

# Traffic and Road Safety Advisory Panel Agenda

**Date:** Tuesday 31 October 2023

**Time:** 6.30 pm

**Venue:** The Auditorium - Harrow Council Hub, Kenmore Avenue, Harrow, HA3 8LU

## Membership (Quorum 3)

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**Chair:** Councillor Ameet Jogia

**Conservative Councillors:** Nicola Blackman  
Thaya Idaikkadar (VC)  
Vipin Mithani

**Labour Councillors:** Shahania Choudhury  
Asif Hussain  
Jerry Miles

**Conservative Reserve Members:**

1. Nitesh Hirani
2. Kanti Rabadia
3. June Baxter
4. Kuha Kumaran

**Labour Reserve Members:**

1. Peymana Assad
2. Stephen Hickman
3. Simon Brown

**Contact:** Mwim Chellah, Senior Democratic & Electoral Services Officer  
Tel: 07761 405966 E-mail: [mwimanji.chellah@harrow.gov.uk](mailto:mwimanji.chellah@harrow.gov.uk)

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# Useful Information

## Joining the Meeting virtually

The meeting is open to the public and can be viewed online at [London Borough of Harrow webcasts](#)

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Go along Kenmore Avenue and head towards the Kenton Recreation Ground. When approaching the end of the Kenmore Avenue turn right before reaching the Kadwa Patidar Centre.

The venue is accessible to people with special needs. If you have specific requirements, please contact the officer listed on the front page of this agenda.

Please:

- (1) Stay seated.
- (2) Access the meeting agenda online at [Browse meetings - Traffic and Road Safety Advisory Panel](#)
- (3) Put mobile devices on silent.
- (4) Follow instructions of the Security Officers.
- (5) Advise Security on your arrival if you are a registered speaker.

## Filming / recording

This meeting may be recorded or filmed, and if you choose to attend, you will be deemed to have consented to this. Any recording may be published on the Council website.

**Agenda publication date: Friday 20 October 2023**

## Agenda - Part I

1. **Attendance by Reserve Members**  
To note the attendance at this meeting of any duly appointed Reserve Members.
2. **Declarations of Interest**  
To receive declarations of disclosable pecuniary or non pecuniary interests, arising from business to be transacted at this meeting, from all Members present.
3. **Minutes** (Pages 5 - 16)  
That the minutes of the meeting held on 11 July 2023 be taken as read and signed as a correct record.
4. **Public Questions**  
To receive any public questions received.  
  
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, 26 October 2023. Questions should be sent to [publicquestions@harrow.gov.uk](mailto:publicquestions@harrow.gov.uk) No person may submit more than one question].**
5. **Petitions**  
To receive petitions (if any) submitted by members of the public/Councillors.  
  
5(a) Petition From Residents of Woodway Crescent (Pages 17 - 22)
6. **Deputations**  
To receive deputations (if any).
7. **Information Report - Petitions** (Pages 23 - 32)
8. **Information Report - 2023-24 Traffic and Parking Schemes Programme Update** (Pages 33 - 54)
9. **Information Report - Road Fatalities Review** (Pages 55 - 62)
10. **Any Other Urgent Business**  
Which cannot otherwise be dealt with.

## Agenda - Part II - NIL

### Data Protection Act Notice

The Council will record the meeting and will place the recording on the Council's website.

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





# Traffic and Road Safety Advisory Panel

## Minutes

### 11 July 2023

**Present:**

**Chair:** Councillor Ameet Jogia

**Councillors:** Nicola Blackman  
Shahania Choudhury  
Asif Hussain  
Thaya Idaikkadar  
Jerry Miles  
Vipin Mithani

**Advisers:** Ms V Chamberlain  
Mr J Hinkley  
Mr S Voloseniuc  
Mr A Wood

**In attendance  
(Councillors):** Christopher Baxter  
Kuha Kumaran  
Janet Mote  
For Minute 43  
For Minute 43  
For Minute 45

**35. Attendance by Reserve Members**

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

**36. Declarations of Interest**

**RESOLVED:** To note that the no declaration of interests, were made at the meeting.

**37. Appointment of Vice-Chair**

**RESOLVED:** To appoint Councillor Thaya Idaikkadar as Vice-Chair of the Traffic and Road Safety Advisory Panel (TARSAP) for the 2023/2024 Municipal Year.

**38. Appointment of Advisers**

**RESOLVED:** That the following nominees be appointed as Advisers to the Panel for the 2023/24 Municipal Year:

- Anthony Wood (Harrow Public Transport Users Advisory Association)
- Veronica Chamberlain (Harrow Cyclists)
- John Hinkley (Harrow Resident Motorist)
- Stefan Voloseniuc (Sf Stefan Civil Engineering & Utility Contractors Ltd).

**39. Minutes**

**RESOLVED:** That the minutes of the meeting held on 22 March 2023 be taken as read and signed as a correct record.

**40. Public Questions**

**RESOLVED:** To note that nine public questions had been received and that written responses would be provided.

**41. Petitions**

Four petitions were referred by cabinet to TARSAP and were included in the information report on petitions.

One petition was submitted directly to TARSAP by local residents. The resident read out the terms of reference of the petition as follows:

“The restrictive parking zones (J & CA) and times are affecting the ability to meet the needs of our congregation. The restrictions run 7 days a week from 7am to midnight. Worshippers are often fined for unauthorised parking. We appeal to you to allow on street parking for the times detailed in the petition and 30 minutes before and after service to give our worshippers a specific dispensation for these times”

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

**42. Deputations**

**RESOLVED:** That, in accordance with Executive Procedure Rule 48 the following deputation be received in respect of agenda item 10 – 2023/24 Traffic and Parking Schemes Programme Update:

Title of Deputation	Reason for Deputation
Please can a “safety first” approach be adopted to improving Harrow’s Streets to give people a greater choice of	Many people are put off walking or cycling because of road danger. Harrow Council should adopt evidence-based transport policies that

healthy travel options.  
(10 Signatories).

improve road safety and enable active travel, which will have widespread benefits

Full details in relation to the deputations, including questions asked and answers given, are referenced, in brief, at Minute 44 of these minutes.

## Resolved Items

### 43. Information Report - Petitions

The Panel received a report which set out details of the petitions that had been received since the last TARSAP meeting. An officer reported that eight petitions had been received since the last meeting and four had been referred by Cabinet and provided the following details of the Council's investigations and findings and where these had been undertaken:

Petition	Request	Update
Southfield Park	Average speed cameras at both ends with speed limit of 20mph.	Speed cameras were not currently being installed by TfL and the Police. Speeding concerns could be reported by residents directly to the Police via their portal.  The council was currently reviewing the 20 mph zone locations for the 2023/24 financial year and the request would be assessed and prioritised along with all other areas.
Harley Road/Crescent	Parking review	Petition noted, to be assessed against TARSAP agreed criteria. The parking programme is set for 2023/24 and would be reviewed in February 2024.
Pinner Road	Review of zone boundary/entitlement to permits	Petition noted, to be assessed against TARSAP agreed criteria. The parking

<b>Petition</b>	<b>Request</b>	<b>Update</b>
		programme was set for 2023/24 and would be reviewed in February 2024
Lyncroft Avenue	Junction improvements, waiting restrictions, pedestrian crossing, traffic calming, weight restriction signs	Received 29 June - Petition noted, to be assessed against TARSAP agreed criteria.

