weald. The proposed route would run along a mainly north-south alignment between Harrow Weald and Kenton Road linking with Harrow town centre and passing through Wealdstone town centre. The route is approximately 6.35 km in length.
- 2.33 Cycleways form part of a wider London route network that links communities, businesses and key destinations across London in one cycle network. These routes were previously referred to as Cycle Superhighways and Quietways.

- 2.34 The initial estimate for implementing the quiet way route in Harrow is approximately £3,000,000 which would be a significant investment in cycle infrastructure in the borough.
- 2.35 The proposed route was also intended to link Harrow town centre and Wealdstone town centre via a network of quiet residential local streets to avoid the main heavily trafficked roads, such as the A409, and also utilise existing off road cycling facilities recently introduced in Station Road between Greenhill Way and Hindes Road.
- 2.36 There had been regular update meetings with TfL and Sustrans during the project development phase and some initial community engagement undertaken with businesses in Station Road and in Bonnersfield Lane up to the end of 2019/20 until the onset of the pandemic.
- 2.37 Since then unfortunately the cycleway programme has been paused whilst TfL work on the Streetspace for London programme and focus on more strategic cycle routes. The council is pursuing a resumption of the scheme with TfL at the earliest opportunity as the situation with the pandemic eases and there is more certainty regarding funding of the project.

Wealdstone Liveable Neighbourhood bid

- 2.38 In early March 2020 senior representatives from the Council met with Will Norman, the Cycle & Walking Commissioner and provided an opportunity to explain Harrow's vision for cycling and its commitment to promoting cycling. The meeting also allowed the borough to show case major cycle initiatives such as the quiet way route and the Wealdstone Liveable Neighbourhood bid in order to seek support for these projects.
- 2.39 The Council was hopeful of a favourable outcome to its liveable neighbourhood bid (November 2019) to realise ambitions for a liveable neighbourhood in the Wealdstone area. The liveable neighbourhood scheme would include wide ranging changes to transport and public realm infrastructure including new cycle routes. However, just prior to the funding awards being made public at the end of March 2020 the country went into lockdown and the funding announcements were put on hold. TfL have subsequently indicated that they will still pursue the liveable neighbourhood programme going forward subject to agreeing funding with government for 2021/22 and future years. The Boroughs are awaiting clarification on funding for 2021/22 at the time of writing this report.

Staffing/workforce

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

Ward Councillors' comments

- 2.41 Ward councillors' comments have not been sought for this report because as it is for information.

Performance Issues

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

Environmental Implications

- 2.43 LIP3 has undergone a Strategic Environmental Assessment (SEA) which has indicated that there are environmental benefits from delivering the proposed programme of investment which includes cycling schemes.
- 2.44 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.

Data Protection Implications

- 2.45 There are no data protection implications.

Risk Management Implications

- 2.46 The delivery of cycle schemes would be subject to separate risk assessments.
- 2.47 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.

Procurement Implications

- 2.48 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.49 There are no legal implications.

Financial Implications

- 2.50 Transport for London provides grant funding annually to deliver the LIP programme of investment. This includes the funding of cycling projects and initiatives identified in the LIP. There is an allocation of £150k for walking and cycling projects in the 2020/21 annual LIP allocation.
- 2.51 Funding has been approved from the High Street Fund for 2020/21 and there is currently a budget of £277k available for projects.

Equalities Implications / Public Sector Equality Duty

- 2.52 A programme of cycling schemes and initiatives was included in LIP3.
- 2.53 LIP3 have been subject to a full Equalities Impact Assessment and have been identified as having no negative impact on any protected equality groups and with positive impacts on the disability and age equality groups.

Council Priorities

- 2.54 The cycling strategy and other cycle policies detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:
- 2.55 The proposed programme detailed in the report supports the Harrow Ambition Plan and will contribute to achieving the administration's priorities:

Corporate priority	Impact
Building homes and infrastructure	Measures to control the level of traffic will reduce pollution from vehicle emissions and encourage a greater uptake of walking and cycling with wider public health benefits.
Improving the environment and addressing climate change	Measures to control the level of traffic will also benefit more vulnerable residents in residential estates by reducing air pollution and improving road safety and accessibility.
Addressing health and social care inequality	An improvement in public health will reduce pressure on health services particularly during the current health crisis.
Tackling poverty and inequality	Measures to support social distancing will help to reduce fear of the risk of infection and

Thriving economy	encourage more people to shop locally and thereby support the local economy.
------------------	--

Section 3 - Statutory Officer Clearance

Statutory Officer: Sharon Daniels

Signed on behalf of the Chief Financial Officer

Date: 16/02/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 18/02/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 17/02/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 17/02/2021

