

Traffic and Road Safety Advisory Panel Agenda

Date: Wednesday 14 July 2021

Time: 6.30 pm

Venue: Virtual Meeting - Online

Membership (Quorum 3)

Chair: Councillor Jerry Miles

Labour Councillors: Dean Gilligan
James Lee
Kairul Kareema Marikar

Conservative Councillors: John Hinkley
Ameet Jogia
Anjana Patel

Labour Reserve Members:

1. Phillip O'Dell
2. Angella Murphy-Strachan
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
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Useful Information

Meeting details

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

Agenda publication date: Tuesday 6 July 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. Appointment of Vice-Chair

To consider the appointment of a Vice-Chair to the Traffic and Road Safety Advisory Panel for the Municipal Year 2021/22.

4. Appointment of Advisers (To Follow)

Report of the Director of Legal and Governance.

5. Minutes (Pages 5 - 14)

That the minutes of the meeting held on 22 April 2021 be taken as read and signed as a correct record.

6. 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, 9 July 2021. Questions should be sent to publicquestions@harrow.gov.uk

No person may submit more than one question].

7. 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).

8. Deputations

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

9. **Information Report - Petitions** (Pages 15 - 24)
Report of the Acting Corporate Director of Community.
10. **Information Report - Traffic and Parking Schemes Programme update** (Pages 25 - 72)
Report of the Acting Corporate Director of Community.
11. **Any Other Urgent Business**
Which cannot otherwise be dealt with.

Agenda - Part II - Nil

- (1) The Declarations of Interests published in advance of the meeting on the Council’s website were taken as read. And the following further declarations were made at the meeting for agenda item 7 - The Streetspace LTN six-month review:

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

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

120. Minutes

RESOLVED: That the minutes of the meeting held on 2 March 2021, be taken as read and signed as a correct record.

121. Public Questions

RESOLVED: 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.

122. Petitions

RESOLVED: To note that the following petitions had been received:

- (1) A resident presented a petition on behalf of The Croft, Pinner residents, containing 22 signatures, requesting improved road safety around that area.

RESOLVED: That the petition be received and referred to the Corporate Director of Community for consideration.

123. Deputations

RESOLVED: That, in accordance with Executive Procedure Rules 48 the following deputations be received in respect of agenda item 7 – The Streetspace LTN six-month review.

1.

Title of Deputation	The road block at West Harrow Station
Reason for Deputation [18]	Objection – based on lack of passing trade to shops, on the Harrow side of the blockage.

Full details in relation to the deputations, including questions asked and answers given, are referenced, in brief, at Minute 124 of these minutes.

Recommended Items

124. The Streetspace LTN six-month review

Prior to the consideration of the report of the Corporate Director of Community, the Panel received a Deputation (Minute 123 also refers).

Title of Deputation 1	The road block at West Harrow Station
Reason for Deputation	Objection – based on lack of passing trade to shops, on the Harrow side of the blockage.

In summary, the shop had experienced revenue losses due to the pandemic and due to being located in the Low Traffic Neighbourhood (LTN) area. Other shops had experienced the same effects made by the roadblocks which had, in addition made deliveries challenging. The LTN should be removed for businesses in the area to recover. The Deputee also noted that driving in the area proved challenging when it came to day-to-day tasks.

The Panel thanked the Deputee for their presentation and the Chair invited questions to which the Deputee responded that a consultation prior to the changes made should have taken place.

The Panel received the officer report which provided details of the six-month review of the four low traffic neighbourhood schemes introduced as part of the Harrow Streetspace Programme in October 2020 and considered the future of the schemes.

An officer presented the report and highlighted the following:

- The scheme had been introduced by Transport for London (TfL) and the Low Traffic Neighbourhoods (LTNs) were part of this scheme. They had been introduced on a trial basis in late 2020 and a monthly review process had been agreed to observe the progress of the trials.
- Ongoing adjustments had been made throughout the trial, including improving access for emergency vehicles.
- There had been an increase in walking but an increased difficulty with vehicle congestion and delay on surrounding main roads.
- The schemes had caused an overall negative response from the public.

The Panel raised a number of questions to which the officer responded to as follows:

- Comments and ideas would be considered with reference to how the schemes could be adapted.
- The budget set out had not just been for the removal of planters but also for traffic sign and road markings to be removed or replaced. The

budget had been an estimate and therefore the actual budget could fall below this. There should not be an issue with re-using the planters; there had been a need to ensure they would be re-used appropriately and that recommendations would be listened to.

- The cost of removal had not been included in TfL's budget allocation and so the extra cost for the removal of the LTNs had been placed onto the individual boroughs.

The Panel agreed that a number of Councillors, who were not members of the Panel, could address the meeting. The issues raised included:

- The recommendations were welcomed and supported with lessons to be learnt from this when it came to future schemes being implemented.
- That there had still been a need for traffic calming measures as there were some positive outcomes from this scheme.
- Public engagement had been crucial, and that the public should be listened to.

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

- Ultimately, there had been a high volume of engagement with considerable officer time spent on this. There were lessons to be learnt from this and the recommendations were supported.
- Climate change remained an important issue to be tackled and it was recognised that there were positive intentions within this scheme and had been an opportunity to encourage walking and cycling.
- The need for improved health and environment remained, but it had been highlighted that the approach and implementation had to be equally considered.

A Member proposed to an additional recommendation to review the capital spend for these issues. This was agreed by the Panel.

Resolved to RECOMMEND: (to Cabinet)

That

- (1) having considered the information contained in the report of the Corporate Director, Community, the LTN schemes be removed with immediate effect.
- (2) the Corporate Director – Community, following consultation with the Portfolio Holder for Environment,

- (a) to work towards introducing speed reductions in roads and streets with identified road safety issues where budget and enforcement constraints allow;
 - (b) a review of the Francis Road width restriction.
- (3) the Corporate Director – Community, following consultation with the Portfolio Holder for Environment, review the Council capital programme in order to ring-fence dedicated additional funding to promote relevant walking, cycling and road safety measures and schemes.

Reason for Recommendations: The four schemes were implemented in October 2020 on an experimental basis for 6-months in neighbourhoods with longstanding and ongoing concerns around safety, speeding and high levels of traffic and pollution to test the effects of Low Traffic Neighbourhoods (LTNs) in the four areas.

The details in this report highlighted that whilst the residential roads within the LTN had benefitted from reduced levels of traffic, speeding and vehicle damage, surrounding roads had experienced an increase in levels of traffic, longer journey times and waiting times at junctions, and increased vehicle emissions thereby reducing air quality.

With the need for social distancing to continue for the longer-term, alongside the return of schools and easing of lockdown restrictions it was expected that levels of car usage would remain high, if not increase, in the short term, thereby putting further strain on the highways and junctions, and further impacting air quality for those residing on these already busy roads.

The engagement and consultation over the experimental six-month period had highlighted that a strong majority did not agree with the LTNs, did not feel that they were working, and did not agree with the proposal to retain the LTNs using ANPR and virtual permits.

The original Transport for London (TfL) funding for the schemes had been exhausted and any new scheme would require new funding. In respect of the considered option of using of Automatic Number Plate Recognition (ANPR) cameras there would be a capital purchase cost of £172,000, in addition to this would be the full year operational costs of £93,500. There was no funding for this option in the Parking Services budget.

There remained support from residents to retain the 20mph speed limit introduced as part of the LTNs and the need to ensure the Francis Road width restriction met the requirements of reducing large vehicular traffic and through traffic.

125. The Streetspace Cycle Lane six-month review

The Panel received a report which detailed the six-month review of the three cycle lanes introduced as a part of the Harrow Streetspace Programme in October 2020 and considered the future of the schemes.

An officer introduced the report and highlighted the following:

- This had been funded by Government and required specifically that road space reallocation be used to facilitate these routes.
- Monthly reviews, traffic studies and opinion surveys had been undertaken. Overall, there had been negative response to the trial.
- Dual-carriageways that had been at 40mph and were now set at 30mph would need to be reinstated to 40mph, consideration of introducing a 30mph limit in these roads in the future would need to go through a consultation with the Police.

The Panel raised a number of questions to which the officer responded to as follows:

- A survey had been adopted following general practice and the portal had been found to be an effective way for feedback to be gathered. The company that oversaw the portal checked for abnormal activity to mitigate the results being affected, therefore there had been confidence in the portal's effectiveness.
- There had still been an aspiration to continue the promotion of cycling but there was a need to review the current strategy.
- At the time the scheme had been accepted, normal funding for these types of projects had no longer been available. The pandemic had created unusual circumstances and this scheme was the best at that given time. The bids for these government schemes did not make allowances for any fees in terms of removals.
- A breakdown of the costs involved in the removal of the Streetspace Cycle Scheme had been largely made up of the removal and replacement of road markings as well as signage.

The Panel agreed that a number of Councillors, who were not members of the Panel could address the meeting and the issues raised included:

- Many residents had been opposed to the Uxbridge Road cycle route and would be pleased to see the officer recommendation as it had caused congestion in the surrounding area. This had not been a case of being anti-cycling but in favour of well executed schemes.

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

- That although there had been good intentions with this scheme, it had been important for the residents to be listened to and for cycling schemes to be better implemented.

- There had been a need for infrastructure to be in place for residents to be encouraged. There had also been a need for bicycle parking facilities.
- The recommendations were supported but highlighted that although this particular scheme had not materialised, a cycling strategy would still remain in place.
- From a cycling perspective, it had been noted that the lanes were kept in place with the strategies developed and a survey carried out.

A Member proposed an additional recommendation to review the capital spend for these issues and, following a further amendment to this additional recommendation by another member of the Panel, this was agreed.

Resolved to RECOMMEND: (to Cabinet)

That

- (1) having considered the information provided in the report of the Corporate Director of Community, these schemes be removed with immediate effect;
- (2) the Corporate Director of Community, following consultation with the Portfolio Holder for Environment, work towards:
 - a review of the strategy with all stakeholders to create the infrastructure in Harrow that could be improved and expanded, including quiet ways, to create a seamless cycle link across the borough and a further report be submitted to the Panel in three months;
 - introducing speed reductions on Honeypot Lane and Uxbridge Road where budget and enforcement constraints allow.
- (3) the Corporate Director of Community, following consultation with the Portfolio Holder for Environment, review the Council capital programme in order to ring-fence dedicated additional funding to promote relevant walking, cycling, road safety measures, cycling facilities and schemes.

Reason for Recommendations: The three schemes had been implemented in October 2020 on an experimental basis for 6-months to test the effects of Strategic Cycle lanes in three areas.

The schemes were funded on the condition that only the Transport for London (TfL) design criteria be used, which was not Harrow specific and therefore did not account for any local conditions.

Therefore, post implementation the schemes had clearly demonstrated that they were not the option best suited to Harrow and that alternative designs for any future cycle scheme fully account for local conditions.

The TfL funding had been exhausted and therefore any new scheme would require new funding which was not currently available from within existing budgets.

With the need for social distancing to continue for the longer-term, alongside the return of schools and easing of lockdown restrictions it was expected that levels of car usage would remain high, if not increase, in the short term, thereby putting further strain on the highways and junctions.

The engagement and consultation over the experimental six-month period have highlighted that a majority do not agree with the design of the cycle lanes and had clearly indicated that they were not working for all users.

There remained support from residents and Ward Councillors to retain the 30mph speed limit introduced as part of the cycle lanes schemes on Honeypot Lane and Uxbridge Road.

126. The Streetspace School Streets six-month review

This report detailed the six-month review of the four school streets schemes introduced as a part of the Harrow Streetspace Programme in October 2020 and considered the future of the schemes.

An officer introduced the report and highlighted the following:

- This was a Transport for London (TfL) scheme and that schools had been chosen where there were known issues surrounding the pickup and drop off times.
- The consultation process had been followed, with this scheme recommended for a trial at TARSAP in August 2020, and which had been implemented in September 2020.
- There had been monthly reviews and monitoring throughout the trial. There had been consultation with key stakeholder which included schools.
- It had been clear that the trial had created low traffic conditions for students and parents, which had created a healthier and safer in the conditions in the school streets. The schools had also been supportive of the schemes.

The Panel raised a number of questions to which the officer responded to as follows:

- the second phase was currently going through public engagement and a special meeting for June was planned. The funding provided by TfL from last year had been carried forward but could only be used within a certain time frame. If the deadline were to be missed, that would mean that funding would be drawn from elsewhere.