<b>No</b>	<b>Title</b>	<b>Agreed Actions</b>	<b>Actions Completed and Further Actions</b>
1.	Pinner Road	Access in Line with agreed action	Analysis on going
2.	Marlborough Hill	No further action required	No further action required because the school streets scheme was removed
3.	Hutton Lane	No further action required	No further action required because the planning proposal was not progressing
4.	Whittington Avenue	Request mobile speed camera attendance	Site meeting with residents, three speed checks were done. Further requests received for additional signs and vehicle activated signs. This was being reviewed.  The request for mobile speed camera attendance was submitted to TfL in March 2023
5.	Pinner Park Avenue	Assessed in line with agreed process	The four sites have been accessed. The preliminary report would be discussed with the Portfolio Holder about which Scheme to take forward to consultation,
6.	Manor Way	Assessed in line with agreed process	



No	Title	Agreed Actions	Actions Completed and Further Actions
			design and implementation based on the budget 2023/24
7.	Priory Way	Assessed in line with agreed process	
8.	Radnor Road	Assessed in line with agreed process	

Members asked the following questions:

- A Member questioned regarding Pinner Park Avenue (4 listed roads), if there were any indications of which roads would be done this financial year.
- The officer explained that the borough-wide review of the 20mph scheme had been completed and the preliminary list would be discussed with the Portfolio Holder and then a decision would be made on which schemes would be completed in this financial year. He informed the Panel that Mollison Way had ranked very high on the list. It was agreed that ward councillors would be informed once the decision was made.
- An Adviser raised concerns that residents were not being given any update regarding the Waxwell Lane Junction hence the number of public questions. He said that ward councillors and officers had been contacted to no avail. He advised that residents would be more understanding, if they were privy to the information that the Panel had received at the meeting rather than the perceived silence from the Council.
- The Chair requested that ward councillors of that ward be updated with the information discussed by the Panel so that they could in turn inform residents.
- Another Member raised the issue of Drury Road and other parts of West Harrow. He informed the Panel that although there had been meetings with officers, and a site visit, progress had been slow. To bring a petition would be easy and quick but he would prefer the officers' expert advice on what would be the appropriate measures to mitigate the issues. The Chair advised it might be better to bring the matter formally as a petition.
- The officer confirmed that meetings had been held with ward councillors and residents and several requests. Officers had advised that some of the requests may be overtaken by TFL schemes which either impact or provide for some of the requests. He said that all the

requests had to be assessed according to the agreed TARSAP criteria and advised as majority of the area already had traffic calming measures, this might lead to a very low ranking in priority.

- The Chair also requested that the next agenda should include an update on discussions with Members and the advised the Member to bring the matter formally as a petition so it could be logged, tracked and assessed against the TARSAP priority criteria.
- Councillor Christopher Baxter highlighted the concerns of residents regarding Southfield Park. Given the recent incident, a collision, he suggested a site visit was needed as not only because of the accidents (about 4 types) but the large number of near misses warranted concern. He thanked the Chair and officers for the traffic calming measures that was announced at the meeting.
- Councillor Janet Mote added that perhaps something could be done to the road surface, to prevent accidents and wondered there was something on the Canva of the road that accelerated the accident rates. She also suggested that anti-skid road surfaces could be investigated to help prevent cars moving into bollards. She also hoped Southfield Park would be included in the report about installation of 20mp/h signs for 2023/24. The officer confirmed that that a site visit would be conducted.
- The Chair requested that an update be provided to the ward councillors within 21 days of the works planned and to review all the options available. He said that installation of speed cameras might be difficult as it was not managed by the Council.
- An Adviser raised concerns that school children were crossing that junction to Nower Hill School. She felt that this was extremely dangerous, and a child might be killed and a safer crossing needed to be considered for that junction.
- Officers confirmed that road crossings were not part of the proposed works. A further investigation was needed. To determine the issue and if it could be regarded as individual scheme which the Council could bid for TFL funding in the next cycle.

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

#### **44. 2023/24 Traffic and Parking Schemes Programme Update**

Prior to the consideration of the report of the Director of Environment, the Panel received one Deputation from Harrow Cyclists (Minute 42 also refers).

In summary, the reason for the deputation was that Harrow council should adopt evidence-based transport policies that improve road safety and enable active travel, which will have widespread benefits because many people were being put off cycling because of the danger on the roads.

He advocated that the council should adopt a whole-borough principled “safety first” approach, not just focus on locations where collisions have already happened. He proposed a four-fold approach: Safer Speeds, Safer Routes, Safer Drivers and Safer Vehicles. The council should prioritise safety for all road users over convenience. If the council would provide safety for the borough’s youngest and most vulnerable road users, such as children going to school, then the streets would be safer for everyone. It was the campaign aim of Harrow Cyclists that all children in Harrow should be able to cycle to school safely.

The Chair thanked the Representative from Harrow Cyclists for the Deputation and Members asked the following questions:

- A Member asked about the Deputee’s comment (that the discontinued Streetspace LTN trials programme was not kept long enough to gain public acceptance) whether he thought people were not well informed about them at the time.
- The Deputee responded that implementation strategy would be better thought out. Perhaps lesson should have been learnt from boroughs where it had been successfully implemented. The Chair clarified that the removal of the Streetspace LTN Trials programme was one of the most heavily lobbied requests by residents. An adviser commented that the implementation of the cycling training programme needed to be well-thought out to be successful.
- Another Member suggested that if in addition to infrastructural changes perhaps there were things that could be done through education to ensure success.
- Regarding the Cycle Network, an Adviser asked about the aim of the and target of the scheme and how would success be measured. An officer explained that there was no specific target, and the aim of the programme was to try to get as many people as possible cycling and every property is within 400 metres of a good cycle route.
- Another officer explained that the cycle routes were primarily intended to be commuter routes and the council was working towards the mayor's transport strategy of seeking 8 Percent modal shift toward showing active travel such as cycling and walking by 2041. The Adviser suggested that the target could be broken down to every five years. In response to further questions regarding priority of routes, the officer confirmed that Harrow Cyclists would be consulted and have the opportunity to comment on the schemes.
- The Adviser asked how many more children were expected to cycle to school as a result of the cycle Training Scheme. The officer explained that the aim of the programme was to increase awareness and encourage new children to cycle with the hope that they would grow and choose cycling as an option and as the cycle training budget this

year was quite substantial, higher numbers were expected than previous years.