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**

EqlA carried out: YES (Transport Local Implementation Plan)

EqlA cleared by: Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips, Infrastructure Manager - Transportation
Tel: 020 8424 1649; E-mail: Barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan 3 –
<https://www.harrow.gov.uk/downloads/file/26428/harrow-transport-local-implementation-plan>

Walking, Cycling & Sustainable Transport Strategy -
<https://www.harrow.gov.uk/downloads/file/26432/harrow-walking-cycling-and-sustainable-transport-strategy>

This page is intentionally left blank

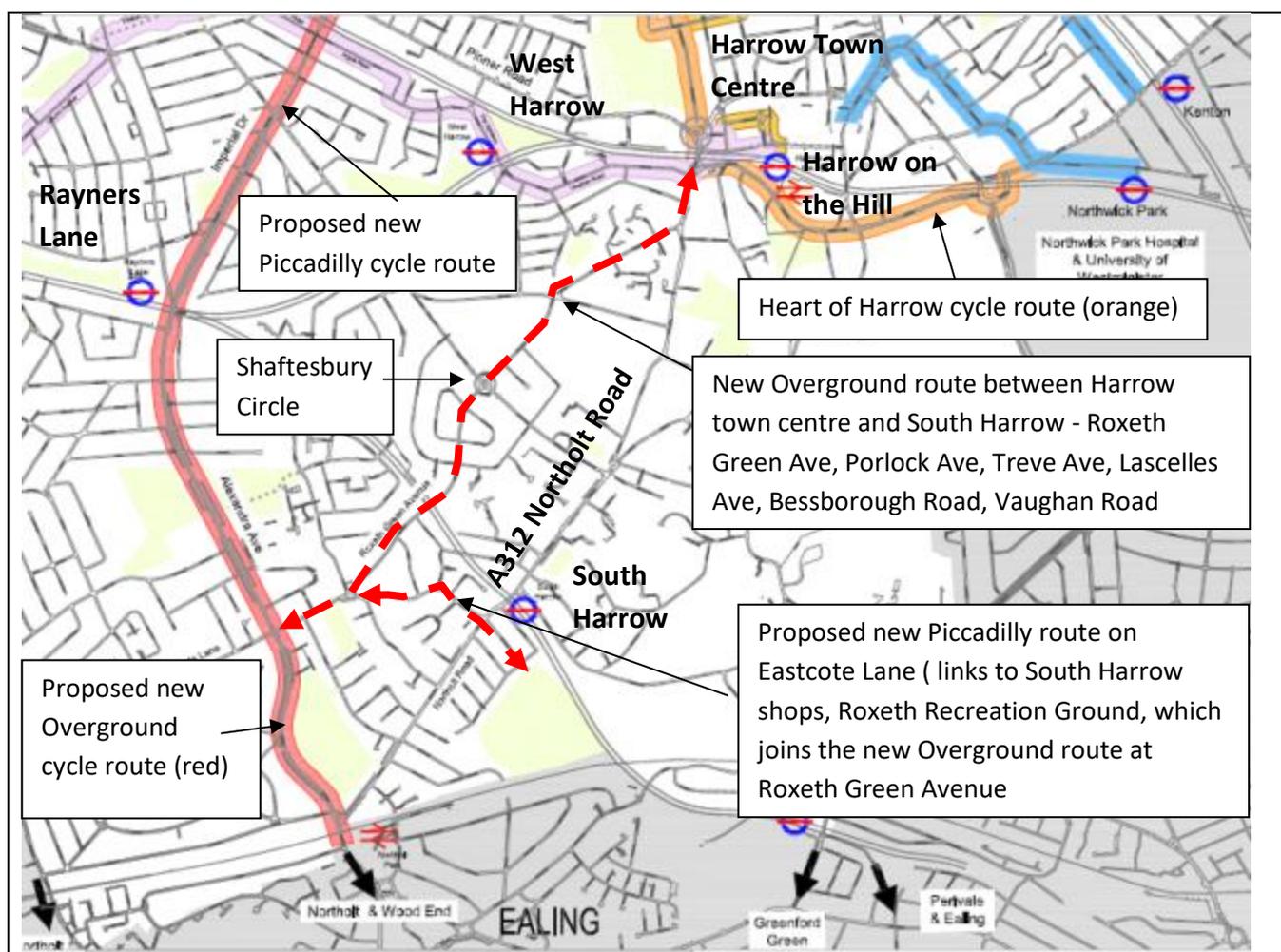
Appendix B High Street Fund – Cycle Route Schemes

The proposed three cycle routes included in the programme will focus on improving cycling connections to centres at South Harrow, North Harrow, Rayners Lane and Edgware. The initial ideas shown below will be subject to feasibility studies in 2020/21.