- The Panel agreed that a number of Councillors, who were not members of the Panel, could address the meeting and the issues raised included there should be time for the data to be understood and to identify why there had been negative feedback to this scheme.

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

- There was a need for a better understanding as to why there had been a negative reaction to this scheme.
- There had been a need for parking to be monitored.
- There should be a pause between gathering data and the implementation of projects in order for data to be fully assessed.
- Parking had caused issues in surrounding areas.

A Member proposed to an additional recommendation which was duly agreed by the Panel.

Another Member moved an amendment to the additional recommendation which requested that the Panel recommend no further Street Schools schemes were implemented, until there was data from the current schemes. This was duly seconded, put to the vote and was lost.

Resolved to RECOMMEND: (to Cabinet)

That

- (1) the experimental trials of the school streets schemes be continued until month 12 of the 18 months;
- (2) a full report be submitted to the Panel on the progress of the experimental trials in order that the future of the schemes could be considered;
- (3) the Corporate Director – Community following consultation with the Portfolio Holder for Environment, collate an action plan on learning from the negative consultation feedback to date and take relevant steps to directly address the main issues and problems associated with the School Street programme introduction in the local surrounding areas.

Reason for Recommendations: To continue to evaluate the performance of the school streets schemes over the 18-month experimental period.

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

<https://www.harrow.gov.uk/virtualmeeting>

(Note: The meeting, having commenced at 6.30 pm, closed at 9.17 pm).

(Signed) Councillor Jerry Miles
Chair



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

Date of Meeting: 14th July 2021

Subject: **INFORMATION REPORT**
Petitions

1. Royston Park Road – Request for traffic calming measures
2. Rainsford Close – Request for extension of hours and individual CPZ
3. Wynlie Gardens, Pinner - Request for controlled parking zone
4. Stanmore Hill – Request to change CPZ hours
5. Northumberland Road: Campaign for better Road Safety and Crime Reduction
6. Canons Drive – Request for CPZ

Key Decision: No

Responsible Officer: Mark Billington – Acting 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: Stanmore Park, Hatch End, Pinner
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 – Royston Park Road - Request for traffic calming measures

- 2.4 A petition containing 63 signatures was received in November 2020. The petition states:

“We the undersigned residents of Royston Park Road request that Harrow Council takes urgent action to control excessive speeding on this road. The road is used as a “rat run “ by drivers going to / from Oxhey Lane to Hatch End , and this combined with the large number of learner drivers in the area has resulted in a number of significant accidents and damage to property. We would like this action taken immediately to avoid further incidents and a serious traffic accident”.

- 2.5 At the TARSAP meeting in March 2021 members considered the schemes to be taken forward as a part of the TfL externally funded Local Transport Fund programme in 2021/22. It was agreed that a traffic calming scheme for Royston Park Road be included. At that time the funding to be provided by TfL was uncertain and so the programme was provisional.

- 2.6 An initial allocation of funding has subsequently been released by TfL and has allowed this scheme to be developed. An initial scheme design is now ready for public consultation which is planned for July.

Petition 2 – Rainsford Close, Stanmore – Request for individual CPZ

- 2.7 A petition signed by 21 residents of Rainsford Close was presented at cabinet in December regarding the above. The petition states:

“We, the undersigned, are opposed to the current Controlled parking Zone B at Rainsford Close Stanmore. We call on Harrow Council to:

Provide a separate individual controlled zone for those who reside at Rainsford Close To extend operational hours”

- 2.8 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 in the forthcoming financial year ahead. An annual parking report is provided in February / March each year to agree the programme of work.

- 2.9 This request will be assessed and included in the next annual parking report.

Petition 3 – Wynlie Gardens- Request for controlled parking zone

- 2.10 A petition containing 14 signatures was received from residents in Wynlie Gardens. The petition states:

“Nonresidents are increasingly using Wynlie Gardens, a cul de sac, as a car park both in the day and at night. Security and overcrowding are

concerns. Often, no spaces remain in which residents may park. Is it possible for you to enforce parking restrictions to limit nonresidents.”

- 2.11 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.
- 2.12 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. An annual parking report is provided in February / March each year to agree the programme of work.
- 2.13 This request will be assessed and included in the next annual parking report.

Petition 4 – Stanmore Hill- Request to change CPZ hours

- 2.14 An online petition signed by 11 residents was submitted in May. The petition states:

“We the undersigned petition the council to change the conditions of existing residents parking on Stanmore Hill, Hill Close and Halsbury Close. Currently the residents permit parking bays on Stanmore Hill run from 8am - 6.30pm Monday to Saturday. However, they are shared with pay and display customers. Outside of these times anyone can park. Side roads have restrictions that allow only permit holding residents to park between 3-4pm Mon-Sat in order to prevent non residents parking all day.

In the past few years traffic and parking issues have substantially increased on Stanmore Hill. School drop of and pick up, increased development of commercial and residential sites with no off street parking, the Abercorn restaurant all create a huge demand for parking. A second restaurant at 101 Stanmore Hill is opening in July 2021 (with no onsite parking), and the development of the synagogue and flats at 65 Stanmore Hill will significantly increase visitors to the area who need to park. Due to the very nature of the age and listed status of many properties in the conservation area, many do not have driveways. Although paying Harrow Council for parking many residents are finding it increasingly difficult to park anywhere near to our homes.

In light of continuing development on Stanmore Hill residents would like the following:

- *Parking bays to be made 'Residents Only' between 6.30pm - 8am and all-day Sunday*
- *Additional 'residents only' parking bays*
- *3-4pm restrictions on side roads to have additional similar restrictions added in the morning*

2.15 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. An annual parking report is provided in February / March each year to agree the programme of work.

2.16 This request will be assessed and included in the next annual parking report.

Petition 5 - Northumberland Road: Campaign for better Road Safety and Crime Reduction

2.17 The council received a petition report from Gareth Thomas MP in April. This report presented the findings of a campaign to improve the road safety and reduce crime on Grove Road and Northumberland Road. The campaign was based on a petition and the petition leaflet. This gives background information on the issues affecting residents and asked them to support the campaign aims and to provide information and comments if they wished to do so. The aims as set out in the petition leaflet were:

- *Reduce speed: The speed limit to be reduced immediately to 20mph and speed bumps to be installed at regular intervals*
- *Reduce crime: End the 'rat run' by installing traffic calming bollards at the Lincoln/Suffolk Road end.*
- *Improve pedestrian safety: Make pavements safe for walking. These are un-even and dangerous at the North Harrow end of Northumberland Road.*
- *Improve the road: Improve the road surface and repair the potholes. Northumberland Road has not been resurfaced for at least 23 years.*

2.18 With regard to road maintenance, that does not fall within the terms of reference of TARSAP and so the petition will be referred to the Council's Highways team to review the road maintenance issues and a response will be sent to the petitioners directly regarding this matter.

2.19 Road Safety Improvements are generally carried out at locations where the number of accidents involving personal injury is higher than expected and where an analysis of the accident patterns indicates that changes to the road layout could improve the situation. The Metropolitan Police provides the council with details of all reported personal injury accidents across the borough to help us monitor

accident levels and trends. This information is used to identify suitable sites that can benefit from the introduction of safety measures.

- 2.20 The priority of the schemes on these lists, is determined by an objective method of assessment, approved by TARSAP, which takes into account traffic and pedestrian flows, personal injury accidents and severity over three years, traffic speed and site layout.
- 2.21 Where investigations and analyses show that a scheme is justified it is added to the appropriate priority waiting list until finance is available for its implementation. Our road safety programme is therefore developed to target sites which satisfy this criteria and target killed and seriously injured accidents in line with the Mayor for London's Road Safety Plan and his Vision Zero ambition. Our road safety programme is therefore developed on a yearly basis and is funded entirely by Transport for London.
- 2.22 Following the concerns raised in the petition we have examined our most up to date personal injury accident data. The data revealed that there were no speed related personal injury accidents in Northumberland Road or Grove Road within the last three years.
- 2.23 A three-year period of study is the standard nationally, by which traffic engineers assess the frequency of road accidents and identify particular accident trends for the purpose of assessing road safety and for making comparisons with other areas.
- 2.24 The current data provides no basis to prioritise this request at the present time.

Petition 6 – Canons Drive – Request for CPZ

- 2.25 A petition containing 12 signatures was received from residents in Canons Drive. The petition states:

“We, the undersigned, are residents and owners at the top end of Canons Drive. There are serious concerns among householders relating to the current parallel parking on both sides of Canons Drive especially outside 72/74 and 45/47 Canons Drive leading to numerous traffic jams and blockages affecting cars , school delivery vans and waste collection vehicles lasting not hours but days. Vehicles are then forced to drive on the footpaths (resulting in broken paving slabs), grass verges and private green landscaped areas.

We the undersigned urge Harrow Council to act now to:

- *Extend the existing parking restrictions of 11am -12 pm to outside houses 72 Canons Drive by placing a similar sign as that apply along most of Canon Drive.*
- *Apply a single yellow line outside 45/47 Canons Drive.*

- *Where appropriate, place additional wooden bollards on the grass verges matching the bollards at the top of Canons Drive.*

We the undersigned hereby request the London borough of Harrow consider this petition”.

2.26 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. An annual parking report is provided in February / March each year to agree the programme of work.

2.27 This request will be assessed and included in the next annual parking report.

Staffing/workforce

2.28 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

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

Performance issues

2.30 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

2.31 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.

2.32 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

2.33 There are no data protection implications.

Risk Management Implications

- 2.34 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.35 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

- 2.36 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

- 2.37 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.38 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

- 2.39 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

- 2.40 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.
- 2.41 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

2.42 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: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 25/06/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 30/06/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 28/06/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Mark Billington

Signed by the Corporate Director - Community

Date: 30/06/2021

Mandatory Checks

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

EqlA carried out: **YES, as a part of LIP3**

EqlA 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



Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	14 th July 2021
Subject:	INFORMATION REPORT Information - Traffic and Parking Schemes 21/22 Programme update
Key Decision:	No
Responsible Officer:	Mark Billington – Acting 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 2021/22 Appendix B - Transportation programme 2020/21 Appendix C - Transportation programme 2021/22

Appendix D – Howberry Road area
20mph zone

Appendix E – Uxbridge Road, Hatch
End - rapid EV charging point

Appendix E – Royston Park Road
traffic calming scheme

Appendix G – School Streets tranche 2
consultation results

Appendix H - Dennis Lane – traffic
management scheme

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2021/22 Traffic and 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 2021/22. This includes the Transportation Programme funded by external grant from Transport for London (TfL) and the Parking Management programme funded from the Harrow capital programme.

Options considered

- 2.2 The work programmes fit within the scope of the Council's Transport Local Implementation Plan (LIP). The plan sets out the policies and objectives for taking forward a wide-ranging programme of investment on the transport network.

Parking management programme

- 2.3 The Parking Management Schemes Programme for 2021/22 was recommended by TARSAP in March 2021 and subsequently approved by the Portfolio Holder for Environment. The current status of each scheme in the programme can be seen in **Appendix A**.
- 2.4 A number of schemes in the programme will be subject to statutory consultation in July / August as follows: Northolt Road CPZ, Green Lane CPZ, Roxborough Park CPZ amendments, Grimsdyke Road area waiting restrictions, Courtenay Avenue service roads waiting restrictions and batch 1 of minor local safety parking schemes.

LIP Transportation Programme (TfL)

- 2.5 The coronavirus pandemic has affected the reliability of funding from TfL since the start of the 2020/21 financial year. The loss of income from public transport has created financial pressures within TfL and the government has intervened to provide negotiated funding support to ensure TfL can continue to deliver transport infrastructure and public transport systems in London. The involvement of the government has consequently affected the planned programmes of work because TfL have had to agree how the funding support is used and to demonstrate how they will return to a more balanced and sustainable financial model over the next few years. This trend is continuing into the 2021/22 financial year.
- 2.6 During 2020/21 the initial 6 months of the financial year up to October involved introducing a new programme of street space schemes to support travel during the pandemic. The latter 6 months of the year reinstated the delivery of some elements of the originally planned LIP programme. An update on the status of all these schemes can be seen in **Appendix B**. Tables 1, 2 & 3 provide details of street space initiatives and tables 4 and 5 details of the LIP and discretionary programmes.
- 2.7 A LIP programme for 2021/22 was agreed in late 2020 with the Portfolio Holder – Environment and TfL, however, this was provisional and subject to TfL funding confirmation. At that time the funding support from government for 2021/22 had not been agreed.
- 2.8 In April the government approved an initial package of financial support to TfL to cover the period for April and May 2021 whilst discussions continued on a longer term funding package. Boroughs have now received allocations for this period to allow project development work to commence and an allocation of £221k was granted to Harrow. The details of the LIP programme can be seen in **Appendix C**. Table 6 gives details of discretionary funding and table 7 and 8 details of the LIP funding. Only development and design work has been undertaken on new projects to date.
- 2.9 In June the government approved a second financial support package to TfL to cover the period between June and December 2021. The end of this period coincides with the government's comprehensive spending review (CSR) which will affect longer term funding decisions and any

future government support. Therefore, any further funding between January and March 2022 will be affected by the outcome of the CSR.