- The Adviser in response to the Chair's question, suggested that the training programme could train parents as well as children, provide bikes to children whose parents could not afford to purchase them and utilise a whole school approach by limiting the scheme to a small number of schools and make it work including providing bikes for kids who don't have them unlike the current training scheme. Once the scheme had proven successful, it would then be extended to other schools. She felt that the Council could get much better value for money by doing it and the KPIs could be obtained directly by the school from the children.
- The Chair suggested that as part of the cycle training programme, it could be reiterated to the three schools to take responsibility as they had the access to the children and information to see how the training programmes and then the schemes that are linked around it could help increase the numbers of children that cycle.
- An Adviser raised a concern that the maps for Clamp Hill were in very small print and this made it extremely difficult to read. She said it would be helpful if in future, the maps could be on a larger scale to make it easier to read.
- She advised that as there was a secondary school on this road it would present a serious problem for parents driving their daughters to school in terms of driving and parking in residential roads, why was safe cycling provision not included in the scheme as per local transport Note 120, which said to receive government funding for local highways investment where the main element was not cycling or walking there would be a presumption that schemes must deliver or improve certain infrastructure to the standards in the local transport Note. She questioned if Clamp Hill was the right location, that it may be better to use the Bridges Road entrance, if the aim was to encourage schoolchildren to cycle to that particular school given the gradient of the descent. She felt that it may prove more realistic to use quieter streets as routes.
- The officer explained that the scheme was initiated to address speeding concerns. There had been a lot of representations from residents that were very concerned about the number of collisions that occurred at the end towards Uxbridge Road so the scheme was primarily a speed reduction scheme. Bridges Road could be explored as a possible cycle route.
- Councillor Kuha Kumaran raised concerns about the lack of progress on the works for the Waxwell Lane /Uxbridge Road Junction. He appreciated that the reports from various stakeholders had taken time to deliver however, the local residents were very upset over the lack of progress. This had been made worse by another accident at the same junction the previous week. He reminded the committee that the first-

year anniversary of the fatal crash was at the end of July and hoped that works could be speeded up as the local residents were anxiously waiting.

- The Chair said that he understood the frustration about the slow progress, but it had been frustrating as because police had taken a long time to report back to officers and funding took a long time but was granted in April. He that requested that officers provide an update by 21 June 2023 and further updates every fortnight.
- An Adviser suggested to officers that regarding the Harrow View All Church Lane and the review of pedestrian walking areas, when crossing was considered, could officers always incorporate a pedestrian and cycling crossing together as the one in Pinner just over the railway line had proved quite useful. Officers agreed to investigate the possibility.

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

#### **45. Road Fatalities Review**

The Panel received the report of the Director of Environment. The report provided Members with an update on the traffic related incidents resulting in fatalities on borough roads in the past 18 months. The officer gave the following updates:

##### **Pinner Road/Station Road Junction (North Harrow)**

The incident was an HGV on cyclist collision which occurred on Saturday 21 August 2021 at 15:18hrs at the Pinner Road/Station Road junction.

- Update - March 2023  
The Police report confirmed that no highway factors were identified in relation to this incident however, it was suggested that cyclists could share footway space on all approaches to the junction, in particular the south-eastern arm.
- 
- Update July 2023  
Improvements for walking and cycling at this junction were being looked at as part of a review of three major junctions in North Harrow along with a cycling scheme and speed reduction scheme. Feasibility, design and consultation and partial implementation would be completed this financial year.

##### **Mollison Way**

The incident was a car-on-car collision which occurred on Sunday, 20 March 2022 at 08:30hrs.

- Update March 2023  
A review of the borough was currently underway which would prioritise locations for 20mph zones and limits.
- Update July 2023  
The initial assessment of locations in the borough resulted in Mollison Way scoring the highest of all roads in the prioritisation process. It was agreed to proceed with design work immediately. Design, consultation and implementation would be carried out this financial year.

### **Uxbridge Road/Waxwell Lane Junction (Pinner)**

The incident occurred on Sunday, 31 July 2022 at 18:23hrs involving a car and an elderly male pedestrian.

- Update March 2023  
The Police report recommended repositioning the central islands, particularly the one to the east of the junction and improvements to pedestrian crossing facilities.

Options to improve pedestrian crossing at this location were being investigated and would be reviewed by the Leader of the Council.

- Update July 2023  
Investigation work was on-going. Design and consultation would be completed this financial year, implementation would be subject to the availability of sufficient TfL funding this financial year.

### **Culver Grove (near junction with St Andrew's Close) (Centenary)**

The incident occurred on Sunday, 7 August 2022 at 00:15hrs involving a car and a 62-year-old man who passed away at the location.

- 
- Update March  
The Police report did not identify any highway factors and recommended clearing back any foliage from street lighting. This took place during the site visit.

### **George V Avenue**

The incident occurred at 10:55am on Friday 14 April 2023 involving a 65-year-old man and a car. The pedestrian was initially seriously injured but sadly passed away.

Officers met with the Police on 14 June 2023. The full police investigation had not been concluded at the time of writing the committee report.

At this stage, it had not been confirmed that speed was a factor however, automatic.

-

### Update on the Police Recommendations:

- That the wild grass and flowers be trimmed/removed by LB Harrow as soon as practicable to improve the vision for pedestrians and vehicles at the location. – *Officers confirmed that the trimming/removal of wild grass and flowers had been completed.*
- That road markings at the location should be refreshed by LB Harrow as soon as practicable. – *Officers confirmed that this was yet to be undertaken but would be done soon.*
- That a pedestrian count be carried out by LB Harrow at this location to determine the volume of pedestrians using the bridleway and crossing the road at this location. - *Officers confirmed that the pedestrian count had been carried out.*
- If the result of the pedestrian count was significant then it was recommended that LB Harrow should consider the installation of a pedestrian crossing point at this location. – *Officers confirmed that that result of the pedestrian count was received last week.*
- Speed survey was carried out at the location and LB Harrow were awaiting the results. If vehicle speeds were found to be an issue then appropriate solutions could be discussed. – *Officers confirmed that they had received the results of the speed survey.*

### Members asked the following questions:

- A Member asked about progress on the Pinner Road /Station Road junction scheme. He said that road widening was proposed but no progress had been reported. The officer explained that they were aware of the previous proposals which were being reviewed. Investigations were ongoing to determine if the measures proposed are sufficient to address the issues.
- An Adviser commented that it was 2 years since a cyclist had been killed. Despite previous assurances from officers, Harrow Cyclists had not received any designs to comment on so. She asked if officers could confirm that the design will be compliant with LTN 120 and that no shared space will be allowed at this junction. The officer explained that the scheme was still in design and previous proposals were being reviewed to ensure that they were appropriate and any needed alterations to the scheme could be made and would adhere to all relevant legislation. She also explained that scheme was being taken forward as part of wider projects involving bigger junctions in the area and although there was a cycle route that through there, any cycle design would not include that junction intentionally because it was being taken forward as part of a wider projects.
- An Adviser commented on George V Avenue which was near a very important access for green space in both Pinner and Headstone due to

the mental health benefits as the only farm. It was important that it was a safe place for or people to go walking and how needed a safe crossing. She suggested lowering the speed limit and putting in the speed table ideally at a point where the bridleway crosses King George V to help get rid of boy racers and also to make it safe for people who wanted fresh air and exercise.

- A Member asked for clarity on the timeframes for Pinner Road Schemes - on what was the earliest timeline so that be some time before we are able to give an update on that project. The officer explained that they were still confident for partial implementation by the end of the year financial year but it would depend on the outcomes of the initial investigation. Implementation of the Cycle Scheme might positively affect some schemes time-wise. Finalised designs would be shared with ward councillors. The Chair requested an update (perhaps a short note to the Panel) on this scheme by end of August to keep ward councillors and residents updated.
- An Adviser questioned the purpose of CPZ's and if they were ever reviewed. He suggested that in changing times and habits perhaps, they out to be reviewed to reflect these to ensure effectiveness. The officer explained that CPZ's were automatically reviewed three years ago and since then there was an agreement that they would be reviewed in three time periods. The Chair also explained that most CPZ's were demand led by residents and enjoyed majority support. It was discussed that perhaps there the Panel could push for a borough wide review of all the parking zones and it was suggested that all Councillors could be asked to participate in the review.