1) South Harrow to Harrow Town Centre (part of new Overground route)

Proposed route – Eastcote Lane, Roxeth Green Ave, Porlock Ave, Treve Ave, Lascelles Ave, Springway, Vellacot Road, Vaughan Road

A route between South Harrow and Harrow Town Centre is proposed because currently there is no identified direct route between these centres. There are no routes possible to the south-east of the Northolt Road corridor because of the presence of a number of private roads denying public access. Therefore, a route is proposed to the north-west side of this corridor. The plan below provides details of the new route.





Northolt Road looking towards South Harrow station – review cycle parking provision, consider cycle track from Eastcote Lane into local centre



Allow cyclists permeability into Eastcote Road to provide easier, direct access to Roxeth Recreation Ground at end of road



Eastcote Lane – convert zebra crossing to a tiger crossing (pedestrians / cyclists)



Eastcote Lane – cycle lanes, provide physical segregation, parking controls



Roxeth Green Avenue - widen existing off road cycle track facility to 3m



Treve Avenue - cycle lanes, provide physical segregation, parking controls



Bessborough Road – create 2 way segregated cycle route on westbound side between Vaughan Road and Lascelles Road, create toucan crossing facility

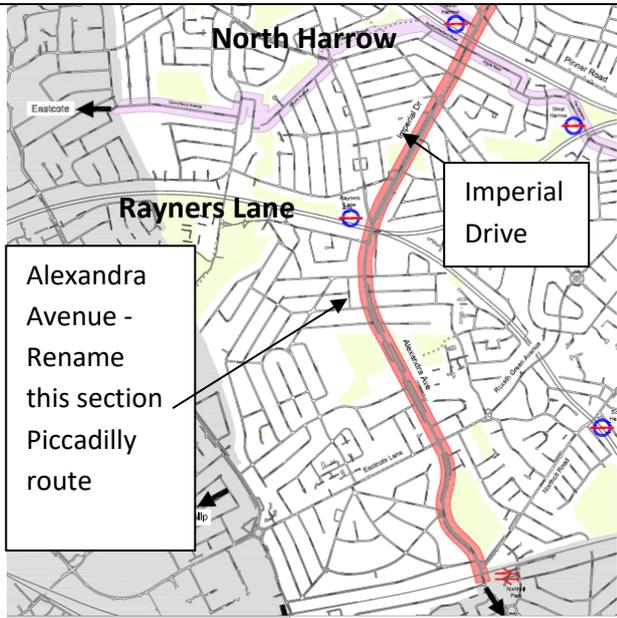


Vaughan Road – connect to existing Metropolitan cycle route over railway line into Harrow Town Centre

2) Piccadilly, Cross Harrow and link to northern cycle route

Alexandra Avenue, Imperial Drive, Station Road, Parkside Way, Headstone Gardens, Headstone Drive, George Gange Way, Peel Road, Stuart Road, Belmont Road, Grasmere Gardens, Kenton Lane, Beverley Gardens, Fellbridge Avenue, Vernon Drive, Wemborough Road, Whitchurch Lane

This existing route is already included within the aspirational borough cycle network. It crosses between the south-west corner of the borough to the north-east corner providing connectivity between Rayners Lane, North Harrow, Wealdstone, Canons Park and Edgware and with most of the other cycle routes in the cycle network. The plans below provide details of the proposed interventions to upgrade the route.

