

# Traffic and Road Safety Advisory Panel Agenda

**Date:** Tuesday 19 October 2021

**Time:** 6.30 pm

**Venue:** Virtual Meeting - Online

## Membership (Quorum 3)

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<b>Chair:</b>	Councillor Jerry Miles
<b>Labour Councillors:</b>	Dean Gilligan James Lee Kairul Kareema Marikar (VC)
<b>Conservative Councillors:</b>	John Hinkley Ameet Jogia Anjana Patel
<b>Labour Reserve Members:</b>	1. Phillip O'Dell 2. Angella Murphy-Strachan 3. Kiran Ramchandani 4. Sasi Suresh
<b>Conservative Reserve Members:</b>	1. Vina Mithani 2. Lynda Seymour 3. Pritesh Patel

**Contact:** Andrew Seaman, Senior Democratic & Electoral Services Officer  
E-mail: [andrew.seaman@harrow.gov.uk](mailto:andrew.seaman@harrow.gov.uk)

Scan this code for the electronic agenda:



# **Useful Information**

## **Meeting details**

This meeting is open to the press and public and can be viewed on [www.harrow.gov.uk/virtualmeeting](http://www.harrow.gov.uk/virtualmeeting)

## **Filming / recording of meetings**

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

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

**Agenda publication date: Monday 11 October 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 Adviser (To Follow)

Report of the Director of Legal and Governance.

## 4. Minutes (Pages 5 - 10)

That the minutes of the meeting held on 14 July 2021 be taken as read and signed as a correct record.

## 5. 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, 14 October 2021. Questions should be sent to [publicquestions@harrow.gov.uk](mailto:publicquestions@harrow.gov.uk)**

**No person may submit more than one question].**

## 6. 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).

## 7. Deputations

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

## 8. Information Report - Petitions (Pages 11 - 18)

Report of the Corporate Director of Community.

9. **Information Report - Traffic and Parking Schemes 21/22 Programme Update** (Pages 19 - 40)  
Report of the Corporate Director of Community.
10. **Any Other Urgent Business**  
Which cannot otherwise be dealt with.

## **Agenda - Part II - Nil**



# Traffic and Road Safety Advisory Panel

## Minutes

### 14 July 2021

**Present:**

**Chair:** Councillor Jerry Miles

**Councillors:** Ameet Jogia Anjana Patel  
Kairul Kareema Marikar Sasi Suresh  
Vina Mithani

**Advisers:** Veronica Chamberlain Mr A Wood

**Apologies received:** Councillor John Hinkley Councillor James Lee

**Absent:** Councillor Dean Gilligan

**127. Attendance by Reserve Members**

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

Ordinary Member

Councillor James Lee  
Councillor John Hinkley

Reserve Member

Councillor Sasi Suresh  
Councillor Vina Mithani

**128. Declarations of Interest**

**RESOLVED:** To note that the declaration of interests, which had been published on the Council website, be taken as read and that in the course of the meeting.

(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 9 – Information Report – Petitions:

- Councillor Sasi Suresh declared a non-pecuniary interest in that their brother resides in an area a petition related to.

For agenda item 10 – Information Report – Traffic and Parking Schemes Progress Update, it was declared that:

- That Councillor Sasi Suresh is the ward Councillor for Headstone South.

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

It was noted that clarification would be required from legal, if being a Ward Councillor was an interest to be declared when discussing reports that would cover particular areas where a Panel Members was a Ward Councillor.

#### **129. Appointment of Vice-Chair**

**RESOLVED:** To appoint Councillor Kairul Kareema Marikar as Vice-Chair of the Traffic and Road Safety Advisory Panel for the 2021/2022 Municipal Year.

#### **130. Appointment of Advisers**

The Chair introduced the report in brief and noted the nominees to be appointed as advisors to Panel and for a review of the advisors to be conducted as there were two vacancies.

It was raised by a Panel Member that a motorist advisor and a local business advisor would be welcomed to the panel.

**RESOLVED:** That the following nominees be appointed as Advisers to the Panel for the 2021/22 Municipal Year:

- Veronica Chamberlain (Harrow Cyclists)
- Anthony Wood (Harrow Public Transport Users' Association).

#### **131. Minutes**

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

#### **132. Public Questions**

**RESOLVED:** To note that no public questions had been received.

### 133. Petitions

**RESOLVED:** To note that one petition was received from a Panel Member, on behalf of the Sri Lankan Muslim Cultural Centre and was handed to the Chair.

### 134. Deputations

**RESOLVED:** To note that no deputations had been received.

## Resolved Items

### 135. Information Report - Petitions

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

An officer reported that there had been six petitions since the last meeting which included:

- Royston Park Road, which requested traffic calming measures. This was discussed at the previous meeting, and it was agreed that an initial allocation of funding was to be released by TfL which had allowed this scheme to be developed. An initial scheme design was made for public consultation which had been planned for July 2021.
- Rainsford Close, Stanmore, which requested an individual Controlled Parking Zone (CPZ). This request would be assessed and included in the next annual parking report.
- Wynlie Gardens, which requested for a controlled parking report. This request would be assessed and included in the next annual parking report.
- Stanmore Hill, which requested for the CPZ hours to be changed. This request would be assessed and included in the next annual parking report.
- Canons Drive, which requested for a CPZ. This request would be assessed and included in the next annual parking report.
- Northumberland Road, which requested for better road safety and crime reduction. The officer noted that the most up to date personal injury accident data was examined. The data revealed that there were no speed related personal injury accidents in Northumberland Road or Grove Road within the last three years. The current data provided no basis for this request to be prioritised at the present time.