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

(Note: The meeting, having commenced at 6.30 pm, closed at 8.38 pm).

(Signed) Councillor Ameet Jogia MBE  
Chair





We the residents of the uncontrolled section of Woodway Crescent are experiencing parking problems due to displaced parking from nearby properties situated within the existing zone (S) operational 11am to 12 noon Monday to Friday.

Cars are left in the crescent for several weeks at a time, some appear to be owned by car traders, some are used for long term storage.

This is making it very difficult for us living in the uncontrolled zone to park, we are not able to park anywhere in the surrounding streets on in the controlled part of the crescent, as we can not apply for zone (S) parking permits.

**We request the council to extend the existing zone (S) to include the full length of Woodway Crescent.**

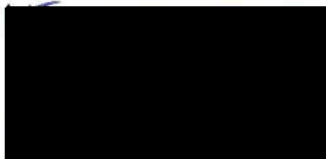




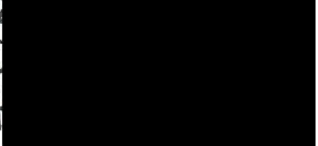

Name (PRINTED)	Full Address	Signature
YASMIN HUGGAIN		

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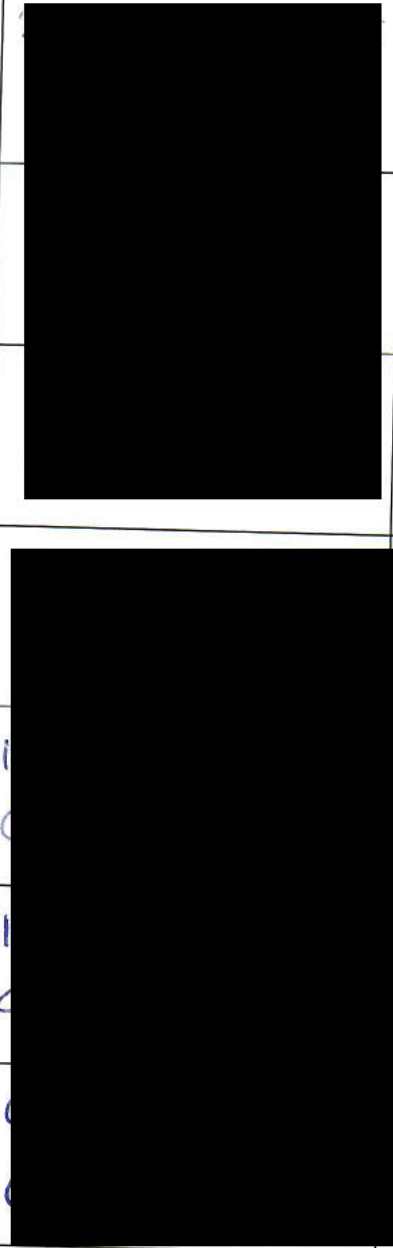
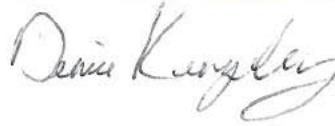



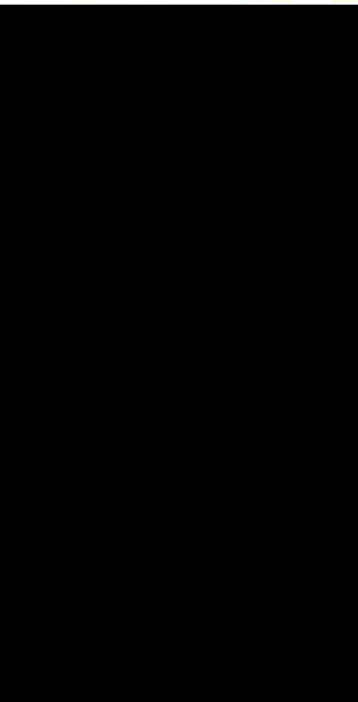


Name (PRINTED)	Full Address	Signature
RESHMA AMIN		
VIRENDBA SHAH		
HARRY VAGHJIANI		
YASMIN HUSSAIN		

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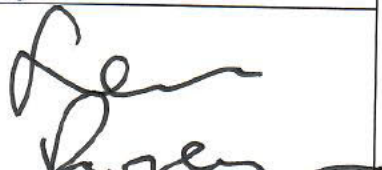

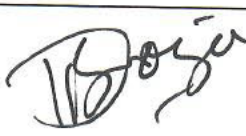




Name (PRINTED)	Full Address	Signature
DENISE KINGSLEY		
VEENA VARMA		
Tejal Patel		
Maria MCD.		
D ARUNAPASA		
PAUL JEFFERY		
Suzie Yong		

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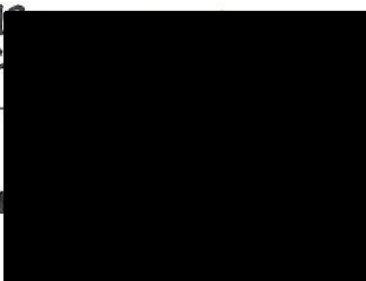

Name (PRINTED)	Full Address	Signature
L EON ROZENICZ	[REDACTED ADDRESS]	
L DeZoySA		
Dylan D'souza		
Alex Sordhan		
OCTAVIAN SIU		
KAIL SHANKER		
YOGESH . SHAI		

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**We request the council to extend the existing zone (S) to include the full length of Woodway Crescent.**



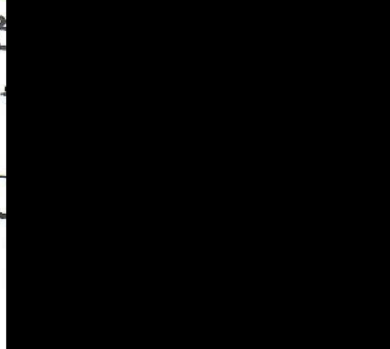

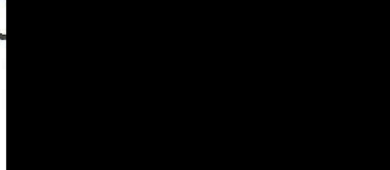



Name (PRINTED)	Full Address	Signature
JANICE HILLIER		<i>Janice Hillier</i>
HEATHER CHAMBERLAIN + IAN		<i>Heather Chamberlain</i>

We the residents of the uncontrolled section of Woodway Crescent are experiencing parking problems due to displaced parking from nearby properties situated within the existing zone (S) operational 11am to 12 noon Monday to Friday.

Cars are left in the crescent for several weeks at a time, some appear to be owned by car traders, some are used for long term storage.

This is making it very difficult for us living in the uncontrolled zone to park, we are not able to park anywhere in the surrounding streets on in the controlled part of the crescent, as we can not apply for zone (S) parking permits.