- 2.10 The amount of funding announced in June was lower than expected and TfL will therefore be carefully assessing their funding priorities before advising boroughs what the allocations will be for this period. The projects will still be based on the original LIP programmes submitted for 2021/22 but the overall funding allocation will now focus on projects that can be delivered more quickly due to the uncertainty of future funding settlements. It is expected that the LIP programme will not be delivered in full and that projects that can be delivered more quickly will take priority. Any development work being undertaken by Harrow currently has taken that into account.

Howberry Road area 20mph zone

- 2.11 One scheme that has been developed is the Howberry Road area 20mph zone. An initial scheme design produced has been produced and can be seen in **Appendix D**. It is proposed to undertake a public consultation on the scheme in July 2021.

Discretionary funding (TfL)

- 2.12 Additional funding for specific TfL programmes can be applied for by boroughs through making funding bids. This funding is additional to the LIP funding allocation. Harrow has been granted funding in 2021/22 for two bus priority initiatives and an electric vehicle rapid charging point.

Wealdstone Town Centre

- 2.13 The Wealdstone Town Centre Improvement scheme is a major public realm and bus priority scheme that has received approval following a lengthy business case process. The scheme is being funded jointly by TfL and Harrow. TfL have granted £1.5m over the 2020/21 and 2021/22 financial years and Harrow are providing a £900k match fund from CIL in 2021/22 providing a total budget of £2.4m for the delivery of the project.
- 2.14 Construction work commenced in March 2021 and the first phase of works in George Gange Way is now complete. The second phase of works by the station will commence at the end of June. The construction programme will be approximately 12 months in duration and is expected to complete by the end of the 2021/22 financial year.

Northolt Road / Lower Road / Roxeth Hill junction improvement

- 2.15 Another bus priority initiative awarded funding in 2021/22 is a review of the traffic signals at the Northolt Road / Lower Road / Roxeth Hill junction. An allocation of £25k has been provided to undertake a feasibility study on how to improve the performance of the junction. This was originally highlighted as a local transport fund scheme but due to the shortfall in funding likely this year it will now be taken forward using this discretionary funding.

Rapid electric vehicle charging point – Uxbridge Road, Hatch End

- 2.16 Funding of £50k has also been awarded in 2021/22 to introduce a rapid electric vehicle charging point in Uxbridge Road, Hatch End. The award of funding was originally granted in 2020 but has been carried forward by TfL into 2021/22 to allow completion of the project by the summer. The details of the scheme can be seen in **Appendix E**.

Local Transport Fund (TfL)

- 2.17 TARSAP approved a provisional programme of four local transport funding schemes based on a £100k allocation in March 2021. As mentioned above the Northolt Road / Lower Road scheme is now being funded from another source and so the remaining three schemes require a reduced budget of £70k. Whilst the funding allocation is expected to reduce it may still be possible to deliver the remaining three schemes in the programme.

Royston Park Road traffic calming scheme

- 2.18 One of the schemes, a traffic calming scheme in Royston Park Road, has been highlighted as an urgent matter following concerns raised by local residents and ward councillors regarding recent incidents concerning speeding and accidents. Design work on the scheme has been undertaken and the proposals can be seen in **Appendix F**. It is planned to undertake public consultation in July.

Active Travel Fund (TfL)

School streets (tranche 2)

- 2.19 The active travel fund is the second tranche of street space schemes funded by government. The boroughs applied for scheme via TfL and Harrow applied for an additional six school street schemes under this programme. A grant award of £240k was received to take forward all six schemes.
- 2.20 The note in **Appendix G** provides details of the six schemes, details of the public engagement undertaken in April / May this year and details of the results of engagement.
- 2.21 Following analysis of the engagement feedback and further consultation with the Leader of the Council and Portfolio Holder – Environment it was considered that there was insufficient support for the schemes and it was agreed not to go ahead with this phase of the school street schemes.

Other external funding and developer contributions

Electric Vehicle charging points (residential)

- 2.22 The council was awarded a grant of £76k from the Department for Transport Office for Low Emission Vehicles (OLEV) for 24 on-street residential charging points across the borough in 2019/20. The pandemic hindered the delivery of the programme of work and additional time was allowed to complete the work by May 2021. The charging points have been retrofitted onto street lighting columns to serve residents with electric vehicles that do not have off-street parking.

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

- 2.23 This scheme is funded from section 106 developer contributions from the Kodak development to mitigate the impact of development by improving the capacity of the junction and pedestrian safety.
- 2.24 A proposed scheme design was subject to consultation in autumn 2019 and a number of concerns were highlighted by the local community. A revised scheme option was subsequently developed to address those concerns and was expected to be put to further consultation in March 2020, however, this was suspended due to the onset of the coronavirus pandemic.
- 2.25 The pandemic has significantly affected traffic flows and trends at the junction and so the project will remain on hold until the government restrictions are suspended in July and a period of time has passed to allow traffic flows to normalise. Traffic surveys will then be undertaken after the summer holiday period to review the situation and consider if the current scheme designs are still viable.
- 2.26 It is proposed to discuss these options and the traffic surveys with ward councilors and the Portfolio Holder – Environment later on this year to determine how to proceed with the project.

Neighbourhood CIL Funding

Dennis Lane – Traffic management scheme

- 2.27 The Council received a petition containing 65 signatures in February 2020 requesting that vehicles are prohibited from entering Dennis Lane from the Wood Lane junction in order to reduce through traffic to create a more pleasant environment. Local ward councillors have considered the petition and requested a scheme be taken forward using the Neighbourhood Community Infrastructure Levy (NCIL) Fund. This request has been approved by the Council's Planning Service who have checked the request for compliance with the terms of use for NCIL funding.
- 2.28 A proposal has been developed to restrict all traffic (except cycles) from travelling southbound on Dennis Lane at the existing width restriction. A plan of the proposal can be seen in **Appendix H** for information. The closure would be implemented on an experimental basis.

- 2.29 The Portfolio Holder – Environment has approved a public consultation on the scheme which is currently on-going and will close on 11th July. The results of consultation will be collated and presented to the local ward councillors and the Portfolio Holder before proceeding further.

Staffing/workforce

- 2.30 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

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

Performance issues

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

Environmental Implications

- 2.33 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.
- 2.34 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

- 2.35 There are no data protection implications.

Risk Management Implications

- 2.36 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.37 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

- 2.38 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

- 2.39 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.40 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

- 2.41 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2021/22 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

Equalities Implications / Public Sector Equality Duty

- 2.42 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.
- 2.43 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

2.44 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: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 25/06/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 30/06/2021

Date: Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 28/06/2021

Section 3 – Interim Corporate Director Clearance

Statutory Officer: Mark Billington

Signed by the Corporate Director - Community

Date: 30/06/2021

Mandatory Checks

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

EqlA carried out: **YES**, as a part of LIP3

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

Section 4 - Contact Details and Background Papers

Contact:

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

Background Papers:

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

Appendix A – Harrow Capital, parking management schemes update – 2021/22

This is Harrow’s own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2021/22 this comprises of an allocation of £275K for controlled parking schemes and £25K for a local safety parking schemes programme.

Scheme	Details	£	Status	Contact officer	Planned finish
Gordon Road area, Wealdstone Parking Review	(Scheme carried over from 2020/21) An area review of the existing hours of operation of zone (CA) in Whitefriars Avenue, Graham Road, Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way and Cecil Road.	n/a	Statutory consultation - Feb 2020 Implementation May 2021 Operational 1 st June 2021 Zone C1 extended (Mon to Sun 8am – Midnight) to include Whitefriars Avenue, Graham Road, Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way and Cecil Road.	Barry Philips / Sajjad Farid	Completed
The Ridgeway / September Way Area Parking Review	(Scheme carried over from 2020/21) An area review to investigate options to address non-residential long stay parking associated with Stanmore College students, a local car repair business and a day nursery.	£35,000	Public consultation - Sep 2020 Results have been collated and are being discussed with members and PH to agree measures to be taken forward to statutory consultation	Barry Philips / Sajjad Farid	Dec 2021
Green Lane, Culverlands Close, Ben Hale Close and Woodside Close Parking Review	(Scheme carried over from 2020/21) An area review to investigate a new CPZ to address problems with inconsiderate and obstructive parking by non-residents that restricts carriageway width.	£22,000	Public consultation - Sep 2020 Results have been collated and are being discussed with members and PH to agree measures to be taken forward to statutory consultation	Barry Philips / Sajjad Farid	Dec 2021

Scheme	Details	£	Status	Contact officer	Planned finish
Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and Peterborough Road Parking Review	(Scheme carried over from 2020/21) Review of existing CPZ to address the problem of all day commuter parking in the existing free parking bays to improve local access to parking.	£20,000	Public consultation - Nov 2020 Results have been collated and are being discussed with members and PH to agree measures to be taken forward to statutory consultation	Barry Philips / Sajjad Farid	Dec 2021
Grimsdyke Road, Hallam Gardens, Hillview Road area, Hatch End Parking Review	(Scheme carried over from 2020/21) Area parking review to consider a new CPZ to address inconsiderate long term commuter and other non - residential parking.	£18,000	Public consultation - Nov 2020. Results have been collated and discussed with members and PH There is no support for permit parking. A revised proposal for waiting restrictions only has been developed and approved by PH. Statutory consultation to commence on 24 th June 2021.	Barry Philips / Sajjad Farid	Oct 2021
Courtenay Avenue service roads between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald Parking Review	(Scheme carried over from 2020/21) Parking review of service roads to consider a new CPZ to address inconsiderate long term commuter and other non -residential parking.	£18,000	Public consultation - Jul 2020. Results have been collated and discussed with members and PH There is no support for permit parking. A revised proposal for waiting restrictions only has been developed to be taken forward to statutory consultation.	Barry Philips / Sajjad Farid	Dec 2021

Scheme	Details	£	Status	Contact officer	Planned finish
Northolt Road, (south east side) between (345-191), Roxeth, Parking Review	(Scheme carried over from 2020/21) Localised parking review to investigate options to introduce a CPZ in a section of Northolt Road (nos. 191-345)	£21,000	Public consultation - Jul 2020. Results have been collated and discussed with members and PH There is support for the proposals and a statutory consultation will be taken forward.	Barry Philips / Sajjad Farid	Dec 2021
Kenton Road service road (nos. 704-738), Kenton East Parking Review	(Scheme carried over from 2020/21) A review of existing problems with commuter and other long stay parking in the service road restricting access for shoppers / visitors to businesses, possible measures include pay and display and shared use bays.	£28,000	Public consultation will be undertaken in Jul/Aug 2021	Barry Philips / Sajjad Farid	Dec 2021
Canterbury Road, Headstone South, Parking Review	Localised review of parking along uncontrolled section of Canterbury Road between Durham Road and Pinner View, possible extension of existing zone NH1 to include all of Canterbury Road.	£37,000	Public consultation will be undertaken in Jul/Aug 2021	Barry Philips / Sajjad Farid	Mar 2022
Chantry Road, Hatch End, Parking Review	Localised review of parking, possible extension of existing zone Z to include all of Chantry Place and Chantry Road.	£24,000	Public consultation will be undertaken in Aug/Sep 2021	Barry Philips / Sajjad Farid	Mar 2022
Eastleigh Avenue,	Issues with obstructive parking affecting emergency services access	£20,000	Public consultation will be undertaken in Aug/Sep 2021	Barry Philips / Sajjad Farid	Mar 2022

Scheme	Details	£	Status	Contact officer	Planned finish
Roxbourne, Parking Review	to Eastleigh Avenue, options to be considered will include a new CPZ with residents permit parking.				
Churchill Road, Gresham Road and Montgomery Road, Canons, Parking Review	Issues with inconsiderate parking in the evenings associated with local nightclubs is creating obstruction to traffic and access problems for residents, a change in the operational hours of the existing CPZ will be considered.	£32,000	Public consultation will be undertaken between Sep/Oct 2021	Barry Philips / Sajjad Farid	Mar 2022
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. The next batch of schemes will be subject to statutory consultation in Jul 2021	Barry Philips / Sajjad Farid	Mar 2022

Appendix B - Transportation Local Implementation Plan programme 2020/21

The 2020/21 financial year was affected by the onset of the coronavirus pandemic and the originally planned programme of works in the Transport Local Implementation Plan (LIP) was revised. In the first half of the year the London Streetspace Programme replaced the LIP. In the second half of the year some elements of the original LIP programme were delivered.