The Chair thanked the officer for their presentation and opened the floor to questions from the Advisory Panel to which officers answered as followed:

- A member raised there was concern over the Royston Park Road design with the amount of speeding measures suggested in a small area. An officer acknowledged that they were aware how some residents had felt about this but highlighted that the scheme had been designed accordance with the guidance from the Department of Transport.

**RESOLVED:** That the report be noted.

### **136. Information Report - Traffic and Parking Schemes Programme update**

The Panel received a report which provided members with an update on the current programme of transport schemes and initiatives funded in 2021/22. This included the Transportation Programme funded by an external grant from Transport for London (TfL) and the Parking Management programme funded from the Harrow capital programme.

An officer gave a presentation in brief with the following being highlighted:

- That 8 parking schemes were carried over from 2019/20 to this year which was a result of delays caused by the pandemic.
- The transportation programme had experienced funding complication as Transport for London faced financial difficulties during the pandemic. Although some funding had been received, this was for initial development of projects only, during April and May.
- Taking these projects forward between June and December 2021 would not be possible until confirmation of funding from TFL had been given.

The Chair thanked the officer for their presentation and opened the floor to questions from the Advisory Panel to which officers answered as followed:

- Concern was raised regarding the school streets consultation as it was felt that the scheme was in relation to the pandemic, and it was noted that the schemes appeared to have inconsistencies. It was also questioned why a consultation would start when schools had not yet been fully opened. The Officer explained that appendix G of the report explained that the consultation had taken place earlier in the year in April / May when the schools had been open, and the results of the consultation had more negative than positive responses during the consultation and the schemes were therefore abandoned.
- A member raised if there were details regarding times for when bus lanes would be operating, particularly in highly congested areas which would only add to pollution and air quality, in particular the Wealdstone area was mentioned. The Officer explained that the Wealdstone project was currently at phase 2 of 8, and it was expected to be completed by early 2022. It was noted that the completed project would improve bus journey times and improve air quality and reduce

congestion. An Adviser confirmed that the bus lane would operate 24-hours a day.

Questioned if a 24-hour bus lane would be necessary, it was raised by a Member of Panel that preference should be given to motorists and emphasised that feasibility studies needed to be done to ensure that the best possible services could be delivered. The Officer explained that extensive modelling had been carried out and the scheme and it would have significant benefits for the local highway network.

- An Adviser to the Panel raised that in order to gain particular funding Harrow would need to adhere to the local transport note 120 and wanted to know if Harrow Council included this in the schemes. The officer explained that all guidance that had been issued by Government's Department for Transport had been considered. The Officer noted that when a project has been developed all stakeholders would be consulted and would be mindful of the Council's wider objectives within the transport local implementation plan.

The Adviser then commented on the feasibility of pedestrian crossings around the Nower Hill junction, to which they added that consideration of a cycling facility was being reviewed as a part of the feasibility study as well as the link to the North Harrow cycle path.

The Adviser mentioned that education should be given to drivers on how to safely drive alongside other road users such as cyclists and other vulnerable road users.

The Adviser also raised concern on the lack of risk assessments done regarding cyclists and the development of an electric vehicle charging point scheme.

In addition, the Adviser highlighted that speed cushions were an ineffective method for mitigating speeding and that an equality impact assessment should be done as the Adviser noted that speed cushions were known to be dangerous for disabled cyclists who used adaptive bikes.

Finally, the Adviser emphasised that cyclist safety provision should be included in the review of the Goodwill to All Junction as many residents in that development would be dependent on cycling to get around.

The points raised by the Adviser were noted by the officer.

- A Member of the Panel welcomed the Adviser's comments but also added that though the second tranche of the school streets programme was no longer going ahead, it should be made aware that the consultation of a scheme should be clear to understand.

**RESOLVED:** That the report be noted.

### 137. Any Other Urgent Business

A member of the Panel highlighted that a motorist representative should be looked into for the Panel by the relevant officer.

**RESOLVED:** That the point raised be noted.

**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 7.30 pm).

(Signed) Councillor Jerry Miles  
Chair



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<b>Report for:</b>	<b>TRAFFIC &amp; ROAD SAFETY ADVISORY PANEL</b>
<b>Date of Meeting:</b>	19 <sup>th</sup> October 2021
<b>Subject:</b>	<b>INFORMATION REPORT</b> Petitions  <ol style="list-style-type: none"><li>1. Whitefriars Avenue – Graham Road area – Request for review of zone C1 Wealdstone</li><li>2. Dennis Lane – Opposition to experimental traffic scheme</li><li>3. Spencer Road – Petition for change in CPZ hours</li></ol>
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Dipti Patel – Corporate Director, Community
<b>Portfolio Holder:</b>	Varsha Parmar – Portfolio Holder for Environment and Climate Change
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	Stanmore Park, Wealdstone
<b>Enclosures:</b>	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**

- 2.4 **Petition 1 – Whitefriars Avenue – Graham Road area – Request for review of zone C1 Wealdstone**
- 2.5 A petition containing 450 signatures was received in July 2021. The petition states:

*“We the undersigned call on Harrow Council and the TARSAP committee to review the draconian controlled parking zone which is operating from 8am to midnight seven days a week in Whitefriars Avenue and Wolseley Road and side roads”.*