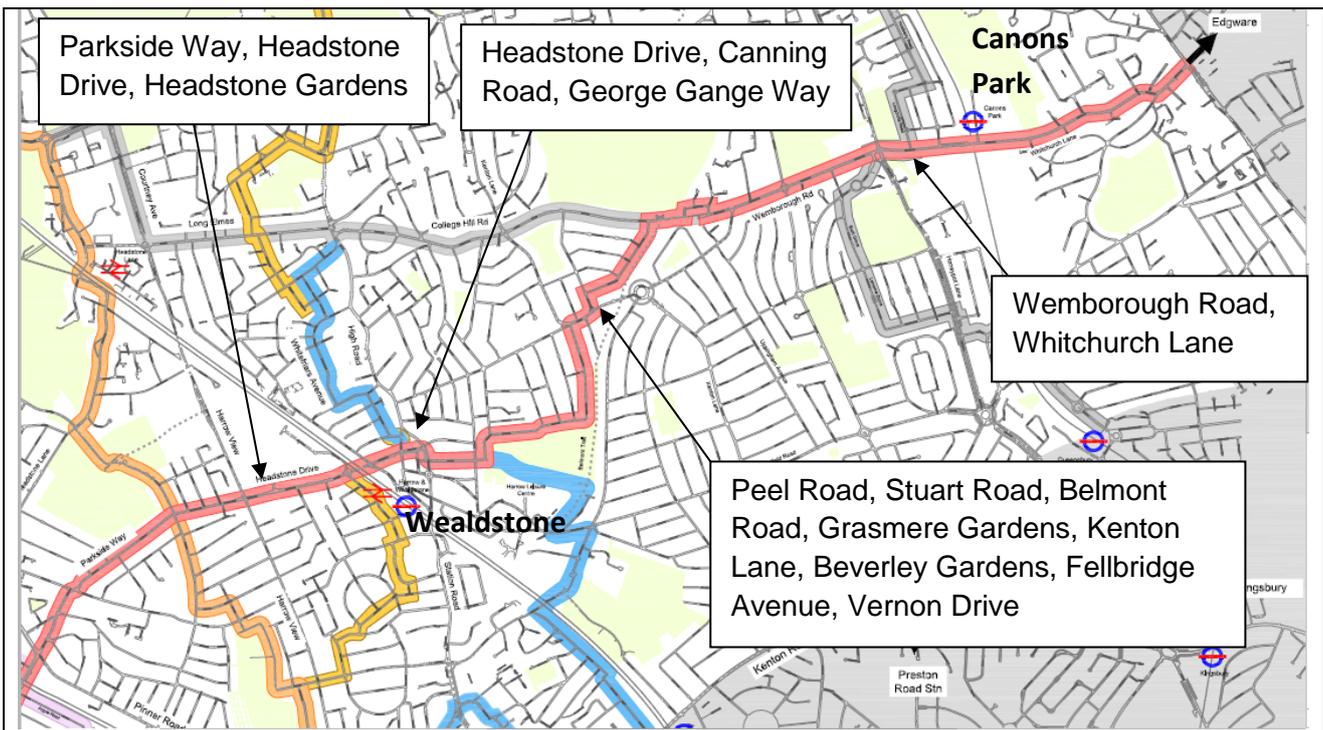
 <p>A map of North Harrow showing the proposed cycle route in red. The route starts near Rayners Lane and goes north through Imperial Drive. A callout box points to a section of the route with the text: "Alexandra Avenue - Rename this section Piccadilly route".</p>	 <p>Alexandra Avenue - remark existing off road cycle track facility in poor condition and provide clearer definition of cycle route along service roads</p>
 <p>Imperial Drive - Review widths of cycle tracks where sub standard</p>	 <p>Imperial Drive – provide cycle lanes where missing and physical segregation where possible</p>



Imperial Drive – remark cycle lanes, provide physical segregation where possible



Station Road – remark existing off road cycle track facility in poor condition



Parkside Way – remark cycle lanes, provide physical segregation where possible



Headstone Drive – Review barrier caused by narrow width at bridge – possible one way shuttle signals, use of Kodak s106 funds