Table 1 – TfL London Streetspace Programme – Apr to Sep 2020

Type of scheme	No. of schemes	Allocation	Status
Pedestrian Space Measures	9	£248,000	Temporary measures introduced at 9 locations from May 2020 and all subsequently removed by Mar 2021
Low Traffic Neighbourhoods	4	£180,000	Scheme trials undertaken at 4 locations from Sep/Oct 2020 and subsequently removed in May 2021
School Streets (tranche 1)	4	£135,000	Scheme trials in 4 locations (Grimsdyke School, Newton Farm School, Marlborough School, Park High School) from Oct 2020 and review of trials due in Sep 2021 after 12 months of operation
	17	£563,000	Total

Table 2 – Emergency Active Travel Fund (Department for Transport) – Jun to Sep 2020

Type of scheme	No. of schemes	Allocation	Status
Strategic cycle schemes	3	£100,000	Schemes trials undertaken at 3 locations from Jul 2020 and subsequently removed in May 2021

Table 3 – TfL Active Travel Fund - Jan 2021 to Mar 2022

Type of scheme	No. of schemes	Allocation	Status
School streets (tranche 2)	6	£240,000	Proposals are for Roxbourne Primary School, Pinner Wood School, St John Fisher Catholic School, Cedars Manor School, Bentley Wood High School, Camrose Primary School.

			Funding moved into 2021/22, consultation undertaken in April / May 2021, schemes abandoned due to lack of support
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Table 4 – TfL Transport LIP Programme – Oct 2020 to Mar 2021

TFL programme	Scheme	Details	Allocation	Status
Corridors	Vision Zero – 20mph zones	20mph zones programme (£150k) at following locations: <ul style="list-style-type: none"> • Merrion Avenue • Roxborough Park area • Weald Lane area • Westfield Drive / Gdns 	£150,000	20mph zones completed
Corridors	Vision Zero - Road Safety Schemes	Local safety schemes development, assess accidents and identify locations of schemes	£50,000	Accident studies completed
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 	£150,000	Streatfield Road zebra xing – completed George V Avenue – on hold Northern Cycle Route – design and consultation complete
Corridors	Bus priority schemes	North Harrow signals - junction improvement – statutory undertakers works (in advance of junction improvement)	£50,000	Statutory undertakers works on-going
Corridors	ULEV infrastructure and Air Quality schemes	Harrow TC neighbourhood of the future - electric street	£25,000	Feasibility study complete
Corridors	Travel Plans	Travel planning - sustainable transport promotion / travel plans	£48,000	On-going programme of work delivered

TFL programme	Scheme	Details	Allocation	Status
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	£50,000	Cycle scheme design completed
			£523,000	Total

Table 5 – TfL Discretionary Funding – Oct 2020 to Mar 2021

TFL programme	Scheme	Details	Allocation	Status
Bus Priority Portfolio	Wealdstone town centre scheme	Wealdstone town centre public realm and bus priority improvements – major scheme	£1,000,000	Construction work started in Mar 2021, works duration approximately 12 months

Appendix C - Transport Local Implementation Plan programme 2021/22

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 is still subject to ongoing discussions between the Government and TfL. An initial allocation of £221k has been awarded to initiate projects generally. Separate funding of £575k has been provided for TfL sponsored bus priority schemes and EV charging points.

Table 6 - TfL Discretionary funding 2021/22

TfL programme category	Allocation	Description
Bus Priority	£500,000	Wealdstone Town Centre Improvement Scheme
Bus Priority	£25,000	Northolt Rd / Lower Rd / Roxeth Hill junction improvement
Go Ultra Low City Scheme	£50,000	Rapid EV charging point – Uxbridge Road, Hatch End
	£575,000 Total	

Table 7 - TfL LIP programme 2021/22 – Summary

TfL programme category	Scheme category	Provisional allocation 2021/22	Initial allocation April 2021
Corridors	Road Safety	£250,000	£65,000
Corridors	Sustainable Transport	£676,000	£85,000
Corridors	Accessibility	£115,000	£15,000
Corridors	Behaviour Change	£250,000	£40,000
Local transport funding	Local transport funding	£100,000	£16,000
		£1,391,000 Total	£221,000 Total

(See schemes / interventions update in table 3 below)

Table 8 - TfL LIP programme 2021/22 – list of schemes / interventions

Scheme	Description	Scheme category	Status	Contact officer
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Vision Zero - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore	Road safety	Initial design completed; public consultation planned for July 2021	Barry Philips / Johann Alles
Vision Zero - Safety scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane - Local Safety Scheme junction improvement	Road safety	Feasibility study / design commissioned; consultation planned late summer	Barry Philips / Johann Alles
Vision Zero - safety scheme - High Road, Harrow Weald	High Road / College Ave - Local safety scheme - junction improvement	Road safety	Feasibility study / design commissioned; consultation planned late summer	Barry Philips / Johann Alles
Vision Zero - safety scheme – Clamp Hill, Harrow Weald	Clamp Hill - Local Safety Scheme	Road safety	Feasibility study / design commissioned; consultation planned late summer	Barry Philips / Johann Alles
Cycling - Northern cycle route	Cycle schemes - Northern cycle route cycle route running north south near Uxbridge Road	Sustainable transport	Scheme design and consultation complete, awaiting funding to program construction	Barry Philips / Tushar Patel
Cycling - Picadilly cycle route	Piccadilly Route connecting Harrow Town Centre to Harrow Weald.	Sustainable transport	On hold	Barry Philips / Tushar Patel
Cycling - Elmgrove Road, Harrow	Elmgrove Road, Greenhill ward - cycling scheme	Sustainable transport	Scheme designed, planning public consultation	Barry Philips / Tushar Patel
Walking - pedestrian crossings	Nower Hill School – controlled crossing at George V Ave / Headstone Ln junction	Sustainable transport	Feasibility study commissioned	Barry Philips / Tushar Patel
Bus Priority - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes - Pinner Road - widening scheme	Sustainable transport	Statutory undertakers equipment diversions on-going, awaiting funding to program construction	Barry Philips / Tushar Patel

Bus Priority - Northolt Road / Roxeth Hill, South Harrow - junction improvement	Roxeth Hill / Shaftesbury Avenue - model and junction redesign	Sustainable transport	Signal review being undertaken under the Bus Priority discretionary funding allocation, feasibility study commissioned	Barry Philips / Tushar Patel
Freight management schemes	Freight schemes - Implementation of Harrow's freight strategy, this will include works to review weight restriction areas and review advisory freight routes. Implement Wealdstone freight servicing plan.	Accessibility	On hold	
Network Performance	Network performance schemes – Greenhill Way / Headstone Rd junction improvement	Accessibility	Feasibility study commissioned	Barry Philips / Johann Alles
Accessibility Schemes	Accessibility schemes - Programme of accessibility improvements to introduce disabled persons parking places, pedestrian dropped kerbs and other minor localised improvements.	Accessibility	On-going work programme of assessing disabled parking bays and pedestrian dropped kerbs	Barry Philips / Nabeel Shahid
Shopmobility	Harrow Shopmobility - Expansion of opening hours of Shopmobility service for times when volunteers are not available e.g. Saturdays and pre-Xmas	Accessibility	Work commissioned	Barry Philips

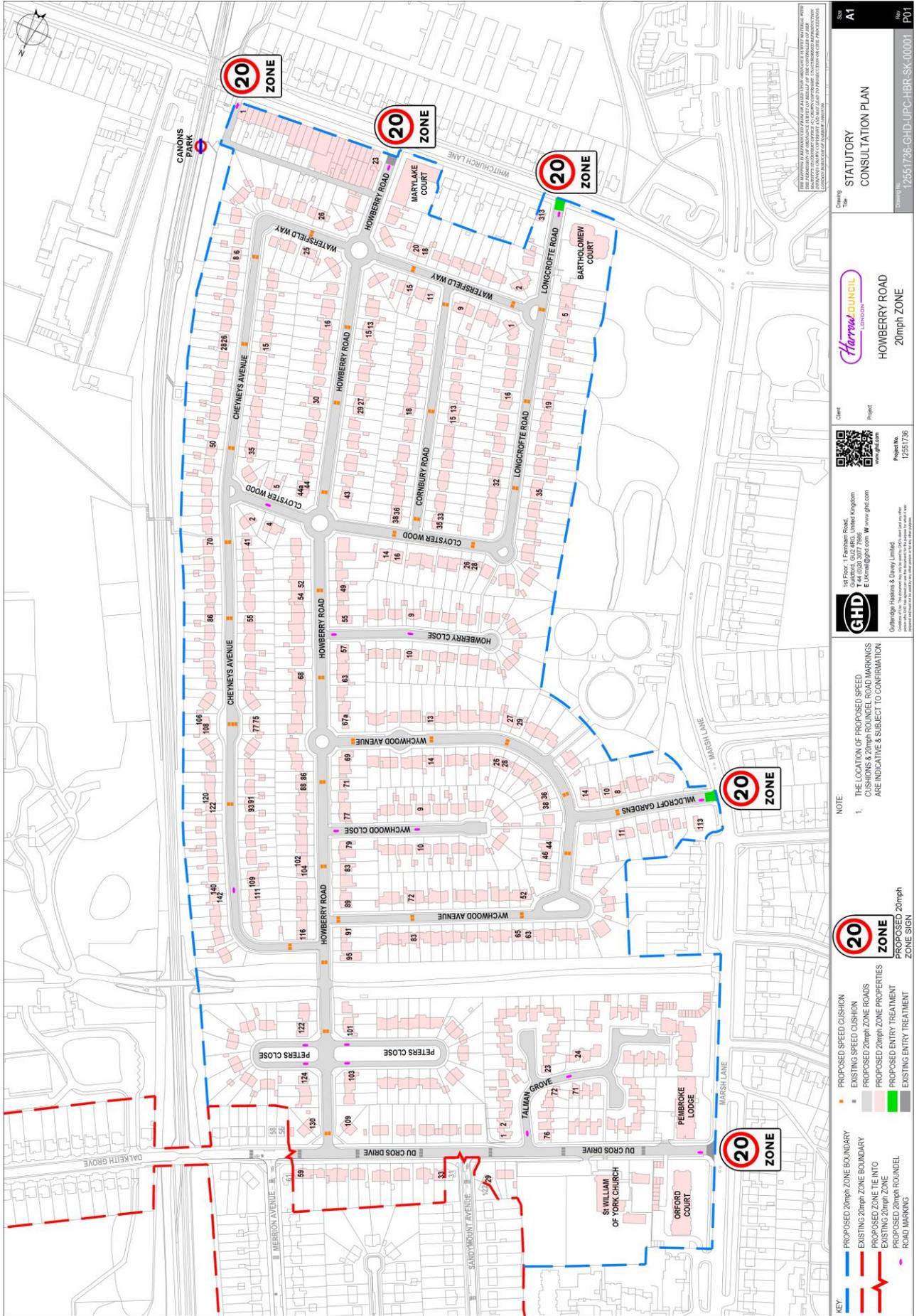
Travel Training	Travel training - Supporting the development and implementation of School Travel Plans and supporting the development of travel plans for businesses and organisations in the borough to increase active travel by sustainable transport modes.	Accessibility	On hold	
EV charging points	EV charging infrastructure - Develop residential EV point delivery plan, deliver Residential charging points to support ORCS bid, deliver town centre charging points at strategic locations including, commercial centres and car parks.	Sustainable transport	Awaiting funding decision	
Harrow town centre NOF - Station Road EV street	Complete the Neighbourhood of the future electric street scheme in Station Road - Harrow Town Centre	Sustainable transport	Awaiting funding decision	
Air Quality schemes	Programme of air quality initiatives including, anti-idling campaigns, air quality monitoring sites using diffusion tubes	Sustainable transport	On hold	
Active and Sustainable Travel	Active & sustainable travel - Initiatives to promote active travel and sustainable transport modes to the general public.	Behaviour change	On hold	