- 2.6 The C1 controlled parking zone (CPZ) extension scheme included Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way, Cecil Road, Whitefriars Avenue and Graham Road within the zone. The operational hours in these roads increased to 8 am to midnight which are the same as the streets that were already included within the C1 zone CPZ.
- 2.7 The proposed changes were subject to both public consultation and then statutory consultation. The results were collated in a Portfolio Holder (PH) report which was approved by the PH for Environment and climate change who agreed the scheme should proceed to implementation with some minor amendments to parking bays to support parking for religious venues. The report was published on the Council's website last year and the scheme went live in June 2020.
- 2.8 During the zone C1 extension statutory consultation objections were received from attendees of a number of religious organisations. This included the Sri Lanka Muslim Cultural Centre located in Whitefriars Avenue who also submitted a petition opposing the hours of operation.
- 2.9 It should be noted that the scheme was developed to address long standing issues concerning obstructive parking and congestion in the area, especially in the evenings, that have been the subject of extensive correspondence between residents and the Council over a number of years and also concerns raised by local councilors.
- 2.10 Following a review of the statutory consultation comments and objections it was recognised that religious establishments in the C1 zone form an important part of the local community. In recognition of this fact changes to the proposals were made to introduce shared use (resident and pay and display) parking bays in the roads near places of worship to provide more on street parking facilities for those members of the congregations who wanted to drive to services.
- 2.11 It should also be noted that there are also alternative parking options available nearby which include the nearby multi storey car park and surface level car park between Palmerston Road and Canning Road. The area is also well served by public transport routes and the Council is improving bus reliability in the area currently by investing in the Wealdstone Town centre improvement scheme in conjunction with Transport for London (TfL). In light of the above and given the scheme has only been in operation for a short period of time there are no plans to review the CPZ currently.

### **Petition 2 – Dennis Lane – Opposition to experimental traffic scheme**

- 2.12 An online petition regarding the proposed Dennis Lane traffic management scheme was sent to officers on 21<sup>st</sup> July signed by 429 people. The petition states:

*“Last year Harrow attempted to introduce a scheme that would have prevented traffic from entering or leaving the top end of Dennis Lane and Green Lane. The proposal proved deeply unpopular. A petition against the proposal got over 2,000 signatures, while 94% of those who responded on Harrow’s website made it clear that they did not want the scheme.*

*Despite the clear message not to tamper with local traffic flow, Harrow is now proposing a new scheme that would stop traffic entering Dennis Lane from Wood Lane. As well as causing significant inconvenience to residents of Dennis Lane, Stanmore Hall and Little Common and the organizations in Wood Lane it will also drive more traffic through The Broadway, which is already badly congested and where the nitrous oxide level is above EU safety limits.*

*If you are concerned about this proposal please sign this petition, and also complete the questionnaire on [www.harrow.gov.uk/trafficconsultations](http://www.harrow.gov.uk/trafficconsultations) by 11 July, which is the very short deadline that Harrow has given for making feelings known.”*

- 2.13 The results of the informal consultation and the details of the petition were discussed in August with the local ward councillors and the PH for Environment and Climate Change. The unanimous decision was not to proceed with the scheme.

**Petition 3 – Spencer Road- Request to be included in Wealdstone controlled parking zone**

- 2.14 A petition containing 14 signatures was received in September from residents in Spencer Road. The petition states:

*“Petition to Review the Parking Zone restrictions in Spencer Road, HA3 7AP. (for houses 1-45; 2-40) and to extend from CA to J or C1.*

*Restricted parking is in operation in Byron Rd, Locket Rd, Grant Rd, Canning Rd, Thomson Rd, Aberdeen Rd, Stirling Rd, and Lorne Rd. all of which are classified as J – Mon-Sun, 7am – Midnight. In addition, Claremont Rd, Ladysmith Rd, Graham Rd and Whitefriars Ave. are now designated as C1, Mon-Sun 8.00am – Midnight. Therefore, the only road for free parking is Spencer Road. The situation is now chronic. We cannot park our cars and we are paying a residents permit which does not guarantee a space. We are asking for the same restrictions for Spencer Road, to enable residents to park their cars.*

*We the undersigned request the council change the parking restrictions from part time (CA) to full time (J) or (C1) from 7.00 a.m. to Midnight for 7 days a week.*

*Residents are finding it increasingly difficult to park their cars for the following reasons: -*

1. *There has been a significant increase in the number of car owners using this road for parking due to the opening of Woody's restaurant & Fish Bar, the 24/7 dentist and the Cake shop, other restaurants and Pizza Shops. Woody's and the café (due to open) has been allowed by the council to open until 3.00 a.m.*

2. *Drivers regularly sit in their cars during restricted times and wait for the parking wardens to leave so they will not get a ticket, and then leave their car parked. This has increased as parents collect children from Sacred Heart school now park in Spencer Rd.*

3. *Drivers block driveways and the council parking team can take 2 hours to respond and are only available for limited times.*

4. *A Community Transport bus regularly parks in the road displaying a blue badge, with no passengers. This was reported to the council in March, but no action has been taken.*

5. *Customers using the dentists and restaurants, as well as pizza delivery drivers park in the day and night blocking driveways which prevents householders using their cars. Some residents work nights or care for elderly people or are on-call for work and need access 24 hours a day.*

***We ask you to give this petition serious consideration as our lives are becoming profoundly restricted."***

2.15 As members will be aware all requests for parking schemes or amendments to existing schemes received during the year are assessed against standard assessment factors agreed by this Panel.

2.16 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 programme report is usually provided in February / March each year to agree the parking programme priorities.

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

### **Staffing/workforce**

2.18 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**

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

### **Performance issues**

- 2.20 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**

- 2.21 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.
- 2.22 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**

- 2.23 There are no data protection implications.