George Gange Way / Canning road – remark existing cycle tracks



Vernon Drive – improve width and condition of shared pedestrian / cycle path



Wemborough Road – cycle lanes, provide physical segregation where possible

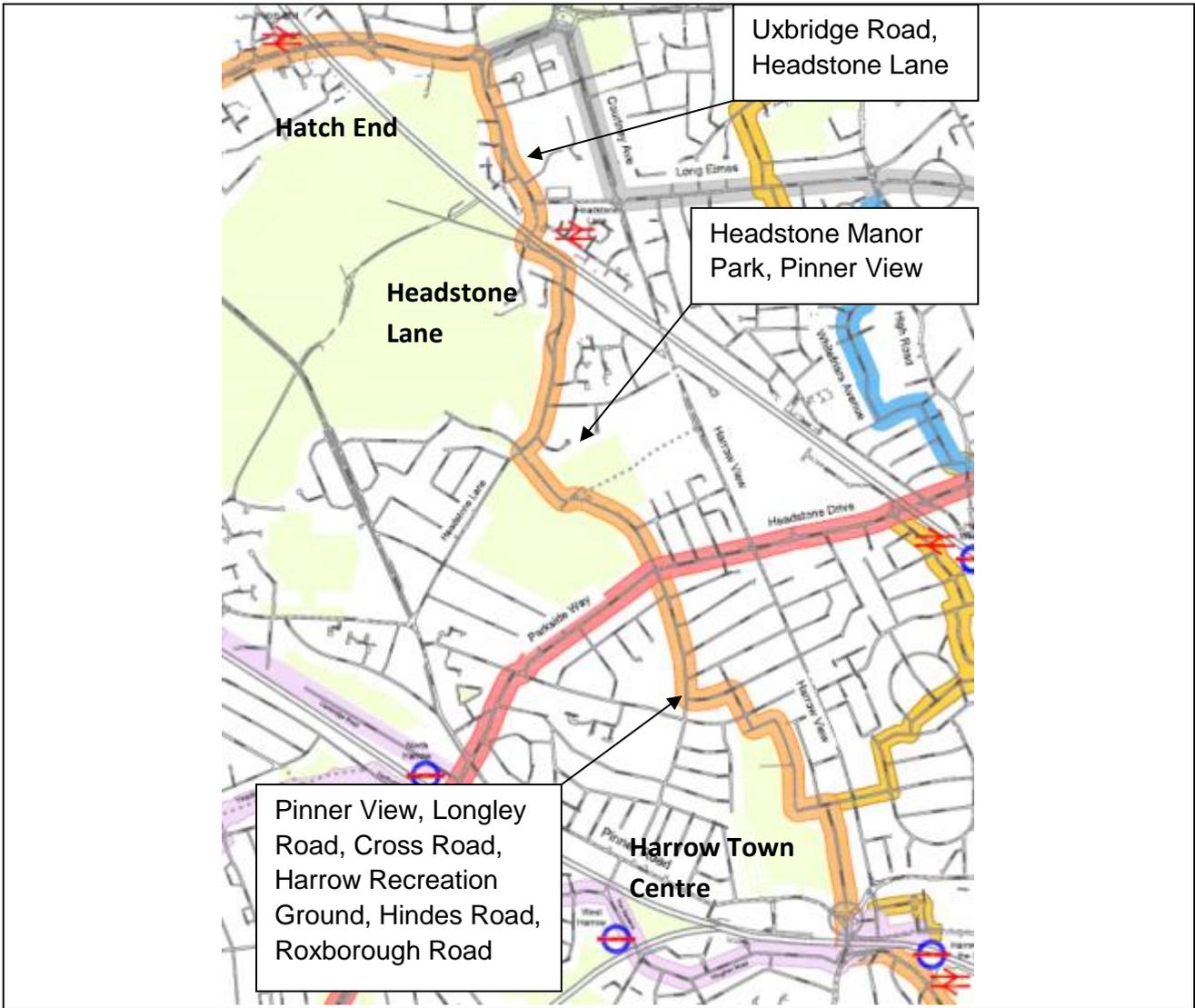


Whitchurch Lane – cycle lanes, provide physical segregation where possible

3) New Overground cycle route

Uxbridge Road, Headstone Lane, Headstone Manor Park, Pinner View, Longley Road, Cross Road, Harrow Recreation Ground, Hindes Road, Roxborough Road

This existing route is already included within the aspirational borough cycle network. It runs between Hatch End in the north of the borough to Northolt in the south via Harrow Town Centre providing in the south providing connectivity with green spaces and with most of the other cycle routes in the cycle network. The plans below provide details of the proposed interventions to upgrade the route.



Uxbridge Road – cycle lane, provide physical segregation where possible, permit use by cycles in bus lane



Headstone Lane – cycle lanes, provide physical segregation where possible



Headstone Lane / Headstone Manor – convert zebra crossing to tiger crossing (pedestrians / cyclists), create shared pedestrian / cycle path in Headstone Manor Park



Pinner View – Use of traffic calmed residential streets



Harrow Recreation Ground – create shared pedestrian / cycle path



Roxborough Park – Use of quiet route

This page is intentionally left blank



Report for: **TRAFFIC & ROAD SAFETY
ADVISORY PANEL**

Date of Meeting: 2nd March 2021

Subject: **INFORMATION REPORT**
Information - Traffic and Parking
Schemes Programme update

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: All wards

Enclosures: **Appendix A** - Parking management
programme 2020/21
Appendix B - Transport for London
programme 2020/21
Appendix C- Merrion Avenue – Changes
to parking bays

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2020/21 Parking and Local Implementation Plan Transportation programmes of works.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introduction

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in the 2020/21 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.

Options considered

- 2.2 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.

Parking management programme

- 2.3 The Parking Management Schemes Programme for 2020/21 was recommended by TARSAP in February 2020 and approved by the Portfolio Holder, Environment. The current status of each scheme in the programme can be seen in **Appendix A**.

Local Implementation Plan (LIP) Transportation Programme

- 2.4 The LIP programme was suspended at the start of the year due to the onset of the Coronavirus health crisis. This was caused by a financial crisis at Transport for London (TfL) as a consequence of reduced public transport income.