Road Safety Education	Road Safety Education - Educational initiatives in schools to teach road safety skills. Wider road safety promotions targeting all road users particularly drivers, powered 2 wheelers, cyclists and pedestrians coordinated with other projects and initiatives where relevant.	Behaviour change	Awaiting funding decision	
Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	Behaviour change	Awaiting funding decision	
Travel Plans	Travel Plans - Supporting the development and implementation of School Travel Plans and supporting the development of travel plans for businesses and organisations in the borough to increase active travel by sustainable transport modes.	Behaviour change	On-going work programme with schools	Barry Philips / Annabelle Fosu / Nisha Durgacharan
Forward Programme Development	Forward planning - Development of transport plans for district centres and future liveable neighbourhoods. The undertaking of surveys and assessments to develop scheme for future years.	Sustainable transport	On hold	

Local Transport Fund schemes	<p>TARSAP agreed programme (Mar 2021) is:</p> <ul style="list-style-type: none"> (i) Roxeth Hill / Lower Road review of signalised junction layout (ii) TfL Cycleway from Station Road, Harrow to Kenton Road (iii) Royston Park Road – Speed reduction measures (iv) Introduce a dial a ride facility in Havelock Road in Harrow Town Centre 	Local transport funding	<ul style="list-style-type: none"> (i) Signal review being undertaken under the Bus Priority discretionary funding allocation, feasibility study commissioned (ii) Awaiting funding decision (iii) Design completed, public consultation planned for July (iv) Awaiting funding decision 	Barry Philips / Johann Alles
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APPENDIX D – HOWBERRY ROAD AREA 20MPH ZONE



KEY:

- PROPOSED 20mph ZONE BOUNDARY
- EXISTING 20mph ZONE BOUNDARY
- PROPOSED ZONE TIE INTO
- EXISTING 20mph ZONE
- PROPOSED 20mph ROUNDNEL
- ROAD MARKING

PROPOSED SPEED CUSHION

- PROPOSED SPEED CUSHION
- PROPOSED 20mph ZONE ROADS
- PROPOSED 20mph ZONE PROPERTIES
- PROPOSED ENTRY TREATMENT
- EXISTING ENTRY TREATMENT

NOTE:

- THE LOCATION OF PROPOSED SPEED CUSHIONS & 20mph ROUNDNEL ROAD MARKINGS ARE INDICATIVE & SUBJECT TO CONFIRMATION

Client: Harrow Council
Project: HOWBERRY ROAD 20mph ZONE
Project No.: 12551736

Statutory Consultation Plan

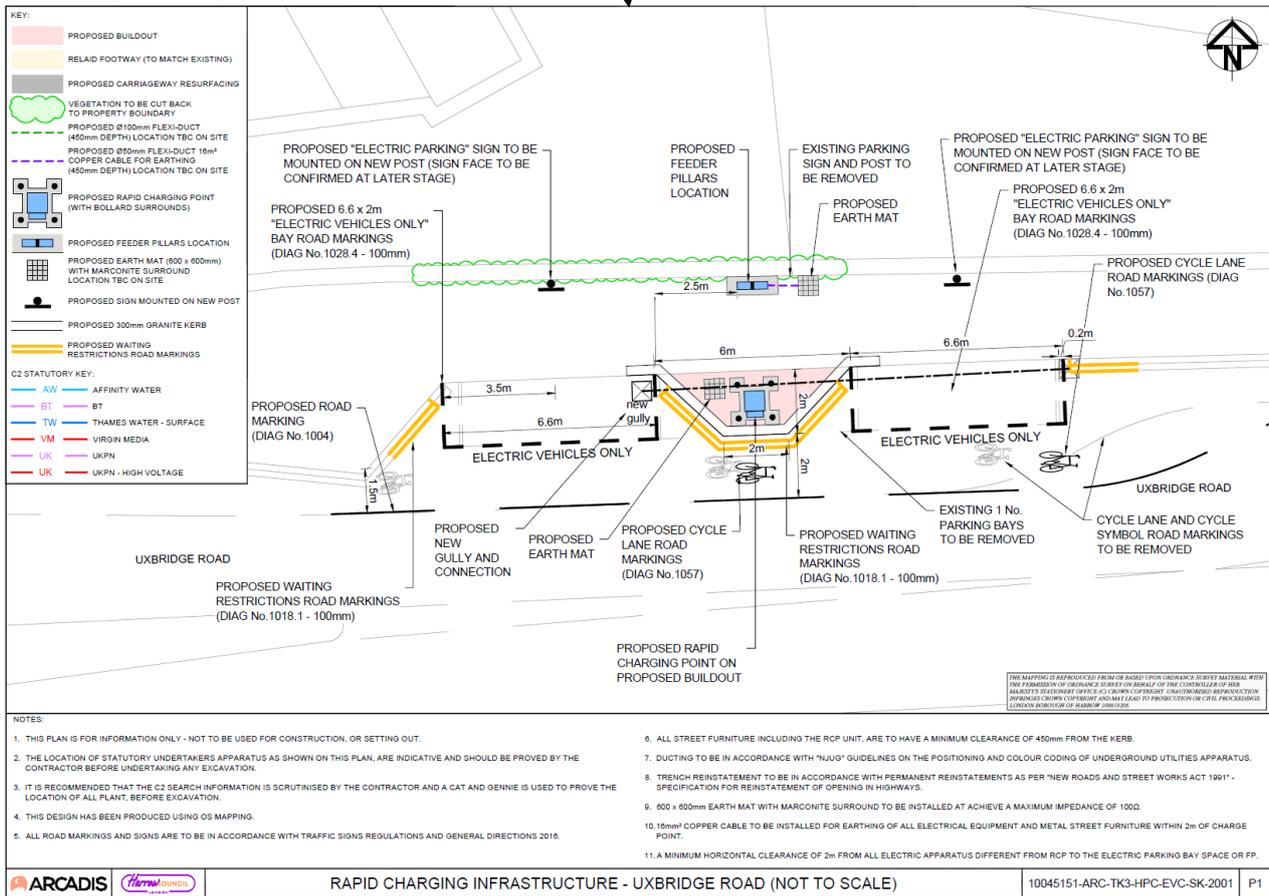
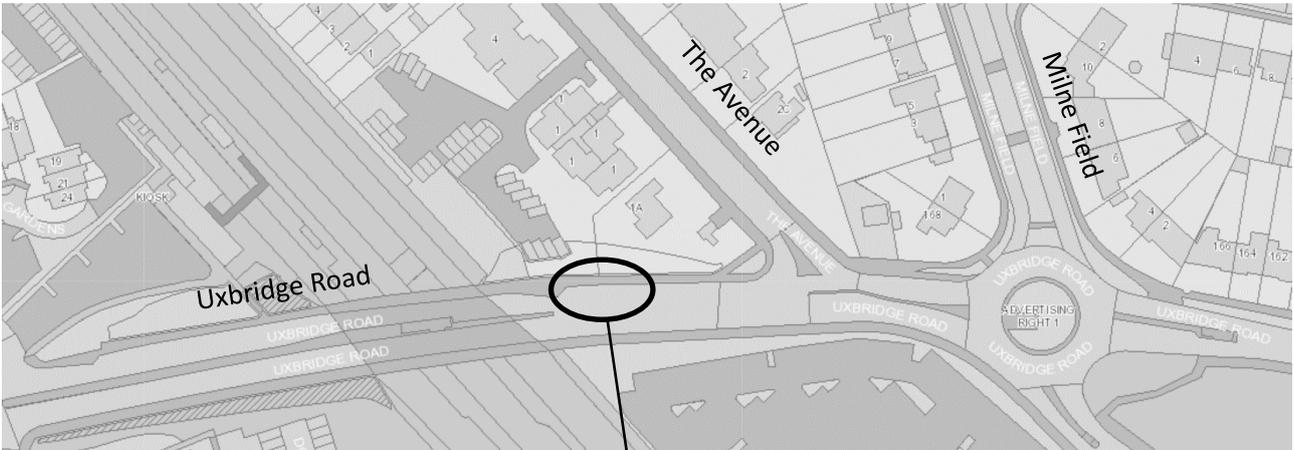
Drawing Title: STATUTORY CONSULTATION PLAN
Sheet: A1
Date: 12/5/17
Drawn By: P01

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Chatteridge Haskins & Davy Limited
 12551736

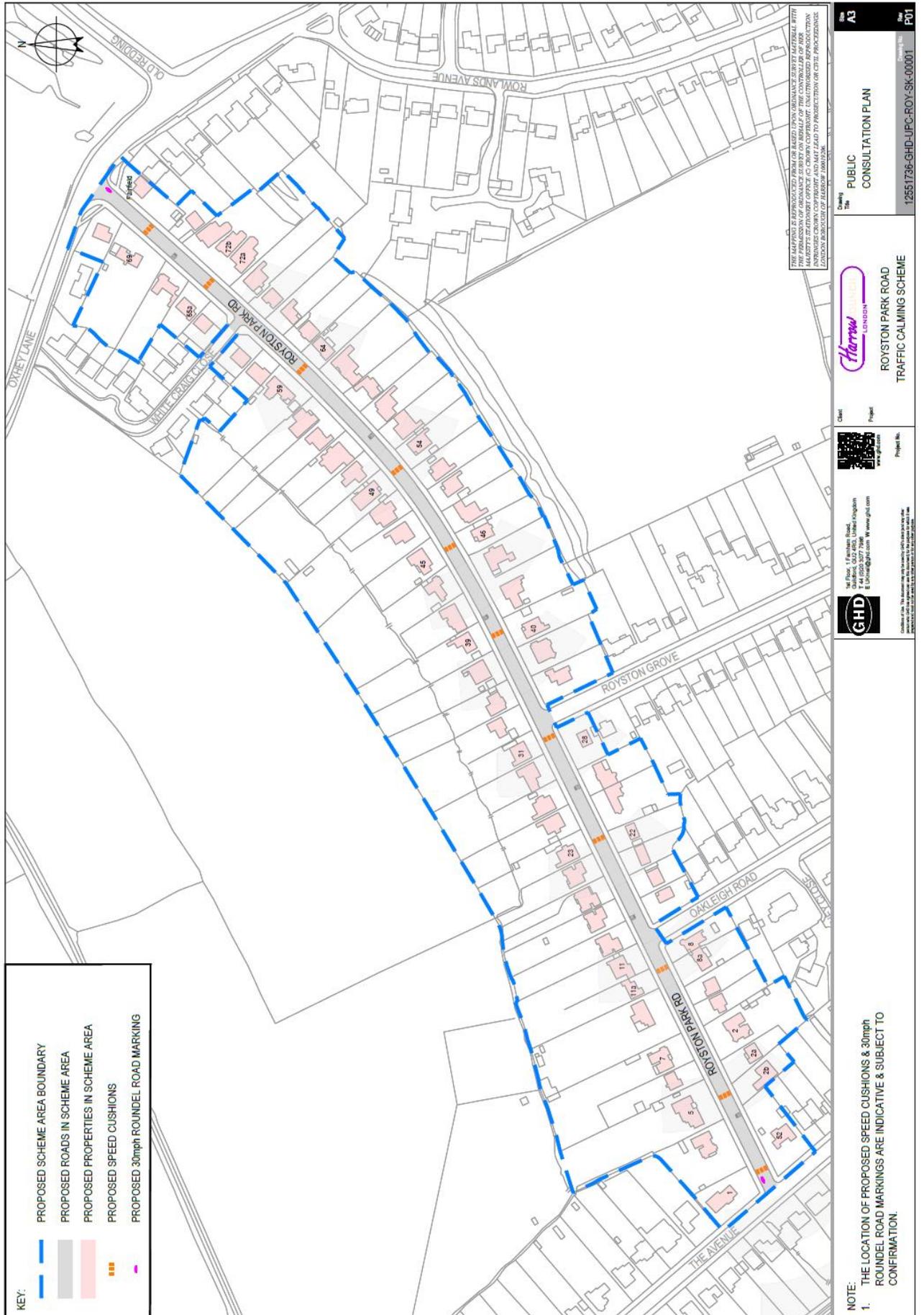
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APPENDIX E – RAPID ELECTRIC VEHICLE CHARGE POINT – UXBRIDGE ROAD, HATCH END