### **Risk Management Implications**

- 2.24 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.25 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**

- 2.26 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**

- 2.27 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.28 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**

- 2.29 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**

- 2.30 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.
- 2.31 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**

- 2.32 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: 29/09/21**

### **Statutory Officer: Kevin Breslin**

Signed on behalf of the Monitoring Officer

**Date: 04/10/21**

### **Section 3 - Procurement Officer Clearance**

**Statutory Officer: Nimesh Mehta**

Signed by the Head of Procurement

**Date: 04/10/21**

### **Section 3 – Corporate Director Clearance**

**Statutory Officer: Dipti Patel**

Signed by the Corporate Director - Community

**Date: 29/09/21**

### **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](mailto:barry.philips@harrow.gov.uk)

#### **Background Papers:**

None



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<b>Report for:</b>	<b>TRAFFIC &amp; ROAD SAFETY ADVISORY PANEL</b>
<b>Date of Meeting:</b>	19 <sup>th</sup> October 2021
<b>Subject:</b>	<b>INFORMATION REPORT</b> Information - Traffic and Parking Schemes 21/22 Programme update
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Dipti Patel – Corporate Director, Community
<b>Portfolio Holder:</b>	Varsha Parmar – Portfolio Holder for Environment and Climate Change
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	All wards
<b>Enclosures:</b>	<b>Appendix A</b> - Parking management programme 2021/22 <b>Appendix B</b> - Transportation programme 2021/22 <b>Appendix C</b> – Uxbridge Road – Proposed rapid charging point

## 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 and Climate Change (PH).
- 2.4 Currently there are six schemes at the statutory consultation stage and five schemes at the public consultation stage. The current status of each scheme in the programme can be seen in **Appendix A**.

### 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. In turn this has affected funding to the London Boroughs through their LIPs.

- 2.6 A LIP programme for 2021/22 was agreed in late 2020 with the PH 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.
- 2.7 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 received LIP allocations for this period to allow project development work to commence and an allocation of £183k was granted to Harrow up to 18<sup>th</sup> May and then increased to £221k to the end of May. Only development and design work has been undertaken on new projects to date. The details of the LIP programme can be seen in **Appendix B**.
- 2.8 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.
- 2.9 The amount of funding announced in June was lower than expected and TfL has therefore advised that their funding priorities will be as follows:
- Priority 1a - Core staff costs
  - Priority 1b - In-flight schemes including all temporary/experimental schemes other than those funded under ATF (Note: removal costs will not be covered from this funding)
  - Priority 2 - Key projects and programmes, including bus priority and borough cycling,
  - Priority 3 - Smaller projects, in line with LIP guidance and objectives

TfL have subsequently advised that they will not be funding priority 3. This is having a significant impact on London Boroughs because this provides most of the funding for the borough sponsored schemes in their LIPs. Therefore, at the current time all LIP schemes in the Harrow programme are on hold except where studies and implementation have already been commissioned with the initial allocation.

- 2.10 TfL confirmed in a letter on 15<sup>th</sup> September an additional allocation for Harrow for the period from June to December. The Active Travel

Oversight Group (ATOG) made up of representatives from TfL and government has reviewed the priorities and their assessment for Harrow has only funded priorities 1a and 2. Core staff funding has been provided at 50% of that requested and bus priority projects have also been funded. **Appendix B** provides details and Table 1 gives details of discretionary funding and tables 2 and 3 details of the LIP funding.

- 2.11 ATOG now require Harrow to submit a programme by 8<sup>th</sup> October demonstrating what measures will be taken forward to encourage more walking, cycling and public transport use over the coming year (subject to further funding becoming available). The remaining 50% funding for core staff costs will be released once this programme has been assessed and approved. Work on this was on-going at the time this report was being prepared and a verbal update will be provided at the meeting.

Howberry Road area 20mph zone

- 2.12 The Howberry scheme has been developed using the initial funding allocation provided by TfL. A public consultation on the proposed design has been undertaken and the results can be seen in the table. This shows that there was a small majority in favour of the proposals.

<b>Road name</b>	<b>Are you in favour of the proposed 20mph zone scheme?</b>		
	No	Yes	Total
Cheyneys Avenue	9	19	28
Cloyster Wood	1	3	4
Cornbury Road	10	4	14
Du Cros Drive	4	7	11
Howberry Close	3	3	6
Howberry Road	22	31	53
Longcrofte Road	8	9	17
Peters Close	6	2	8
Talman Grove	5	5	10
Watersfield Way	4	4	8
Wildcroft Gardens	2	2	4
Wychwood Avenue	10	13	23
Wychwood Close	6	5	11
<b>Totals (within consultation area)</b>	<b>90 (46%)</b>	<b>107 (54%)</b>	<b>197</b>
<b>Totals (outside consultation area)</b>	<b>7 (41%)</b>	<b>10 (59%)</b>	<b>17</b>
<b>Totals (combined)</b>	<b>97 (45%)</b>	<b>117 (55%)</b>	<b>214</b>

- 2.13 The results have been shared with the PH and ward councillors. TfL have not confirmed priority 3 funding allocations with Harrow this year and it is not possible to implement this scheme currently.

Station Road / Pinner Road, north Harrow - junction improvement

- 2.14 It is proposed to widen of the south western arm of the junction near the library in Pinner Road to improve bus journey times. This work is part of the LIP programme, but implementation is on hold currently because priority 3 funding is not being released in 2021/22.
- 2.15 In February 2020 this panel received a petition from local residents requesting a controlled crossing at the junction. Currently there is only one arm of the junction which has a controlled phase to assist pedestrians on the southwest to northwest arm on Pinner Road outside the gym. A traffic consultant was commissioned in March 2020 to explore the feasibility of a controlled crossings on all arms of the junction, however, this work was delayed due to the TfL funding problems in 2020/21.
- 2.16 In light of the recent tragic fatal incident at the junction involving a cyclist and an HGV the Council has now commissioned a feasibility study to explore junction improvements as a part of the Harrow High Street Fund programme. The recent public consultation on High Street Fund proposals for North Harrow has also highlighted the importance of pedestrian and cycle safety at the junction and this study will seek to identify suitable safety improvements.