- 2.5 The government provided financial support to TfL up to mid-October to maintain transport services and also funded an alternative London Streetspace Programme (LSP) up to October in place of the LIP programme which London Boroughs participated in. This was designed to introduce short term interventions to support travel during the health crisis. Harrow's streetspace programme is included on a separate report on the agenda which provides more details.
- 2.6 In October TfL agreed to a second financial support package up to the end of 2020/21 which included awarding LIP funding. TfL confirmed an allocation of £523k. A revised programme of investment based on the reduced level of funding has been agreed with the Portfolio holder – Environment.
- 2.7 In addition to the LIP funding allocation discretionary bus priority funding has also been awarded for the Wealdstone town Centre improvement scheme. A funding award of £1m has been allocated to commence this project this year. There is a separate report on the agenda regarding this scheme which provides more details.
- 2.8 The current status of each scheme in the programme can be seen in **Appendix B**.

Road Safety Schemes (Vision Zero) – 20mph Zones

- 2.9 Public consultation took place on all four 20mph zone schemes from 9th January until 24th January 2021 and the results are detailed below. Ward members were consulted prior to the public consultation.

Merrion Avenue Area - 479 leaflets were delivered and 73 responses (15%) were received and wide spread support (67%) for the scheme was demonstrated.

Are you in favour of the proposed 20mph scheme?				
Road Name	Don't know/no opinion	No	Yes	Total
Churlbury Avenue			1	1
Craigweil Close		4		4
Craigweil Drive		4	5	9
Du Cros Drive			2	2
Howberry Road*			2	2
Merrion Avenue		9	29	38
Sandymount Avenue	1	4	10	15
Wychwood Close*		2		2
Grand Total	1	23	49	73

*Denotes addresses from outside the consultation area

Roxborough Park Area - 210 leaflets were delivered and 43 responses (20%) were received and widespread support (79%) for the scheme was demonstrated.

Are you in favour of the proposed 20mph scheme?			
Road Name	No	Yes	Total
Maxted Park		2	2
Pickwick Place		4	4
Roxborough Avenue		11	11
Roxborough Park	9	17	26
Grand Total	9	34	43

*Denotes addresses from outside the consultation area

Weald Lane Area - 350 leaflets were delivered and 43 responses (12%) were received and wide spread support (81%) for the scheme was demonstrated.

Are you in favour of the proposed 20mph scheme?				
Road Name	Don't know/no opinion	No	Yes	Total
Derby Avenue			1	1
Enderley Road		1	3	4
Long Elmes*			1	1
Sefton Avenue	1	3	11	15
Stanhope Avenue			2	2
Stoxmead		1	1	2
Weald Lane	1		16	17
Westfield Drive*		1		1
Grand Total	2	6	35	43

*Denotes addresses from outside the consultation area

Westfield Drive Area - 106 leaflets were delivered and 44 responses (42%) were received and wide spread support (86%) for the scheme was demonstrated

Are you in favour of the proposed 20mph scheme?			
Road Name	No	Yes	Total
Hinkler Road*		1	1
Holyrood Avenue*	1		1
Merrion Avenue*	1		1
Morley Crescent West*		1	1
Ormesby Way*		1	1
Queens Walk*		1	1
Westfield Drive	3	7	10
Westfield Gardens	1	27	28
Grand Total	6	38	44

*Denotes addresses from outside the consultation area

- Statutory consultation is programmed for February
- 2.10 The Council's engaged Transportation Consultants have been commissioned to undertake an analysis of the killed or seriously injured collisions (KSIs) involving personal injury. They will utilise the latest accident data (36 months) provided by TfL to determine a priority list of sites requiring attention with a summary of associated remedial measures.

Walking and Cycling Schemes

Streatfield Road Zebra Crossing

- 2.11 Public consultation on the proposal to provide a zebra crossing on Streatfield Road near its junction with Portland Crescent (east) took place between 11th January and 27th January 2021.
- 2.12 The council received 7 responses. Only one response expressed concerns about the proposal. The low rate of response is mainly because no properties or businesses are directly affected by the proposals. In this location premises are situated in service roads whilst the proposed crossing is in the main road.
- 2.13 The results have been presented to the Portfolio Holder for Environment who confirmed that the scheme can proceed to implementation.

Wealdstone Town Centre Improvement Scheme

- 2.14 The construction programme and phasing of works has been planned and works will commence on 1st March 2021. The first phase of works will commence on George Gange Way. The overall works duration will be up to 12 months.
- 2.15 Information leaflets will be distributed to residents in the town to advise them of the works, temporary traffic management arrangements and bus diversions and details of the scheme.