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APPENDIX F – ROYSTON PARK ROAD TRAFFIC CALMING SCHEME



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APPENDIX G SCHOOL STREETS SCHEMES (TRANCHE 2)

Background

The school streets initiative under the TfL LSP programme has been successful in increasing the number of pedestrian journeys to school and reduced the impact of motor traffic in close proximity to schools. Engagement with schools has highlighted an interest from Head Teachers in taking forward further school street schemes and a second tranche of school streets schemes was applied for under TfL's Active Travel Funding programme as follows:

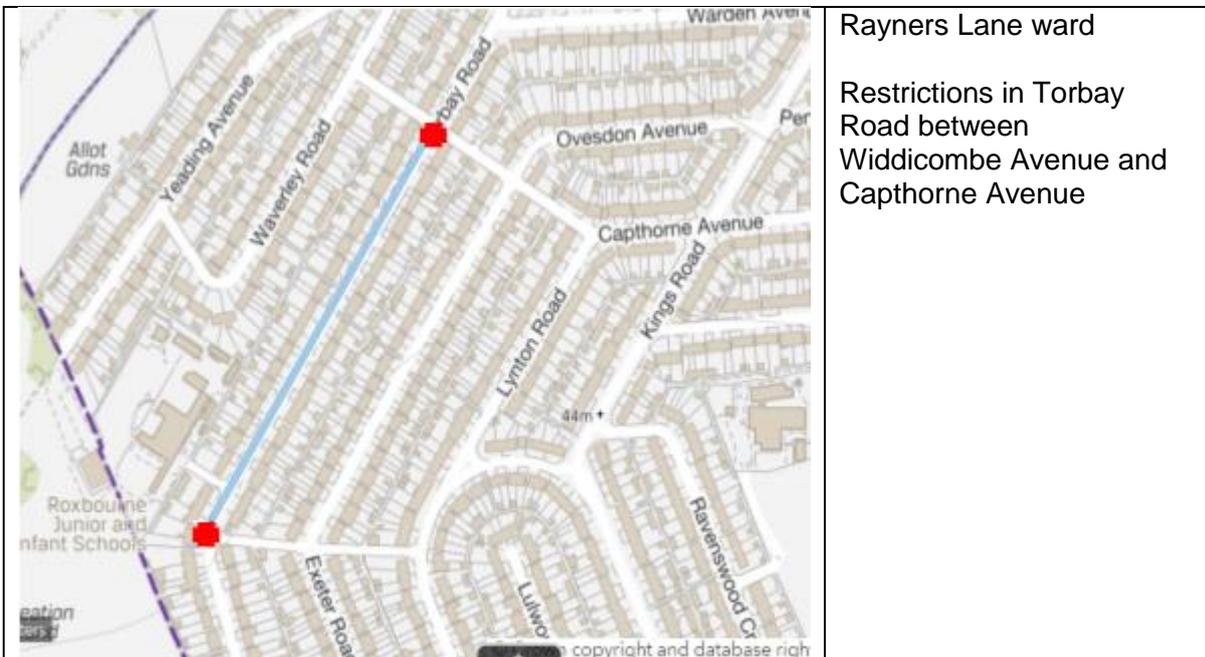
- Roxbourne Primary School
- Pinner Wood School
- St John Fisher Catholic School
- Cedars Manor School
- Bentley Wood High School
- Camrose Primary School

On 28th January TfL awarded £200k for 5 of the school streets and an additional £40k was subsequently awarded granting Harrow a total of £240k to take forward all six schemes proposed.

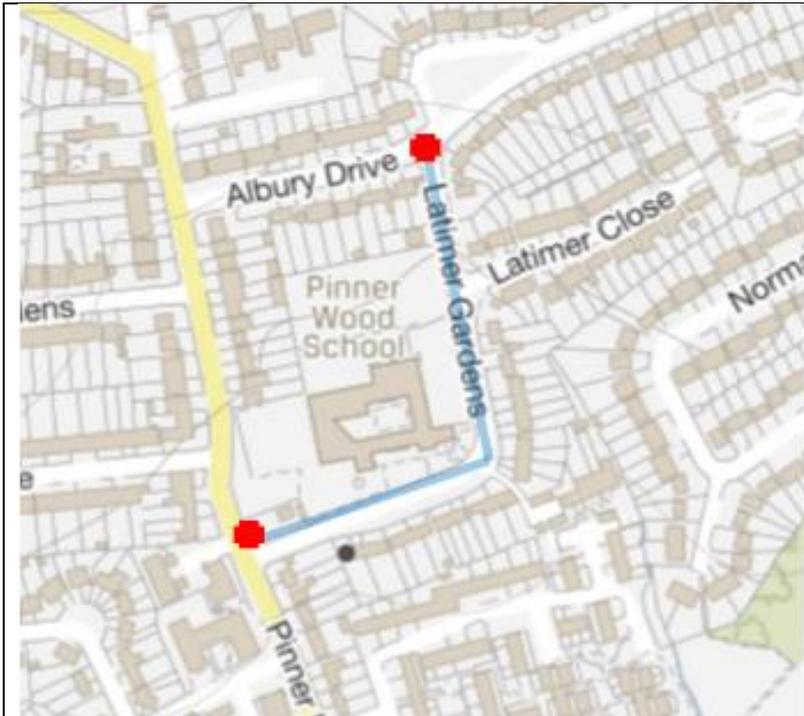
Extent of schemes

The plans show the extent of proposals around the six schools. The dots indicate the entry / exit points to the restricted streets.

Roxbourne Primary School



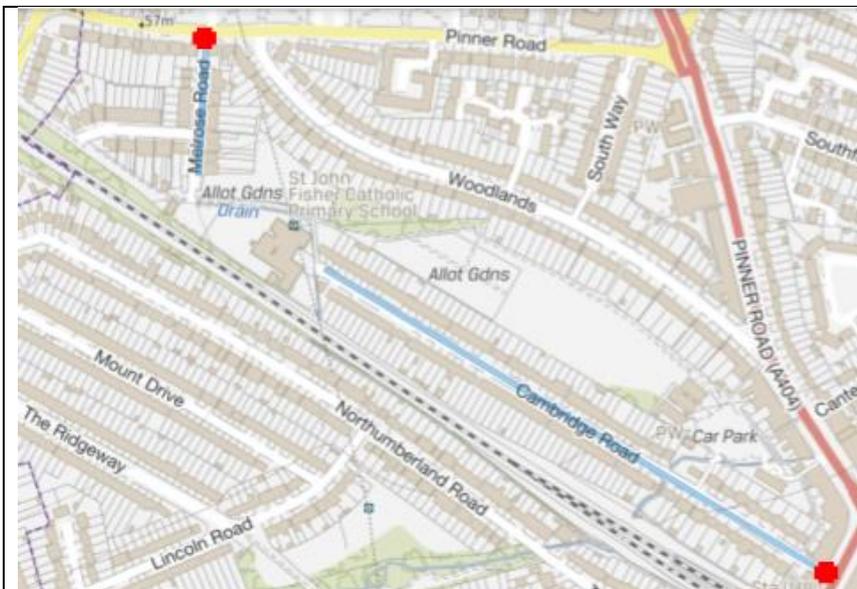
Pinner Wood School



Pinner ward

Restrictions in Latimer Gardens

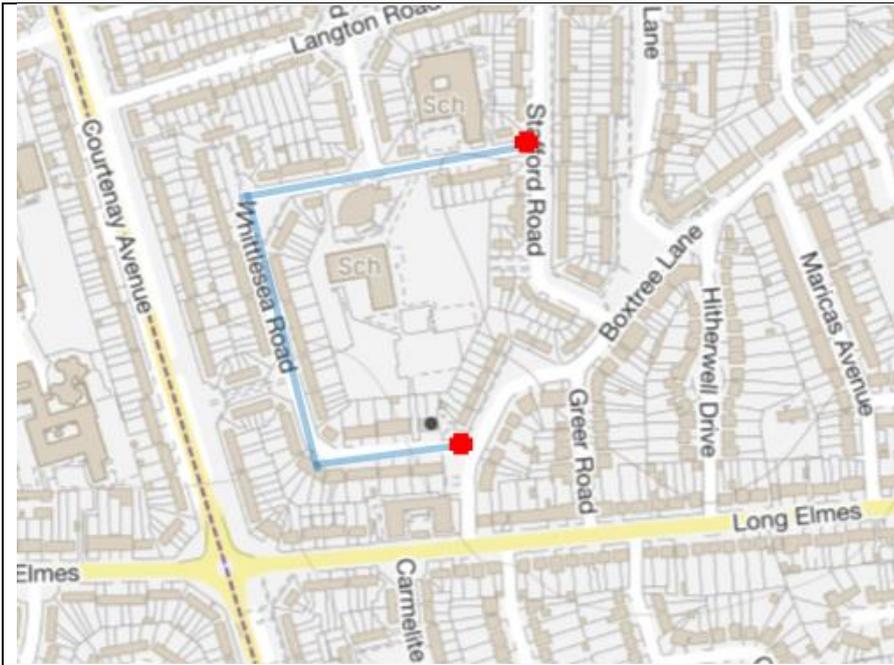
St. John Fisher Catholic Primary School



Headstone North ward

Restrictions in Cambridge Road and Melrose Road

Cedars Manor School



Harrow Weald ward

Restrictions in Whittlesea Road

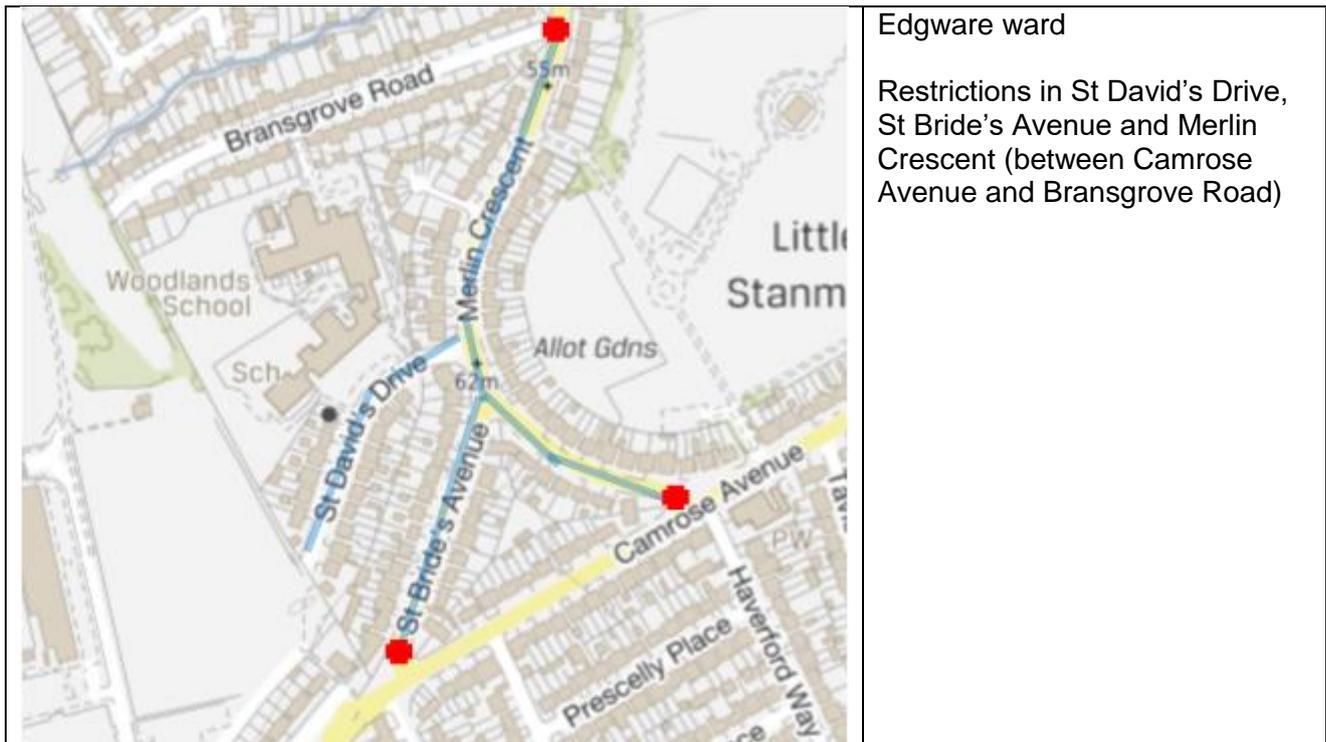
Bentley Wood High School



Stanmore Park ward

Restrictions in Masefield Avenue, Bridges Road, Stilwell Grove, Binyon Crescent, Brockhurst Close, Flecker Close

Camrose Primary School



Public consultation

During April and May 2021 a public engagement exercise was undertaken on the second tranche of proposed school streets schemes. A public engagement portal was used to provide details of the proposals and to receive feedback from the public.