#### **Discretionary funding (TfL)**

- 2.17 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, an electric vehicle rapid charging point and cycle training.

#### Wealdstone Town Centre

- 2.18 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.
- 2.19 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 Harrow and Wealdstone Station commenced in July and will complete in October. The construction programme will be approximately 12 – 15 months in duration, and we are aiming to complete the scheme in 2022.

#### Northolt Road / Lower Road / Roxeth Hill junction improvement

- 2.20 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 priority 3 funding not being released it will now be taken forward using this discretionary funding.

#### Rapid electric vehicle charging point – Uxbridge Road, Hatch End

- 2.21 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 end of the year. The location of the rapid charging point was amended recently to address a number of engineering issues. The revised location and can be seen in **Appendix C**.

#### Cycle training

- 2.22 TfL have released £26k to undertake cycle training for each London Borough. Harrow proposed to undertake a programme of cycle training for school children and adults in the borough similar to previous years. This was originally highlighted as a LIP initiative but due to priority 3 funding not being released it will now be taken forward using this discretionary funding.

#### **Local Transport Fund (TfL)**

- 2.23 TARSAP approved a provisional programme of four local transport funding schemes in March 2021. The Northolt Road / Lower Road scheme is now being funded from TfL Discretionary funding for bus priority. The other three schemes have been developed using the initial funding allocation of £16k for April and May.

#### Royston Park Road - traffic calming scheme

- 2.24 The Royston Park Road traffic calming scheme has been developed using the initial funding allocation provided by TfL. The public consultation was undertaken in July. Leaflets were delivered to 75 properties in the road and 48 responses from local residents were received. The comments were collated into three main categories and in summary, the results were as follows:

- 18 no. (37.5%) in support
- 18 no. (37.5%) unsure/partially support
- 12 no. (25%) against

- 2.25 TfL have not confirmed any priority 3 funding allocations with Harrow this year from June and it is not possible to implement this scheme currently.

#### **Other external funding and developer contributions**

#### Electric Vehicle charging points (residential)

- 2.26 The council was awarded a grant of £76k from the Department for Transport Office for Low Emission Vehicles (OLEV) to implement 24 on-street residential charging points across the borough. This scheme involved retrofitting charge points onto street lighting columns to serve residents with electric vehicles that do not have off-street parking.
- 2.27 Following the success of the first tranche a second bid has been submitted for another 40 sites to the Department for Transport Office for Zero Emission Vehicles (OZEV). The application has been successful and an award of £109,900 made. The funding needs to be used by January 2022 and works are currently being commissioned.

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

- 2.28 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.
- 2.29 A proposed scheme design was subject to consultation in autumn 2019 and several 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.
- 2.30 The pandemic in the meantime has significantly affected traffic flows and trends at the junction because of the government restrictions. Although these restrictions have now been suspended a period of time will be allowed for traffic flows to normalise before undertaking traffic surveys at the junction to review the situation and consider if the current scheme designs are still suitable.

**Neighbourhood CIL Funding**

Dennis Lane – Traffic management scheme

- 2.31 The public consultation for the Dennis Lane experimental traffic management proposal was undertaken from 26<sup>th</sup> June until 11<sup>th</sup> July. 229 leaflets were delivered to the agreed consultation area and 115 responses were received from within the area. The table below provides a breakdown of the results.

<b>Are you in favour of the proposed experimental traffic management scheme?</b>			
<b>Road name</b>	<b>No</b>	<b>Yes</b>	<b>Total</b>
Aran Drive	1	0	1
Dennis Gardens	3	0	3
Dennis Lane	41	28	69

Eaton Close	17	1	18
Hall farm Close	3	6	9
Laburnum Court	8	1	9
Oak Lodge Close	6	0	6
<b>Totals (Within consultation area)</b>	<b>79 (69%)</b>	<b>36 (31%)</b>	<b>115</b>
<b>Totals (Outside consultation area)</b>	<b>477 (97%)</b>	<b>17 (3%)</b>	<b>494</b>
<b>Totals (Combined)</b>	<b>556 (91%)</b>	<b>53 (9%)</b>	<b>609</b>

- 2.32 The results were discussed with the PH and the local ward councillors and due to the lack of support it was decided not to pursue the scheme further.

### **Staffing/workforce**

- 2.33 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**

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

### **Performance issues**

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

### **Environmental Implications**

- 2.36 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.
- 2.37 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**

- 2.38 There are no data protection implications.