**We request the council to extend the existing zone (S) to include the full length of Woodway Crescent.**

Name (PRINTED)	Full Address	Signature
DA MARCELLE MONCRIEFPE		
MR. MINGESH VAGHELA		
MR F. Lam		
MRS M. CARROLL		



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

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<b>Date of Meeting:</b>	31 <sup>st</sup> October 2023
<b>Subject:</b>	<b>INFORMATION REPORT</b> Petitions
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Cathy Knubley – Director of Environment Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Highways, Infrastructure and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	Harrow on the Hill, Headstone, Greenhill, Pinner, Wealdstone
<b>Enclosures:</b>	Appendix A - Petitions and Actions from July 2023 TARSAP

**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.

This report also updates the panel on the actions taken on the petitions discussed at the last TARSAP meeting.

**Recommendations:**  
None, the report is for information only.

**Reason: (for recommendation)**  
The report is for information only.

## **Section 2 – Report**

### **Introduction**

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. These are outlined in Table 1.

Updates on the progress made with previous petitions reported at the last meeting of TARSAP are attached in this report as Appendix A.

### **Options considered**

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. **No recommendations will be made at this stage until the requests are assessed against agreed TARSAP criteria.**



**Table 1: List of Petitions received since July 2023**

	<b>Location</b>	<b>Ward</b>	<b>Submitted by</b>	<b>Date received</b>	<b>No. of signatories</b>	<b>Request</b>	<b>Status</b>
1	Locket Road	Wealdstone	Resident	11/7/23	45	Parking review to allow worshippers to park in the CPZ during operational hours to attend services	On-street parking for commuters accessing places of worship will negate the benefits of being situated within a controlled parking zone. However, the council does operate 1-hour free parking per day in the pay by phone bays across the borough which can be utilised by the worshippers should they wish to do so.
2	Village Way	Pinner	Resident/Gareth Thomas	25/7/23	42	Concerns re speeding/requests monitoring/speed cameras	A speeding report has been sent to the Police who will assess for possible mobile camera deployment.
3	Crown Street	Harrow on the Hill	Cllr Kulig	28/7/23	19	Requests the Council to consider additional traffic calming measures on Crown Street due to the number of speeding vehicles which were causing excess noise and posing danger to pedestrians.	This location is already within a 20mph zone however there are no traffic calming features. The location has been assessed and meets the threshold for intervention.

	<b>Location</b>	<b>Ward</b>	<b>Submitted by</b>	<b>Date received</b>	<b>No. of signatories</b>	<b>Request</b>	<b>Status</b>
							As a minimum, 20mph roundels will be installed.
4	Victor Road and surrounding roads	Headstone	Resident	28/7/23	180	Requests the Council to investigate solutions and hold consultation on the options to resolving current parking problems around Victor Road, Sydney Road, Albert Road, Edward Road, Pinner View (north of Headstone Gardens), Fairfield Drive, Downing Close and Atherton Place.	The request will be assessed and placed on the priority raking list and reported to the annual TARSAP meeting in Feb/Mar 2024 for the Panel to consider and prioritise the parking programme for 2024-25
5	Woodway Crescent	Greenhill	Resident	2/10/23	35	Extension of CPZ	The request will be assessed and placed on the priority raking list and reported to the annual TARSAP meeting in Feb/Mar 2024 for the Panel to consider and prioritise the parking programme for 2024-25
6	Whitmore Road	West Harrow	Resident	3/10/23	30	Traffic calming	The location has been assessed and meets the threshold for intervention and will be added to the prioritisation list.

	<b>Location</b>	<b>Ward</b>	<b>Submitted by</b>	<b>Date received</b>	<b>No. of signatories</b>	<b>Request</b>	<b>Status</b>
7	Woodway Crescent	Greenhill	Resident	9/10/23	25	Extension of existing zone S to include the full length of Woodway Crescent	The request will be assessed and placed on the priority raking list and reported to the annual TARSAP meeting in Feb/Mar 2024 for the Panel to consider and prioritise the parking programme for 2024-25

## **Staffing/workforce**

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

## **Ward Councillors' comments**

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

## **Performance Issues**

The development of any schemes arising from petitions would support the wider aims, objectives and performance targets in the current LIP and help to deliver Harrow's corporate priorities and in particular, putting residents first and creating a place that is clean and safe.

## **Environmental Implications**

The development of any schemes arising from petitions would support the wider aims and objectives of the current LIP. The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.

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**

There are no data protection implications.

## **Risk Management Implications**

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below  
**n/a**

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

There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

## **Legal Implications**

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

Under Part 3A of the Council's Constitution, the terms of reference of TARSAP are 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**

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**

The petitions raise 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.

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**

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:

- 1. A council that puts residents first**
- 2. A borough that is clean and safe**
- 3. A place where those in need are supported**

## **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: Equality Task Group (DETG) Chair

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

### **Statutory Officer: Cathy Knubley**

Signed by the Director of Environment Services

Date: 12<sup>th</sup> October 2023

## **Section 4 - Contact Details and Background Papers**

**Contact:** Laura McIntosh – Interim Transportation Manager  
Email: [laura.mcintosh@harrow.gov.uk](mailto:laura.mcintosh@harrow.gov.uk)

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

## Appendix A: Petitions and Actions from July 2023 TARSAP

No	Title	Request concern	Agreed action	Actions completed / Further actions
1	Southfield Park	Speeding/collisions	Assess in line with agreed process	Improvements to lining and signing have been made. Placed 6 on traffic calming priority list.
2	Harley Road/Crescent	CPZ	To be assessed in line with agreed process	To be added to the parking priority list and reported to TARSAP in Feb/Mar
3	Pinner Road	Review of CPZ boundary/permit entitlement	To be assessed in line with agreed process	To be added to the parking priority list and reported to TARSAP in Feb/Mar
4	Lyncroft Avenue	Junction improvement	Assess in line with agreed process	The requests for traffic calming and pedestrian crossing did not meet the threshold for intervention. Waiting restrictions are still be investigated.
5	Pinner Road	Pedestrian safety at traffic lights	Assess in line with agreed process	Consultants have been commissioned to review this and two other junctions nearby.
9	Pinner Park Avenue	speeding	Assess in line with agreed process	Design work underway for traffic calming scheme
10	Manor Way	speeding	Assess in line with agreed process	Placed 6 on priority list
11	Priory Way	speeding	Assess in line with agreed process	Place 6 on priority list

<b>No</b>	<b>Title</b>	<b>Request concern</b>	<b>Agreed action</b>	<b>Actions completed / Further actions</b>
12	Radnor Road	speeding	Assess in line with agreed process	Placed 7 on priority list





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

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<b>Date of Meeting:</b>	31 <sup>st</sup> October 2023
<b>Subject:</b>	<b>INFORMATION REPORT</b> 2023/24 Traffic and Parking Schemes Programme Update
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Cathy Knubley – Director of Environment Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Highways, Infrastructure and Community Safety
<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> – Traffic Schemes Programme 2023/24 <b>Appendix B</b> – Cycle Training Programme <b>Appendix C</b> - Parking Management Programme 2023/24 <b>Appendix D</b> – Local Safety Parking Programme (LSPP) 2023/24 <b>Appendix E</b> – Clamp Hill – Traffic Calming Scheme plan

**Section 1 – Summary and Recommendations**

This information report is presented to Members to provide an update on progress with the 2023/24 traffic and parking management programme of works.