Other external funding and section 106

Electric Vehicle charging infrastructure

- 2.16 The council was awarded a grant of £76k from the Office for Low Emission Vehicle (OLEV) 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. This work was due to be completed in March 2020 but was delayed due to the health crisis. This work is expected to be completed by the end of the financial year.
- 2.17 A funding award of £50k in tranche 2 of the Go Ultra Low City Scheme has been awarded for a rapid charge point near Hatch End car park on Uxbridge Road. This is scheduled to be implemented in the 2021/22 financial year.

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

- 2.18 This scheme is funded from section 106 developer contributions from the Kodak development.
- 2.19 Following a public consultation exercise in May /June 2019 further investigation work to develop options was required to address concerns expressed by the public. The original option proposal involved introducing 3 right turn bans at the junction. A further option has now been developed that has only 2 right turn bans proposed. In March 2020 following engagement with members it was proposed to undertake further public consultation on these two options, however, that was suspended due to the onset of the pandemic.
- 2.20 It is proposed to discuss with ward councilors and the Portfolio Holder – Environment later this year on how to proceed with the public consultation exercise.

Merrion Avenue, Stanmore – Section 106 works

- 2.21 Section 106 monies were secured under a planning application associated with Jubilee House (now known as The Lansby development) in Merrion Avenue, Stanmore. A developer contribution was secured to amend the existing parking arrangements to implement a loading bay and car club bay on street and make some amendments to the existing parking bays to accommodate new entrances to the site. The monies has been used to design a scheme, undertake consultation and advertise the required traffic management order. **Appendix C** gives details of the proposals.
- 2.22 The development is already partially occupied and these measures are considered an essential requirement to facilitate the development. The measures need to be introduced before full occupation happens.
- 2.23 Statutory consultation on the changes took place in December and two comments were received which were reported to the Portfolio Holder for consideration and the scheme approved for implementation. It is anticipated the implementation works will start by March.

Staffing/workforce

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

Ward Councillors' comments

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

Performance issues

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

Environmental Implications

- 2.27 The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.28 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

- 2.29 There are no data protection implications.

Risk Management Implications

- 2.30 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.31 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.

Procurement Implications

- 2.32 Where needed, consultants and contractors will be procured to investigate, develop and deliver proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.33 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.34 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the

operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.35 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2020/21 capital programme and confirmed funding allocations from TfL, and S106 developer contributions.

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
Sex	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 LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

- Improving the environment and addressing climate change
- Tackling poverty and inequality
- Building homes and infrastructure
- Addressing health and social care inequality
- Thriving economy

Section 3 - Statutory Officer Clearance

Statutory Officer: Sharon Daniels

Signed on behalf of the Chief Financial Officer

Date: 16/02/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 18/02/2021

Date: Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 17/02/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 17/02/2021

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**

EqlA carried out: YES

EqlA 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, Fax: 020 8424 7662,
E-mail: Barry.Philips@harrow.gov.uk

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

Background Papers:

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

Appendix A – Harrow Capital, parking management schemes update – 2020/21

This is Harrow’s own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2020/21 this comprises of allocations of £275K for controlled parking schemes and £25K for the local safety parking schemes programme.

Scheme	Details	£	Status	Contact officer	Planned finish
Harrow on the Hill – new CPZ	Scheme carried over from 2019/20 New zone (HH) operational Mon-Fri 10am-2pm	n/a	Scheme complete. Operational 21 st December 2020.	Barry Philips / Sajjad Farid	Complete
Gordon Road area, Wealdstone	Scheme carried over from 2019/20 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 and statutory consultation was undertaken in February 2020	n/a	PH report has been approved to extend zone (C1). The implementation works are currently underway.	Barry Philips / Sajjad Farid	March 2021
The Ridgeway / September Way Area Parking Review	Scheme to be carried over into 2021/22 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.	40,000	Public consultation undertaken between September to October 2020, the consultation period was extended to 4 weeks due to difficulties accessing flats/premises’ Results will be reported/ discussed with members and PH to agree measures to be taken forward.	Barry Philips / Sajjad Farid	Carry forward into 2021/22
Green Lane, Culverlands Close, Ben Hale	Scheme to be carried over into 2021/22 A review of existing parking with a view	30,000	Public consultation undertaken in September 2020. Results being collated and will be	Barry Philips / Sajjad Farid	Carry forward into 2021/22