### **Risk Management Implications**

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

- 2.40 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**

- 2.41 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**

- 2.42 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.43 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**

- 2.44 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**

- 2.45 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.
- 2.46 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

<b>Protected characteristic</b>	<b>Benefit</b>
---------------------------------	----------------

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

2.47 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: 29/09/21**

**Statutory Officer: Kevin Breslin**

Signed on behalf of the Monitoring Officer

**Date: 04/10/21**

## **Section 3 - Procurement Officer Clearance**

**Statutory Officer: Nimesh Mehta**

Signed by the Head of Procurement

**Date: 04/10/21**

## **Section 3 –Corporate Director Clearance**

**Statutory Officer: Dipti Patel**

Signed by the Corporate Director - Community

**Date: 29/09/21**

## **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:**

David Eaglesham – Head of Service

E-mail: [David.Eaglesham@harrow.gov.uk](mailto:David.Eaglesham@harrow.gov.uk)

Barry Philips – Transportation Manager

E-mail: [Barry.Philips@harrow.gov.uk](mailto:Barry.Philips@harrow.gov.uk)

### **Background Papers:**

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

## Appendix A – 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 - February 2020 Implementation - May 2021 Operational 1 <sup>st</sup> 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 completed - Sep 20  Statutory consultation planned - October 2021	Barry Philips / Sajjad Farid	March 2022
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	£22,000	Public consultation completed - September 2020  Statutory consultation planned – November 2021	Barry Philips / Sajjad Farid	March 2022

Scheme	Details	£	Status	Contact officer	Planned finish
	parking by non-residents that restricts carriageway width.				
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 completed - November 2020  Statutory consultation planned – December 2021	Barry Philips / Sajjad Farid	March 2022
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	Statutory consultation undertaken on waiting restrictions only proposal. A large number of objections have been received.  A meeting is arranged for 29 <sup>th</sup> Sep to go through the results with the ward councillors and agree the way forward.	Barry Philips / Sajjad Farid	March 2022
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	A revised proposal for waiting restrictions only has been developed.  Statutory consultation planned - January 2022	Barry Philips / Sajjad Farid	March 2022

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 completed - July 2020.  Results have been collated and discussed with members and PH and there is support for the proposals.  Statutory consultation planned – September 2021	Barry Philips / Sajjad Farid	March 2022
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 in September / 2021	Barry Philips / Sajjad Farid	March 2022
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 planned - September 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 planned - November 2021	Barry Philips / Sajjad Farid	Mar 2022

Scheme	Details	£	Status	Contact officer	Planned finish
Eastleigh Avenue, Roxbourne, Parking Review	Issues with obstructive parking affecting emergency services access to Eastleigh Avenue, options to be considered will include a new CPZ with residents permit parking.	£20,000	Public consultation planned - January 2022	Barry Philips / Sajjad Farid	Mar 2022
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 planned - January 2022	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 Dec 2021	Barry Philips / Sajjad Farid	Mar 2022

## Appendix B - 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). An allocation of £329.5k has been awarded to develop projects generally but no funding has been provided for implementation. Separate funding of £601k has been provided for TfL sponsored bus priority schemes, EV charging points and cycle training.

**Table 1 - TfL Discretionary funding 2021/22**

TfL programme category	Allocation	Description	Status
Bus Priority	£500,000	Wealdstone Town Centre Improvement Scheme (completion)	Works commenced in March 2021, total of 6 phases, phase 1 complete, phase 2 in progress, completion in 2022 (funding in 2020/21 £1m from TfL, funding in 2021/22 £500k from TfL, £900k Harrow CIL)
Bus Priority	£25,000	Northolt Rd / Lower Rd / Roxeth Hill - junction improvement	Feasibility study commissioned
Go Ultra Low City Scheme	£50,000	Rapid EV charging point – Uxbridge Road, Hatch End	Scheme designed, implementation being organised
Borough cycle training	£26,000	Cycle training programme	Programme being organised, cycle training supplier being procured
	<b>£601,000 Total</b>		

**Table 2 - TfL LIP programme 2021/22 – Summary**

TfL programme category	Original Submission	Allocation April 2021	Allocation May 2021	Allocation September 2021	Allocation Total 2021/22
Corridors	£1,291,000	£170,000	£35,000	£108,500	£313,500
Local transport funding	£100,000	£13,000	£3,000	£0	£16,000
	<b>£1,391,000</b>	<b>£183,000</b>	<b>£38,000</b>	<b>£108,500</b>	<b>£329,500</b>

**Table 3 - TfL LIP programme 2021/22 – list of schemes / interventions**

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Contact officer</b>
Vision Zero - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore	Consultation complete, implementation on hold. See main body of report.	Barry Philips
Vision Zero - Safety scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane - Local Safety Scheme junction improvement	Feasibility study / design commissioned.	Barry Philips
Vision Zero - safety scheme - High Road, Harrow Weald	High Road / College Ave - Local safety scheme - junction improvement	Feasibility study / design commissioned.	Barry Philips
Vision Zero - safety scheme – Clamp Hill, Harrow Weald	Clamp Hill - Local Safety Scheme	Feasibility study / design commissioned.	Barry Philips
Cycling - Northern cycle route	Cycle schemes - Northern cycle route cycle route running north south near Uxbridge Road	Scheme design and consultation complete, implementation on hold.	Barry Philips
Cycling - Piccadilly cycle route	Piccadilly Route connecting Harrow Town Centre to Harrow Weald.	On hold.	Barry Philips
Cycling - Elmgrove Road, Harrow	Elmgrove Road, Greenhill ward - cycling scheme	Scheme designed, public consultation on hold.	Barry Philips
Walking - pedestrian crossings	Nower Hill School – controlled crossing at George V Ave / Headstone Ln junction	Feasibility study commissioned.	Barry Philips
Bus Priority - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes – Station Road / Pinner Road - widening scheme	Statutory undertaker's equipment diversions on-going, implementation on hold.	Barry Philips
Bus Priority - Northolt Road / Roxeth Hill,	Roxeth Hill / Shaftesbury Avenue - model and junction redesign	Signal review being undertaken under the Bus Priority discretionary funding allocation (£25k), feasibility study commissioned.	Barry Philips