**Recommendations:**

None, the report is for information only.

**Reason: (for recommendation) none, the report is for information only**

## **Section 2 – Report**

### **Introductory paragraph**

This information report provides members with an update on the current programme of transport schemes and initiatives funded in 2023/24. This includes schemes funded by Transport for London (TfL) grant and the Harrow capital programme. **Appendices A, B, C, D and E** provides a summary of progress with all the schemes within the current programme.

More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.

### **Options considered**

This work programme fits within the scope of the Council's Transport Local Implementation Plan (LIP), which sets out the policies and objectives for taking forward a wide-ranging programme of investment.

## **TFL LOCAL IMPLEMENTATION PLAN (LIP) PROGRAMME 2023/24**

### **Howberry Road Area 20mph zone**

Implementation has been approved and will follow resurfacing and footway renewal works.

The plan is to deliver this scheme by the end of March 2024.

### **Alexandra Avenue/Eastcote Avenue, South Harrow**

This local safety junction improvement scheme is currently at design stage and is expected to be completed this financial year.

### **Clamp Hill**

Public consultation has concluded with the majority of responses in support of the proposals. The initial design has been revised to reduce the number of proposed sinusoidal humps and alter the lengths and locations of double yellow lines. Subject to PH approval and statutory consultation, this scheme is expected to be completed this financial year.

### **High Road/College Ave**

The feasibility study has been completed. The recommendation is for an additional pedestrian refuge island on College Hill Road and Keep Clear

markings at the High Road/Weald Lane junction. Detailed design work will be completed and the scheme implemented (subject to funding).

### **Honeypot Lane**

Feasibility study/design only scheme looking at measures to reduce accidents at a break in the central reservation. The feasibility study has been completed. The recommendation is for a speed limit reduction from 40mph to 30mph and some minor white lining work around the gap in the central reservation opposite the shops on Honeypot Lane.

### **Boroughwide 20mph Zones**

An assessment of areas between existing 20mph zones and locations where we have received requests for traffic calming in residential streets have been prioritised in line with the TARSAP agreed process.

The locations that scored highest are;

1 Mollison Way	2 Pinner Park Avenue
3 Northumberland Road	4 Lucas Avenue/Rayners Lane
5 Grimsdyke Road	6 Southfield Park
7 Radnor Road	8 Portland Crescent
9 Church Lane, Harrow Weald	10 Vernon Drive
11 Dalston Drive	12 Pinner View
13 Uppingham Avenue	14 St Michaels Crescent

The Mollison Way scheme has been designed and public consultation complete. The majority of responses were in favour of a 20mph zone with sinusoidal humps. Subject to PH approval, this scheme will proceed to statutory consultation and implementation this financial year.

The Pinner Park Avenue scheme has been designed. Public consultation will take place shortly.

### **George V Avenue/Headstone Lane/Pinner Road**

Feasibility study and design looking at improvements to pedestrian and cyclist facilities and possible bus priority measures. This will be combined with reviews at near-by major junctions.

### **Pinner Road/Station Road**

Feasibility study and design looking at improvements to pedestrian and cyclist facilities and possible bus priority measures. This will be combined with reviews at near-by major junctions.

### **Harrow View**

A feasibility study has been carried out looking at the possibility of providing a formal crossing facility between Cunningham Park and Marlborough Hill.

There is clear demand for crossing at the location however, the location is unsafe due to be

### **Old Church Lane**

Design work is underway looking at providing a formal crossing facility in the vicinity of Stanmore College. Public consultation is underway.

### **Uxbridge Road/Blythwood Road**

The feasibility study has been completed with the initial designs shared with Ward members for review and comments. The preferred option is a signalised junction – officers to seek TfL feedback in the first instance.

### **Merlin Crescent**

Surveys have been carried out and design work is underway looking at improvements to deal with non-compliance at the mini-roundabout at the junction with St Brides Avenue and potential for a crossing point near to St David's Drive.

### **Pinner District Walking Study**

A feasibility study is being carried out looking at options to improve the pedestrian environment in Bridge Street. This is not for construction in this financial year.

### **Boroughwide study of pedestrian walking areas**

Currently being reviewed is a possible crossing on Common Road near to the Sandringham development; a possible crossing on Locket Road near to Hibbert Road for Belmont School; possible widening of the footway along Brookshill between Hujjat Primary School and Uxbridge Road.

The study has been completed. The outcome is to be shared with the PH.

### **Local Initiative Schemes**

Rolling programme of minor works eg. small scale lining and signing not covered by any other project.

### **Boroughwide School Healthy Streets**

Feasibility study only looking at the process and prioritisation of locations for possible school streets. This will lead to a rolling implementation programme from 2024/25 onwards.

### **Bus Priority Schemes**

There are various locations being investigated for possible bus priority improvements. These could include bus lanes, changes to signal timings, junction modification, kerb realignment, relocation of parking etc.

### **Harrow Cycle Network**

Two routes are being designed anticipated for implementation this financial year. These are Harrow to Pinner and Northolt Park to Rayners Lane. Public consultation on the Harrow to Pinner route will start at the end of October.

There are further routes being explored for possible implementation in future years.

### **Residential Cycle Parking**

Provision of cycle hangars or other appropriate secure storage for residents. Dialogue is ongoing with Housing colleagues to agree installation and operational details for implementation this financial year.

## **OTHER EXTERNAL FUNDING AND DEVELOPER CONTRIBUTIONS**

### **Electric Vehicle Charging Points (residential)**

Following the success of the first tranche a second bid was 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 for Tranche 2.

A further bid for up to 225 sites has been approved and an award of £410,940 has been made. The procurement process has commenced for new electric vehicle charge points that will be installed later this financial year.

### **Harrow Capital 2023/24**

#### **Parking management programme**

The Parking Management Schemes Programme for 2023/24 was agreed and approved by Traffic and Road Safety Advisory Panel (TARSAP) in March 2023. The current status of each scheme in the programme can be seen in **Appendix C**.

#### **Localised Safety Parking Schemes Programme (LSPP)**

This programme is concerned with localised sites where minor parking problems occur.

Typically, remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also reinforce the well-established principles set out in The Highway Code. This is an on-going

rolling programme of works and members, and the Portfolio Holder will be advised of the locations included in the programme during the year.

The list of proposed schemes on the programme is outlined in **Appendix C**

### **Staffing/workforce**

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

### **Ward Councillors' comments**

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

### **Performance Issues**

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

### **Environmental Implications**

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.

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 help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

### **Data Protection Implications**

There are no data protection implications.

### **Risk Management Implications**

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

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.

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below.  
**n/a**

## Legal Implications

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

Under Part 3A of the Council's Constitution, the terms of reference of TARSAP are 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

Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2023/24 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

## Equalities implications / Public Sector Equality Duty

- 2.29 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.
- 2.30 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. 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, convenience, 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 vulnerable.

## **Council Priorities**

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:

1. **A council that puts residents first**
2. **A borough that is clean and safe**
3. **A place where those in need are supported**

## **Section 3 - Statutory Officer Clearance**

**Chief Officer: Cathy Knubley**

Signed off by the Director of Environment

**Date: 12<sup>th</sup> October 2023**

## **Mandatory Checks**

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

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

**EqIA cleared by: Equality Task Group (DETG) Chair**



## **Section 4 - Contact Details and Background Papers**

**Contact:** Laura McIntosh, Interim Transportation Manager  
Email: [laura.mcintosh@harrow.gov.uk](mailto:laura.mcintosh@harrow.gov.uk)

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

## Appendix A – Transport Local Implementation Plan programme update – 2023/24

This is the current traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP).