Leaflets were circulated to all local residents in the immediate vicinity of the schools to highlight the consultation and engagement portal and encourage participation.

The results of the engagement for each school are reported here.

Roxbourne Primary School – public engagement results

1. Do you live / work in the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
No	21	62%	10%	5%	0%	24%
Yes - I live there	27	44%	7%	7%	19%	22%
Yes - I work there	2	100%	0%	0%	0%	0%
Yes - my child goes to school here	3	33%	33%	0%	0%	33%
Yes - I have a business there	1	0%	0%	0%	0%	0%
Yes - I work at the school there	1	0%	0%	0%	0%	100%
Yes - I work at a GP surgery /health centre	0	0%	0%	0%	0%	0%
Yes - I run/attend a place of worship	0	0%	0%	0%	0%	0%
Other	0	0%	0%	0%	0%	0%

2. If No, what is your connection to the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
Live locally	17	41%	18%	6%	0%	35%
Have a child that attends the school	8	38%	38%	13%	0%	13%
Commute through the school streets	7	71%	14%	0%	0%	14%
Live in Harrow	13	62%	15%	8%	0%	15%
Work in Harrow	1	0%	0%	0%	0%	100%
Work at a GP surgery / Health Centre	0	0%	0%	0%	0%	0%
Run/attend a place of worship	2	50%	0%	0%	0%	50%
I work at the school there	1	100%	0%	0%	0%	0%
Other	0	0%	0%	0%	0%	0%

3. If you have a child at the school, what is your main mode of travel to school?

Walking	11	52%
Cycling	0	0%
Car / motorbike	8	38%
Public transport	1	5%
Other	1	5%
Total	21	

4. How do you feel about this proposal?

Very negative	27	51%
Negative	5	9%
Neutral	3	6%
Positive	5	9%
Very positive	13	25%
Total	53	

5. Why have you come to this decision?

Reason	Total	Very negative	Negative	Neutral	Positive	Very positive
Road safety	20	25%	5%	0%	15%	55%
Traffic / Parking congestion	36	50%	8%	6%	11%	25%
live / work / exercise	18	50%	6%	11%	11%	22%
Active travel - walking / cycling / scooting	5	20%	0%	0%	0%	80%
Speeding vehicles	9	22%	0%	0%	11%	67%
Air quality / public health	10	30%	0%	0%	0%	70%
Impact on surrounding roads	26	73%	8%	4%	4%	12%
Access for disabled people	8	100%	0%	0%	0%	0%
Other	10	80%	10%	10%	0%	0%

6. Do you have any other comments?

Comments Summarised		No.
1	Not in favour of the scheme	11
2	This scheme will push more traffic and congestion onto surrounding roads	8
3	Support the proposal will improve safety and encourage walking	7
4	Include Widdicombe - and the section of Torbay road above Dunster Way	6
5	Will affect deliveries – children with disabilities - relatives	6
6	No ANPR – money making exercise – scheme waste of time - expensive	4
7	Permits for childminders	2
8	No evidence of any accidents	2
9	Supported cycle lanes should not have been scrapped	1
10	Free permits wont last for long before charges apply	1
11	The Newton Farm scheme has caused issues in Kings Road	1
12	Enforce waiting restrictions	1
13	Promote sustainable modes of transport or other options	1
14	All the school entrances could be covered by protecting Waverley Avenue alone.	1
15	Improve local transport infrastructure to support modal shift	1

Pinner Wood School – public engagement results

1. Do you live / work in the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
No	60	60%	12%	7%	2%	20%
Yes - I live there	24	38%	8%	4%	25%	25%
Yes - I work there	3	67%	33%	0%	0%	0%
Yes - my child goes to school here	50	28%	4%	10%	12%	46%
Yes - I have a business there	0	0%	0%	0%	0%	0%
Yes - I work at the school there	2	50%	0%	50%	0%	0%
Yes - I work at a GP surgery /health centre	0	0%	0%	0%	0%	0%
Yes - I run/attend a place of worship	0	0%	0%	0%	0%	0%
Other	13	69%	15%	0%	0%	15%

2. If No, what is your connection to the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
Live locally	53	70%	6%	6%	2%	17%
Have a child that attends the school	38	55%	11%	8%	5%	21%
Commute through the school streets	10	80%	0%	10%	0%	10%
Live in Harrow	23	52%	9%	13%	0%	26%
Work in Harrow	3	100%	0%	0%	0%	0%
Work at a GP surgery / Health Centre	1	100%	0%	0%	0%	0%
Run/attend a place of worship	2	50%	0%	0%	0%	50%
I work at the school there	6	83%	0%	0%	0%	17%
Other	0	0%	0%	0%	0%	0%

3. If you have a child at the school, what is your main mode of travel to school?

Walking	48	52%
Cycling	5	5%
Car / motorbike	36	39%
Public transport	3	3%
Other	1	1%
Total	93	

4. How do you feel about this proposal?

Very negative	69	50%
Negative	12	9%
Neutral	10	7%
Positive	10	7%
Very positive	38	27%
Total	139	

5. Why have you come to this decision?

Reason	Total	Very negative	Negative	Neutral	Positive	Very positive
Road safety	68	29%	7%	6%	9%	49%
Traffic / Parking congestion	108	48%	9%	8%	8%	26%
live / work / exercise	29	48%	7%	3%	0%	41%
Active travel - walking / cycling / scooting	18	22%	0%	0%	6%	72%
Speeding vehicles	29	28%	0%	3%	10%	59%
Air quality / public health	41	39%	2%	2%	10%	46%
Impact on surrounding roads	75	69%	11%	9%	5%	5%
Access for disabled people	12	58%	0%	0%	0%	42%
Other	7	86%	14%	0%	0%	0%

6. Do you have any other comments?

Comments Summarised		No.
1	This scheme will push more traffic and congestion onto surrounding roads,like Albury Drive or Pinner Hil;	41
2	Support the proposal will improve safety and encourage walking	19
3	Not in favour of the scheme,will create problems elsewhere	15
4	Enforce parking restrictions / more restrictions / consider drop off zone	8
5	Improve local transport infrastructure to support modal shift	4
6	The Council should consider extending the scheme wider to include Albury Drive and Pinner Hill	5
7	Hours of operation are not long enough	5
8	Promote sustainable modes of transport or other options	3
9	Will affect deliveries - contractors- carers-gardeners- family members – parcel deliveries	4
10	No ANPR – money making exercise – scheme waste of time – expensive to run	2
11	Include Welch Place in the scheme	2
12	Put permeant camera to enforce school zig zags instead	2
13	Childminders should be exempt	1
14	Free permits wont last for long before charges apply	1
15	The scheme is inconvenient I have medical condition and wont be able to drop my children off outside the school.	1
16	Offer free permits to parents who drive a long way to the school	1

St John Fisher School – public engagement results

1. Do you live / work in the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
No	42	48%	5%	14%	12%	21%
Yes - I live there	57	32%	16%	5%	18%	30%
Yes - I work there	2	100%	0%	0%	0%	0%
Yes - my child goes to school here	16	25%	0%	13%	13%	50%
Yes - I have a business there	2	0%	0%	0%	0%	0%
Yes - I work at the school there	0	0%	0%	0%	0%	0%
Yes - I work at a GP surgery /health centre	2	0%	0%	0%	0%	0%
Yes - I run/attend a place of worship	2	0%	0%	0%	0%	0%
Other	0	0%	0%	0%	0%	0%

2. If No, what is your connection to the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
Live locally	35	51%	6%	14%	11%	17%
Have a child that attends the school	11	18%	0%	36%	18%	27%
Commute through the school streets	8	63%	0%	13%	13%	13%
Live in Harrow	14	64%	0%	7%	14%	14%
Work in Harrow	2	0%	0%	0%	50%	50%
Work at a GP surgery / Health Centre	0	0%	0%	0%	0%	0%
Run/attend a place of worship	2	100%	0%	0%	0%	0%
I work at the school there	5	40%	20%	0%	20%	20%
Other	0	0%	0%	0%	0%	0%

3. If you have a child at the school, what is your main mode of travel to school?

Walking	24	60%
Cycling	3	8%
Car / motorbike	9	23%
Public transport	2	5%
Other	2	5%
Total	40	

4. How do you feel about this proposal?

Very negative	45	39%
Negative	12	10%
Neutral	11	9%
Positive	15	13%
Very positive	33	28%
Total	116	

5. Why have you come to this decision?

Reason	Total	Very negative	Negative	Neutral	Positive	Very positive
Road safety	52	15%	6%	6%	21%	52%
Traffic / Parking congestion	77	31%	9%	8%	16%	36%
live / work / exercise	32	38%	0%	3%	19%	41%
Active travel - walking / cycling / scooting	18	6%	0%	11%	39%	44%
Speeding vehicles	28	18%	4%	4%	21%	54%
Air quality / public health	42	19%	7%	0%	17%	57%
Impact on surrounding roads	46	59%	15%	9%	2%	15%
Access for disabled people	15	53%	7%	13%	7%	20%
Other	21	67%	14%	14%	0%	5%

6. Do you have any other comments?

	Comments Summarised	No.
1	This scheme will push more traffic and congestion onto surrounding roads, particularly Woodlands	20
2	Support the proposal will improve safety and encourage walking	16
3	Will affect deliveries - contractors- carers-deliveries- family members – visitors	11
4	Not in favour of the scheme to restrictive	10
5	Manage the Cambridge Road car park for drop off times park and stride	8
6	Enforce parking restrictions / more restrictions	7
7	Move the cameras further up the road past the car park - or have 2 cameras	6
8	Parents leave engines running whilst they pick up children causing pollution park across driveways	5
9	People will drop off in Cambridge Road car park	4
10	No ANPR – money making exercise – scheme waste of time - expensive	4
11	Scheme should operate for longer	4
12	Improve local transport infrastructure to support modal shift	2
13	Free permits wont last for long before charges apply	1
14	Include Woodlands, Thrush Green and South Way in scheme	1
15	Permits should be for residents only and not staff of the school	1

Cedars Manor School – public engagement results

1. Do you live / work in the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
No	12	50%	8%	0%	0%	42%
Yes - I live there	14	64%	0%	0%	14%	21%
Yes - I work there	7	0%	0%	0%	0%	0%
Yes - my child goes to school here	10	80%	0%	10%	0%	10%
Yes - I have a business there	1	0%	0%	0%	0%	0%
Yes - I work at the school there	0	0%	0%	0%	0%	0%
Yes - I work at a GP surgery /health centre	2	0%	0%	0%	0%	0%
Yes - I run/attend a place of worship	0	0%	0%	0%	0%	0%
Other	3	67%	33%	0%	0%	0%

2. If No, what is your connection to the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
Live locally	17	53%	6%	6%	6%	29%
Have a child that attends the school	3	67%	0%	0%	0%	33%
Commute through the school streets	2	100%	0%	0%	0%	0%
Live in Harrow	9	78%	0%	0%	0%	22%
Work in Harrow	1	0%	0%	0%	0%	100%
Work at a GP surgery / Health Centre	1	0%	0%	0%	0%	0%
Run/attend a place of worship	0	0%	0%	0%	0%	0%
I work at the school there	1	0%	100%	0%	0%	0%
Other	0	0%	0%	0%	0%	0%

3. If you have a child at the school, what is your main mode of travel to school?

Walking	9	53%
Cycling	1	6%
Car / motorbike	6	35%
Public transport	1	6%
Other	0	0%
Total	17	

4. How do you feel about this proposal?

Very negative	27	56%
Negative	5	10%
Neutral	3	6%
Positive	3	6%
Very positive	10	21%
Total	48	

5. Why have you come to this decision?

Reason	Total	Very negative	Negative	Neutral	Positive	Very positive
Road safety	21	33%	0%	10%	10%	48%
Traffic / Parking congestion	30	60%	7%	3%	10%	20%
live / work / exercise	14	57%	0%	0%	7%	36%
Active travel - walking / cycling / scooting	7	14%	0%	14%	14%	57%
Speeding vehicles	10	30%	10%	0%	10%	50%
Air quality / public health	10	0%	0%	0%	0%	0%
Impact on surrounding roads	23	74%	4%	9%	9%	4%
Access for disabled people	9	67%	22%	0%	11%	0%
Other	4	50%	50%	0%	0%	0%