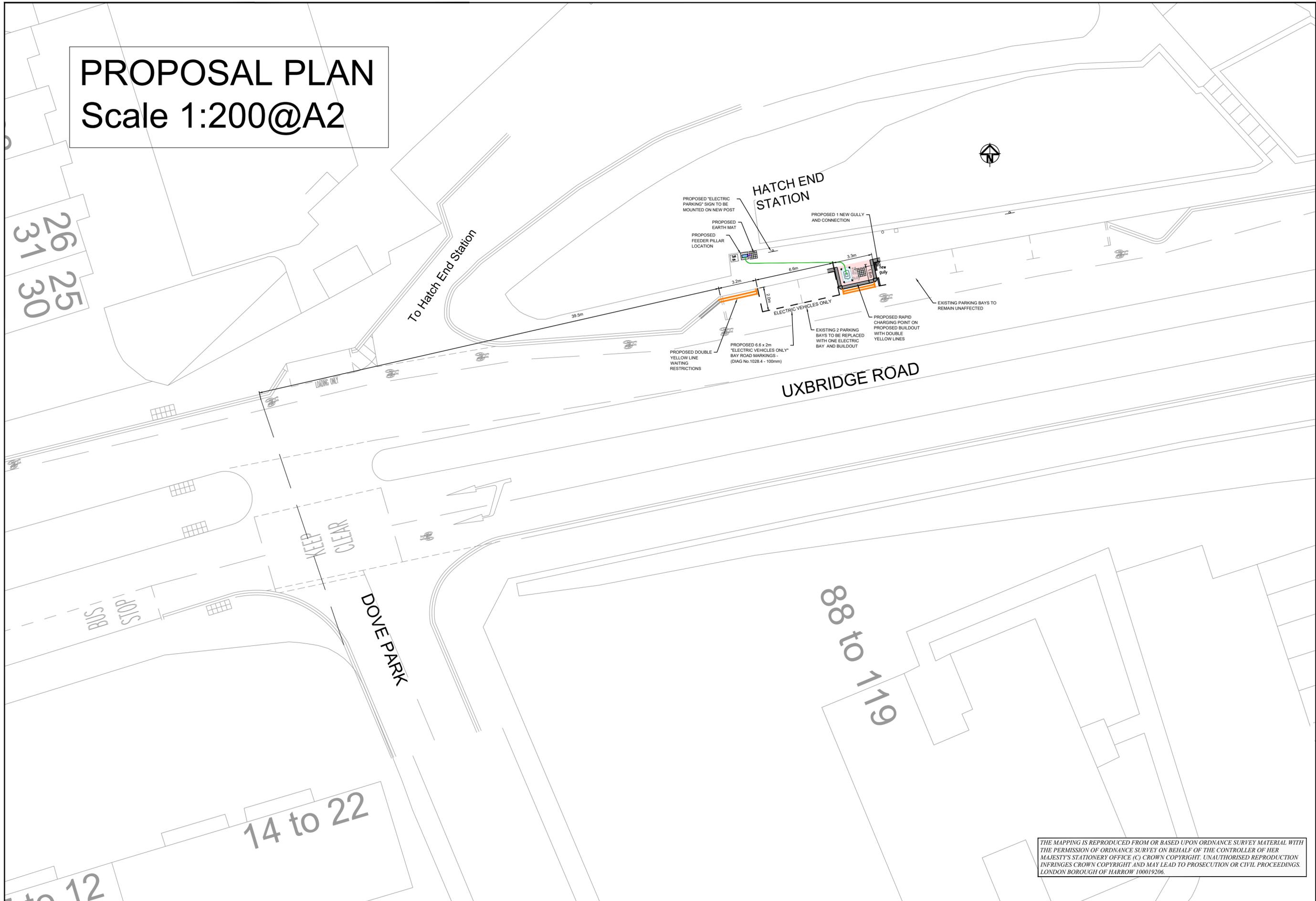
South Harrow - junction improvement			
Freight management schemes	Freight schemes - Implementation of Harrow's freight strategy, this will include works to review weight restriction areas and review advisory freight routes. Implement Wealdstone freight servicing plan.	On hold.	
Network Performance	Network performance schemes – Greenhill Way / Headstone Rd junction improvement	Feasibility study commissioned.	Barry Philips
Accessibility Schemes	Accessibility schemes - Programme of accessibility improvements to introduce disabled persons parking places, pedestrian dropped kerbs and other minor localised improvements.	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	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.	On hold.	Barry Philips / Annabelle Fosu / Nisha Durgacharan
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.	ORCS tranche 2 submission sent to DfT and award granted, other work on hold.	Barry Philips / Annabelle Fosu / Nisha Durgacharan

Harrow town centre NOF - Station Road, EV street	Complete the Neighbourhood of the future electric street scheme in Station Road - Harrow Town Centre	On hold.	Barry Philips / Annabelle Fosu
Air Quality schemes	Programme of air quality initiatives including, anti-idling campaigns, air quality monitoring sites using diffusion tubes	On hold	Barry Philips / Annabelle Fosu / Nisha Durgacharan
Active and Sustainable Travel	Active & sustainable travel - Initiatives to promote active travel and sustainable transport modes to the general public.	On hold	Barry Philips / Annabelle Fosu / Nisha Durgacharan
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.	On-going but funding limited.	Barry Philips/ Jefferey Sarpong
Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	On hold. Separate funding from TfL provided (£26k)	Barry Philips/ Jefferey Sarpong
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.	On-going work programme with schools. Engaging with schools on the TfL STARS programme	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.	On hold	Barry Philips