**Table 1 - TfL LIP programme 2023/24 – list of schemes / interventions.**

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
SCN - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore.	Implementation December 23	£47k	Nabeel Shahid/Laura McIntosh
SCN - Safety Scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane – junction improvement.	Implementation 23/24	£25k	Nabeel Shahid/Laura McIntosh
SCN – Safety Scheme – Clamp Hill	Clamp Hill – speed reduction scheme	Design, consultation and implementation 23/24	£40k	Nabeel Shahid/Laura McIntosh
SCN – Safety Scheme – High Road, Harrow Weald	High Road/College Ave – junction improvement	Feasibility/Design 23/24	£8k	Nabeel Shahid/Laura McIntosh
SCN – Honeypot Lane	Safety and speed reduction scheme (40mph to 30mph)	Feasibility/Design 23/24	£8k	Nabeel Shahid/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
SCN – Borough Wide 20 mph Zones	Speed reduction schemes in areas to be determined by prioritisation of requests	Feasibility/Design and implementation 23/24	£75k	Nabeel Shahid/Laura McIntosh
SCN - A404 George V Avenue/ Headstone Drive	Junction improvement	Feasibility and design 23/24	£50k	Nabeel Shahid/Laura McIntosh
SCN – Harrow View – Pedestrian Crossing	Pedestrian crossing on Harrow View near Marlborough Hill	Feasibility and design 23/24	£50k	Laura McIntosh
SCN – Old Church Lane – Pedestrian Crossing	Measures to improve pedestrian safety around Stanmore College	Feasibility and design 23/24	£35k	Nabeel Shahid/Laura McIntosh
SCN – Uxbridge Road/Blythwood Road	Crossing/junction improvement scheme	Feasibility and design 23/24	£50k	Nabeel Shahid/Laura McIntosh
SCN - Pinner District walking study	Feasibility study to identify ped crossing improvements and walking interventions	Feasibility and design 23/24	£1k	Laura McIntosh
SCN - Boroughwide study of priority walking areas	Feasibility study to identify ped crossing improvements and walking interventions at priority locations	Feasibility and design 23/24	£45k	Laura McIntosh
SCN – Merlin Crescent	Improvements to mini roundabout and crossing	Design and implementation 23/24	£55k	Nabeel Shahid/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
SCN - Local Initiative Schemes	Local initiatives approved by TARSAP	Feasibility, design and implementation 23/24	£10k	Nabeel Shahid/Laura McIntosh
SCN - Boroughwide School Healthy Streets	Identify and consult on potential school streets	Feasibility only 23/24	£30k	Laura McIntosh
SCN - Area Bounded by Harrow Town Centre	Study looking at network between Goodwill to All, George V Ave/Pinner Road and Station Road/Pinner Road junctions	Feasibility and design 23/24	£50k	Laura McIntosh
SCN - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes – Station Road / Pinner Road – junction improvement	Feasibility and design 23/24	£105k	Laura McIntosh
SCN - Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	ongoing	£160k	Jeffrey Sarpong/Laura McIntosh
Bus Priority – Uxbridge Road route study	Study to identify bus journey time improvements	Feasibility and design 23/24	£15k	Stephen Freeman/Laura McIntosh
Bus Priority - Station Road between The	Develop proposals to address congestion and delay to buses,	Feasibility and design 23/24	£50k	Stephen Freeman/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
Bridge and Sheepcote Road jcn	review of signals and controlled crossing and junction layouts			
Bus Priority – Timber Carriage Junction	Improvements to junction/pedestrian crossing facilities	Feasibility and design 23/24	£40k	Stephen Freeman/ Laura McIntosh
CND – Harrow Cycle Network	Northolt Park to Harrow to North Harrow	Design, consultation and implementation 23/24	£50k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Pinner to Harrow on the Hill	Design, consultation and implementation 23/24	£50k	Stephen Freeman/Laura McIntosh
CND - Harrow Cycle Network	Overground route	Feasibility and design 23/24	£40k	Laura McIntosh
CND – Harrow Cycle Network	Harrow St Anns Road to Harrow & Wealdstone Station cycle route	Feasibility and design 23/24	£30k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Harrow on the Hill to Harrow Weald Cycle route	Feasibility and design 23/24	£20k	Stephen Freeman/Laura McIntosh
CND – Harrow Cycle Network	Cross Harrow route – Wealdstone to Edgware	Feasibility and design 23/24	£20K	Stephen Freeman/Laura McIntosh
CND - Boroughwide	Study looking at cycle network and connections to transport hubs	Feasibility and design 23/24	£25k	Stephen Freeman/Laura McIntosh

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Funding 23/24</b>	<b>Contact officer</b>
review of cycle routes				
Cycle Parking	Residential cycle parking	Design and implementation 23/24	£66k	Laura McIntosh

## **Appendix B – Cycle Training Programme**

<b>Date of Training</b>	<b>Client</b>	<b>Level</b>
May 2023	St George's Primary Catholic Voluntary	1/2
June 2023	Whitchurch Primary School & Nursery	1/2
July 2023	West Lodge Primary School	1/2
September 2023	Pathways Primary School	1/2

The Bikeability are split into 3 levels:

- Level 1 is for riders learning to better control their bike, all done off-road.
- Level 2 is for riders learning to cycle on quieter local roads and dealing with junctions.
- Level 3 is for more advanced riders learning to handle multi lane traffic, large gyratories.

## Appendix C - Harrow Capital, Parking Management Schemes Update – 2023/24

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2023/24 this comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	Status	Contact officer	Planned finish
Roxborough Park, Harrow on The Hill	<b>Scheme carried over from 2022/23</b> New Zone (E1) existing free bays to be converted to shared use bays	Public consultation undertaken in November 2020. Statutory consultation undertaken 4 <sup>th</sup> May 2023. The results to be collated/reported to members and subsequently the PH for approval as to how we should proceed with the scheme.	LM/SAF	1 <sup>st</sup> December 2023
Kenton Road-service Road between 704 - 738, Kenton East	<b>Scheme carried over from 2022/23</b> Proposed new (CPZ) and P & D bays in the service road.	Public consultation undertaken in September 2021. Statutory consultation undertaken 1 <sup>st</sup> June 2023. The consultation results were reported to the members and a revised scheme will be taken forward which will entail shared use bays adjacent to the shops and pay by phone bays opposite the shops. This is being reported to the PH for approval.	LM/SAF	1 <sup>st</sup> December 2023