6. Do you have any other comments?

	Comments Summarised	No.
1	This scheme will push more traffic onto surrounding roads	7
2	Support the proposal will improve safety and encourage walking	6
3	Not in favour of the scheme to restrictive	6
4	Worried about Kingsley staff and peripatetic therapists and other professionals not getting permits	5
5	Will affect deliveries - contractors- carers-mini cabs / taxis- family members - parcel deliveries	4
6	Cedars Centre need access for mid wives and preschool children and sensory room particularly for families who have a child with a disability.	2
7	Worried about Cedar Manor school staff not getting permits	2
8	Worried about access for taxis for elderly	1
9	We need to reduce pollution at school gates for the health of our children	1
10	Mencap clients rely on bus services to bring them to and fro the centre and need to stop outside the centre for drop offs and pick ups.	1
11	No ANPR – money making exercise – scheme waste of time	1
12	Use money for promoting sustainable modes of transport or other options	1
13	Improve local transport infrastructure to support modal shift	1
14	Hours of operation in am and pm should be the same	1
15	Use money for promoting sustainable modes of transport or other options	1

Bentley Wood High School – public engagement results

1. Do you live / work in the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
No	49	55%	14%	4%	2%	24%
Yes - I live there	48	15%	4%	10%	8%	63%
Yes - I work there	0	0%	0%	0%	0%	0%
Yes - my child goes to school here	7	43%	14%	0%	0%	43%
Yes - I have a business there	1	0%	0%	0%	0%	0%
Yes - I work at the school there	1	0%	0%	0%	0%	100%
Yes - I work at a GP surgery /health centre	0	0%	0%	0%	0%	0%
Yes - I run/attend a place of worship	0	0%	0%	0%	0%	0%
Other	14	64%	7%	7%	7%	14%

2. If No, what is your connection to the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
Live locally	40	63%	13%	8%	3%	15%
Have a child that attends the school	3	67%	33%	0%	0%	0%
Commute through the school streets	11	45%	9%	0%	9%	36%
Live in Harrow	24	63%	4%	4%	0%	29%
Work in Harrow	6	67%	0%	0%	0%	33%
Work at a GP surgery / Health Centre	0	0%	0%	0%	0%	0%
Run/attend a place of worship	2	100%	0%	0%	0%	0%
I work at the school there	1	0%	0%	100%	0%	0%
Other	8	63%	25%	0%	0%	13%

3. If you have a child at the school, what is your main mode of travel to school?

Walking	8	28%
Cycling	3	10%
Car / motorbike	13	45%
Public transport	4	14%
Other	1	3%
Total	29	

4. How do you feel about this proposal?

Very negative	46	39%
Negative	11	9%
Neutral	9	8%
Positive	6	5%
Very positive	46	39%
Total	118	

5. Why have you come to this decision?

Reason	Total	Very negative	Negative	Neutral	Positive	Very positive
Road safety	59	17%	10%	7%	5%	61%
Traffic / Parking congestion	86	36%	8%	8%	6%	42%
live / work / exercise	35	0%	0%	0%	0%	0%
Active travel - walking / cycling / scooting	15	20%	7%	0%	7%	67%
Speeding vehicles	25	0%	0%	0%	0%	0%
Air quality / public health	36	22%	8%	6%	3%	61%
Impact on surrounding roads	58	0%	0%	0%	0%	0%
Access for disabled people	9	0%	0%	0%	0%	0%
Other	10	70%	10%	20%	0%	0%

6. Do you have any other comments?

Comments Summarised		No.
1	Not in favour of the scheme to restrictive	23
2	Support the proposal will improve safety and encourage walking	21
3	This scheme will push more traffic onto surrounding roads including Clamp Hill and Uxbridge Road	19
4	Will affect deliveries - contractors- carers-mini cabs / taxis- family members – parcel deliveries	11
5	Hours of operation are not long enough	8
6	Chenduit Way should be in the scheme as people park there and walk through alleyway.	8
7	The estate is gridlocked at school times	8
8	Parents should use the Clamp Hill to drop off no reason to use local streets. School should close Bridges Road entrance	7
9	No ANPR – money making exercise – scheme waste of time	6
10	Use money for promoting sustainable modes of transport or other options	3
11	We will have to pay for permits in the future	2
12	Consider one way streets or speed humps instead	2
13	School should only take children from local catchment area – supply more school buses	2
14	Improve local transport infrastructure to support modal shift	1
15	Clamp Hill drop off is congested and there are road safety issues	1

Camrose Primary School – public engagement results

1. Do you live / work in the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
No	25	72%	4%	0%	0%	24%
Yes - I live there	14	29%	14%	14%	7%	36%
Yes - I work there	17	76%	6%	6%	12%	0%
Yes - my child goes to school here	10	70%	20%	0%	0%	10%
Yes - I have a business there	0	0%	0%	0%	0%	0%
Yes - I work at the school there	6	83%	0%	17%	0%	0%
Yes - I work at a GP surgery /health centre	0	0%	0%	0%	0%	0%
Yes - I run/attend a place of worship	0	0%	0%	0%	0%	0%
Other	3	67%	33%	0%	0%	0%

2. If No, what is your connection to the school streets?

	Total	Very negative	Negative	Neutral	Positive	Very positive
Live locally	15	40%	27%	0%	0%	33%
Have a child that attends the school	11	91%	0%	0%	0%	9%
Commute through the school streets	7	100%	0%	0%	0%	0%
Live in Harrow	14	64%	0%	0%	0%	36%
Work in Harrow	5	80%	0%	0%	0%	20%
Work at a GP surgery / Health Centre	1	100%	0%	0%	0%	0%
Run/attend a place of worship	1	100%	0%	0%	0%	0%
I work at the school there	4	100%	0%	0%	0%	0%
Other	4	100%	0%	0%	0%	0%

3. If you have a child at the school, what is your main mode of travel to school?

Walking	7	24%
Cycling	1	3%
Car / motorbike	18	62%
Public transport	1	3%
Other	2	7%
Total	29	

4. How do you feel about this proposal?

Very negative	44	64%
Negative	7	10%
Neutral	3	4%
Positive	3	4%
Very positive	12	17%
Total	69	

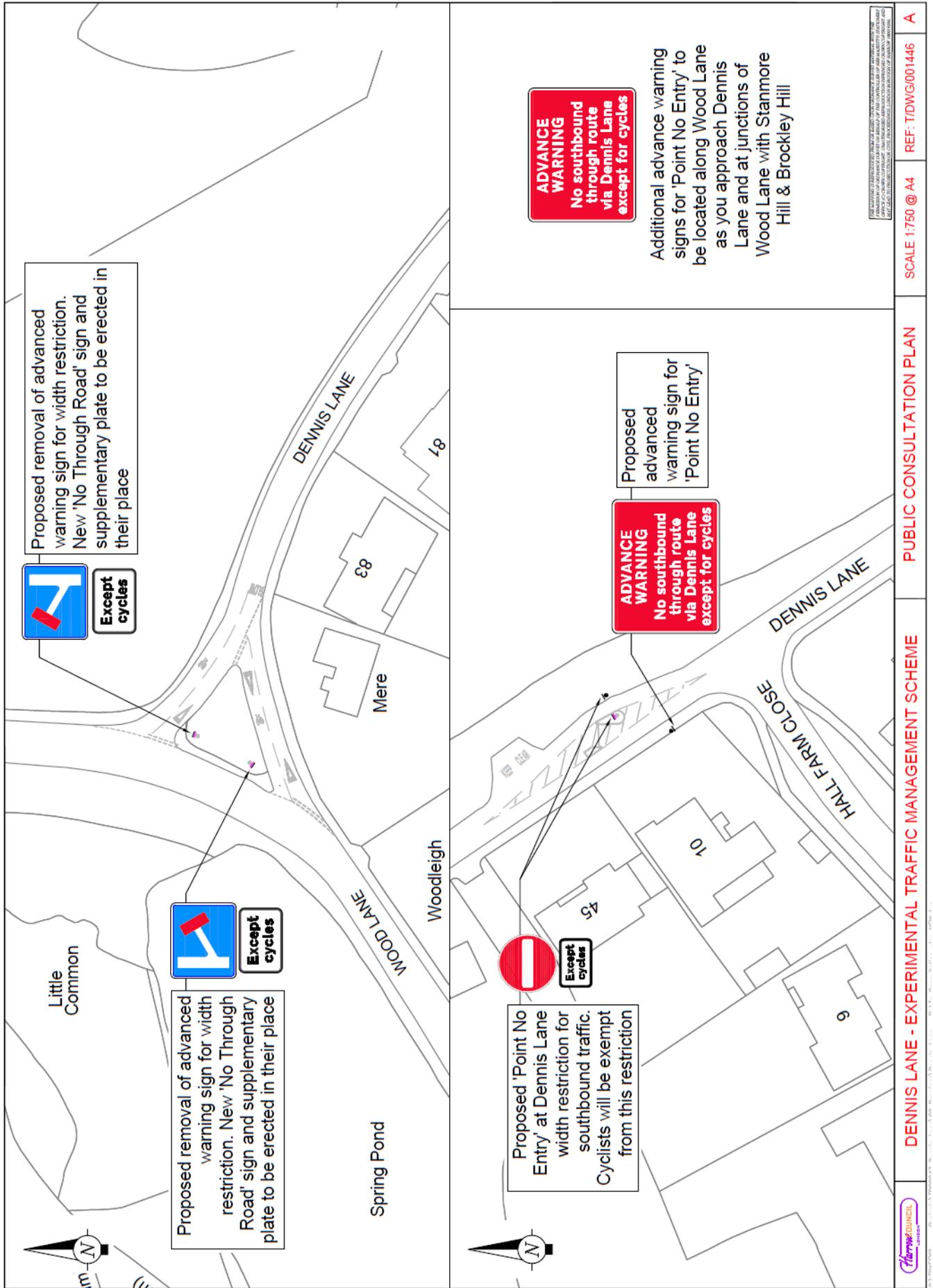
5. Why have you come to this decision?

Reason	Total	Very negative	Negative	Neutral	Positive	Very positive
Road safety	16	25%	6%	6%	13%	50%
Traffic / Parking congestion	39	62%	8%	5%	8%	18%
live / work / exercise	18	61%	0%	6%	6%	28%
Active travel - walking / cycling / scooting	6	17%	0%	0%	0%	83%
Speeding vehicles	5	20%	0%	20%	0%	60%
Air quality / public health	13	15%	0%	0%	8%	77%
Impact on surrounding roads	32	69%	16%	9%	0%	6%
Access for disabled people	15	93%	7%	0%	0%	0%
Other	7	71%	14%	14%	0%	0%

6. Do you have any other comments?

Comments Summarised		No.
1	Not in favour of the scheme to restrictive	10
2	Will create grid lock and parking issues in the surrounding areas	8
3	Worried about Woodlands staff not getting permits	8
4	Disabled pupils at Woodlands should be allowed to be picked up and dropped off by parents or carers. They should be exempt from the scheme	8
5	Support the proposal will improve safety and encourage walking	5
6	No ANPR – money making exercise – scheme waste of time	3
7	Worried about charging for permit in future	2
8	Will help stop people obstructing driveways	1
9	I live a long way from the school and need to drive my child there	1
10	The zone boundary is too large	1
11	Spend money on promoting road safety around school instead	1
12	Consider one way streets instead	1
13	Parking controls should be introduced throughout the area	1
14	Supported cycle lanes should not have been scrapped	1
15	Will affect deliveries – contractors- taxis – family members - parcels	1

APPENDIX H – DENNIS LANE TRAFFIC MANAGEMENT SCHEME



PROPOSED TRAFFIC MANAGEMENT SCHEME FOR DENNIS LANE
 PREPARED BY ADVANCE SIGN FOR THE BENEFIT OF THE CONTROLLER OF HIGHWAYS (COT) AND
 THE ROADWORKS SUPERVISOR (RWS) FOR THE ROADWORKS DEPARTMENT OF HANTS AND
 REF: T/DW/G/001446

PUBLIC CONSULTATION PLAN

DENNIS LANE - EXPERIMENTAL TRAFFIC MANAGEMENT SCHEME



SCALE 1:750 @ A4

REF: T/DW/G/001446

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