Scheme	Details	£	Status	Contact officer	Planned finish
Close and Woodside Close	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		reported/ discussed with members and PH to agree measures to be taken forward.		
Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and Peterborough Road	Localised review of existing CPZ to address access difficulties and to remove all day commuter parking in the existing free bays. . 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.	£40,000	Draft public consultation leaflets being finalised, consultation to be undertaken late September early October 2020	Barry Philips / Sajjad Farid	Carry forward into 2021/22
Grimsdyke Road, Hallam Gardens, Hillview Road area, Hatch End	Localised parking review – possible new CPZ	50,000	Public consultation undertaken results show no support for introduction of parking controls. However, officers will take forward proposals to introduce no waiting at any time restrictions at key locations to reinforce the rules of the Highway Code at junctions, bends, narrow sections of carriageway and turning heads etc. PH report to be approved to proceed to statutory consultation.	Barry Philips / Sajjad Farid	Carry forward into 2021/22
Courtenay Avenue (service)	The investigation of proposals to introduce a new CPZ with residents	50,000	Public consultation undertaken results show no support for	Barry Philips / Sajjad	Carry forward into

Scheme	Details	£	Status	Contact officer	Planned finish
roads) between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald	parking in the service roads to address inconsiderate long term commuter and other non -residential parking. Undertake surveys, public consultation, statutory notification and implementation.		introduction of parking controls. However, officers will take forward proposals to introduce no waiting at any time restrictions at key locations to reinforce the rules of the Highway Code at junctions, bends, narrow sections of carriageway and turning heads etc. PH report drafted to proceed to statutory consultation.	Farid	2021/22
Northolt Road, (south east side) between (345-191), Roxeth	Localised parking review – to investigate options to introduce zone outside numbers 191-345 Northolt Road	25,000	Public consultation undertaken results indicate support for introduction of parking controls, including the introduction of shared use pay and display bays and resident only parking bays. PH report drafted	Barry Philips / Sajjad Farid	Carry forward into 2021/22
Kenton Road service road between 704-738, Kenton East	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. Parking review in the area has been on hold during health crisis due to temporary barriers being erected.	40,000	Public consultation will be undertaken between February/March 2020.	Barry Philips / Sajjad Farid	Carry forward into 2021/22
Local Safety Parking Schemes Programme (LSPP)	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	£25,000	On-going prioritisation / implementation of requests for yellow lines.	Barry Philips / Sajjad Farid	March 2021

Appendix B - Transport for London, Local Implementation Plan (LIP) programme update – 2020/21

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 2020/21 is £523k. This is allocated as either capital or revenue within Harrow’s financial system depending on the nature of the work undertaken.

A separate allocation of £1m has been allocated under discretionary bus priority funding for the Wealdstone Town Centre Improvement Scheme.

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Corridors	Road Safety Schemes Vision Zero	20mph zones programme (£150k) at following locations: <ul style="list-style-type: none"> Merrion Avenue Roxborough Park area Weald Lane area Westfield Drive / Gdns 	150	Informal consultation complete – progressing to statutory consultation	Barry Philips / Johann Alles	Mar 2021
		Local safety schemes development and identify locations	50	To design and consult on schemes in 2020/21 ready for implementation in 2021/22		
Corridors	Walking & Cycling Schemes	Walking / cycling schemes development at following locations: <ul style="list-style-type: none"> Streatfield Rd ped crossing, George V Ave cycle scheme, Northern cycle route 	150	Streatfield Road – consultation complete analysing results George V Avenue – implement in 2021/22 under experimental traffic order Northern Cycle Route – implementation in 2020/21	Barry Philips / Tushar Patel	Mar 2021

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Corridors	Bus priority schemes	North Harrow signals - junction improvement – statutory undertakers works (in advance of junction improvement)	50	Liaison with statutory undertakers on-going	Barry Philips / Tushar Patel	Mar 2021
Corridors	ULEV infrastructure and Air Quality schemes	Harrow TC neighbourhood of the future - electric street	25	Complete existing project, finalising design, reviewing results of engagement with businesses	Barry Philips/ Annabelle Fosu	Mar 2021
Corridors	Travel Plans	Travel planning - sustainable transport promotion / travel plans	48	On-going programme	Barry Philips / Annabelle Fosu	Mar 2021
Local Transport fund	Local Transport Fund schemes	Schemes recommended by TARSAP Feb 2020 TfL cycleway along Station Road to the Kenmore Avenue underpass, via Elmgrove Road	50	To design and consult in 2020/21 ready for implementation in 2021/22 Design in progress	Barry Philips	Mar 2021
Bus Priority Portfolio	Wealdstone town centre improvement scheme	Wealdstone town centre and bus priority improvements – major scheme	1,000	Construction phasing currently being planned, start in Mar 2021, works duration up to 12 months	David Eaglesham	2021/22

This page is intentionally left blank

This page is intentionally left blank