Local Transport Fund schemes	<p>TARSAP agreed programme (Mar 2021) is:</p> <p>(i) Roxeth Hill / Lower Road review of signalised junction layout</p> <p>(ii) TfL Cycleway from Station Road, Harrow to Kenton Road</p> <p>(iii) Royston Park Road – Speed reduction measures</p> <p>(iv) Introduce a dial a ride facility in Havelock Road in Harrow Town Centre</p>	<p>(i) Using TfL Bus Priority discretionary funding allocation, feasibility study commissioned.</p> <p>(ii) On hold.</p> <p>(iii) Design / public consultation completed, implementation on hold.</p> <p>(iv) Implementation on-going.</p>	Barry Philips
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# PROPOSAL PLAN

## Scale 1:200@A2



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# ELECTRIC CHARGING BAYS

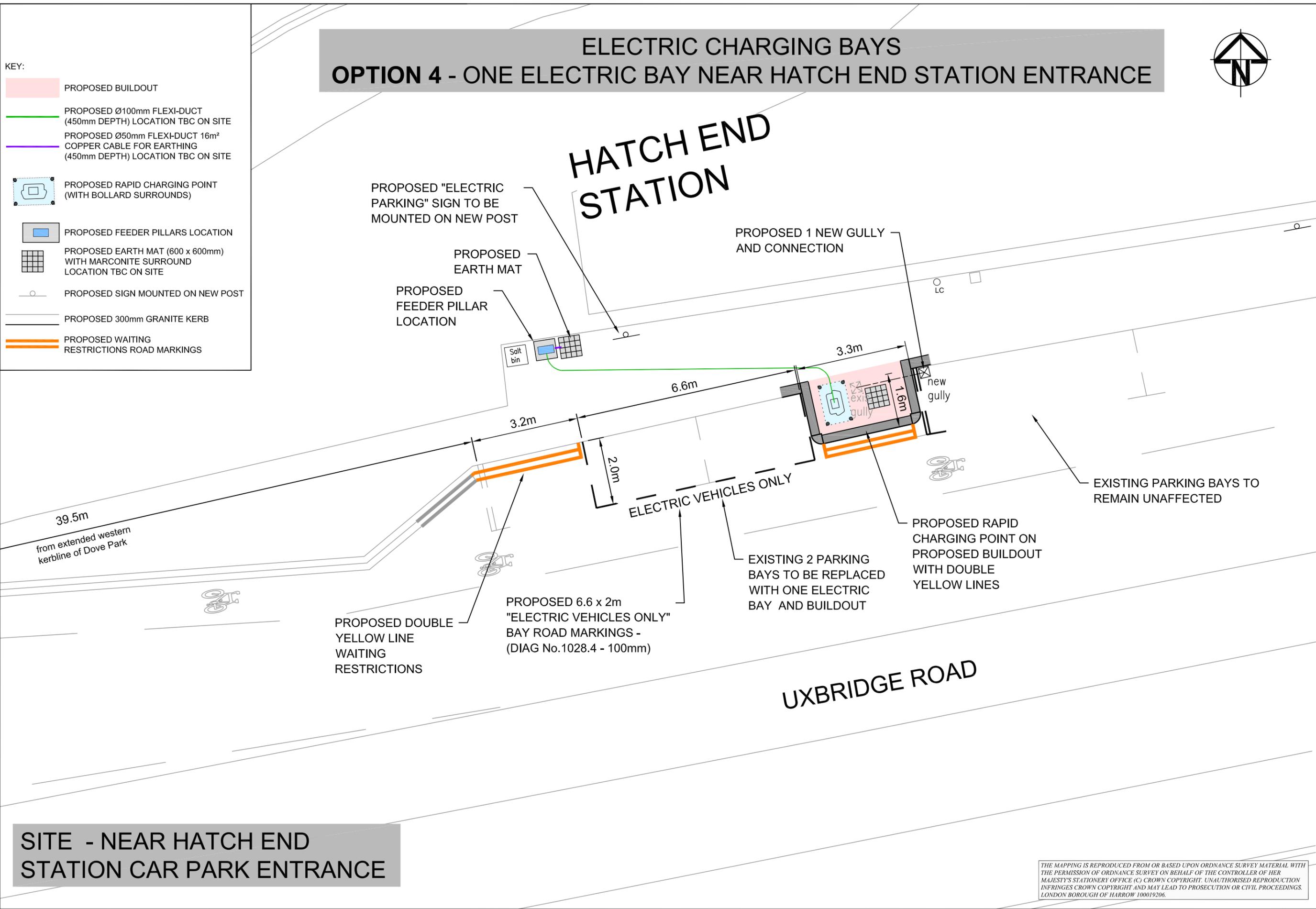
## OPTION 4 - ONE ELECTRIC BAY NEAR HATCH END STATION ENTRANCE



# HATCH END STATION

- KEY:**
- PROPOSED BUILDOUT
  - PROPOSED Ø100mm FLEXI-DUCT (450mm DEPTH) LOCATION TBC ON SITE
  - PROPOSED Ø50mm FLEXI-DUCT 16m<sup>2</sup> COPPER CABLE FOR EARTHING (450mm DEPTH) LOCATION TBC ON SITE
  - PROPOSED RAPID CHARGING POINT (WITH BOLLARD SURROUNDS)
  - PROPOSED FEEDER PILLARS LOCATION
  - PROPOSED EARTH MAT (600 x 600mm) WITH MARCONITE SURROUND LOCATION TBC ON SITE
  - PROPOSED SIGN MOUNTED ON NEW POST
  - PROPOSED 300mm GRANITE KERB
  - PROPOSED WAITING RESTRICTIONS ROAD MARKINGS

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**SITE - NEAR HATCH END STATION CAR PARK ENTRANCE**

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