Scheme	Details	Status	Contact officer	Planned finish
Eastleigh Ave, Roxbourne	<b>Scheme carried over from 2022/23</b> Request for new CPZ	Public consultation undertaken in December 2021. Statutory consultation undertaken November 2022. PH report approved and works order issued to JB Riney's to implement scheme.	LM/SAF	1 <sup>st</sup> December 2023
Rainsford Close	Request to be omitted from zone (B) and be included in a new zone with extended hours of control.	Public consultation was undertaken in April 2023. The consultation results show support for controls during Monday to Friday only. However, the scheme will need be progressed alongside the nearby review in the Stanmore Hill area which may have a negative impact on Rainsford Road. These will need to be progressed simultaneously.	LM/SAF	2023-24
Summit Close/Penylan Place	Request for parking controls be introduced in these roads to prevent non-resident parking taking limited parking spaces in the narrow cul-de-sacs.	Public consultation was undertaken June/July 2023. Results being collated to report to members & PH	LM/SAF	2023-24
Byron Road/Lorne Road/Warham Road/Spencer Road	Requesting the council to undertake a review of the existing parking controls in the area as they cannot find parking in the evenings with a view to extending the controlled hours as per zone (J)	Public consultation was undertaken on 13 <sup>th</sup> March 2023 the results show support for extended hours of control only in Spencer Road. Officers to report results to members and pH for	LM/SAF	2023-24



Scheme	Details	Status	Contact officer	Planned finish
		approval as to how we should proceed with the scheme.		
Stanmore Hill	Request to change existing operational hours of CPZ on Stanmore Hill, this will include the section between Church Road/The Broadway and Wood Lane including all side roads. Requests also received from residents of Spring Lake via a petition wanting extended hours of control and residents of Herriot Close wanting to be in a CPZ	Public consultation currently being undertake Sept to Oct 2023 on proposals to extend the existing hours of control (CPZ) along Stanmore Hill between The Broadway and Wood Lane and “At any time” restrictions between Wood Lane and Springfield Close which will be assessed as part of the LSPP	LM/SAF	2023-24
Merlin Crescent	Request from residents of Merlin Crescent, Bransgrove Rd, St Brides Ave, St Davids Dr requesting a CPZ to prevent non-resident parking.	Public consultation currently being undertaken between Sept to Nov 2023 on proposals to introduce a new controlled parking zone (CPZ)..	LM/SAF	2023-24
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.	On-going prioritisation / implementation of requests for yellow lines. Please refer to Appendix D	LM/NS	2023-24

**Officers:**

LM – Laura McIntosh

SAF – Sajjad Farid

NS – Nabeel Shahid

**Appendix D - List of approved Localised Safety Parking Programme (LSPP) / Congestion sites approved for 21-day legal statutory consultation**

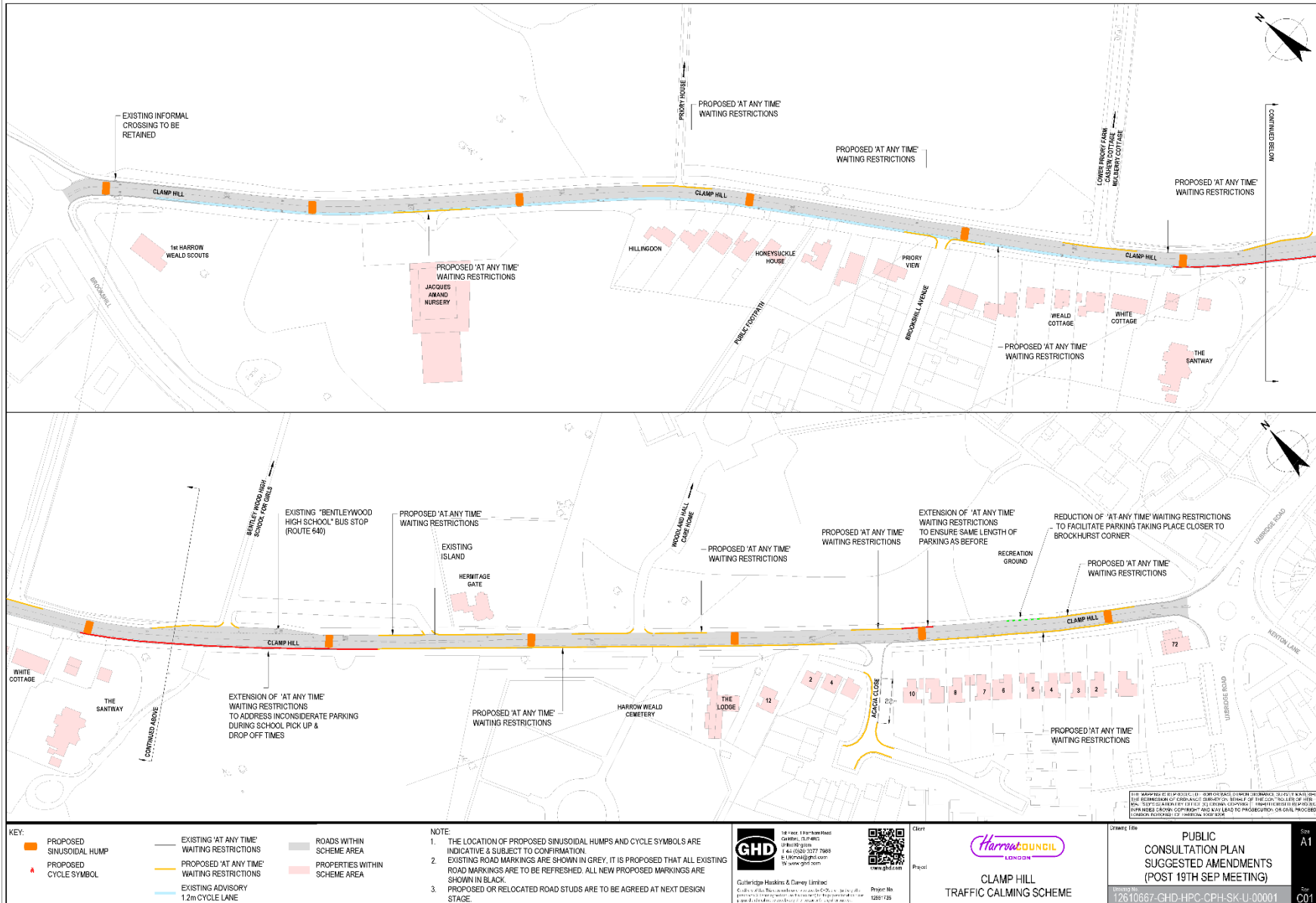
	<b>Location</b>	<b>Proposals</b>	<b>Score</b>	<b>Programme</b>	<b>Ward</b>
1	Alexandra Avenue Service Road (between Somervell Road and Arundel Drive)	Double Yellow Lines (DYL's) as you enter the service road to improve access for larger vehicles, including refuse and emergency vehicles	<b>14</b>	<b>LSPP</b>	Roxeth
2	Aran Drive	DYL's at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	<b>14</b>	<b>LSPP</b>	Stanmore
3	Cavendish Avenue	Upgrading existing section of SYL (Mon to Fri, 11am-12noon) to DYL to resolve issues with vehicles parking on both sides of the road resulting in localised congestion issues	--	<b>Congestion</b>	Harrow on the Hill
4	Dalton Road – Athelstone Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	<b>13</b>	<b>LSPP</b>	Wealdstone North
5	Elm Park Road	Upgrading existing section of SYL (Mon to Fri, 11am-Noon) to DYL to deter obstructive parking taking place across access of 8a Elm Park Road	--	<b>Yellow lines</b>	Pinner
6	Fernleigh Court	Extension of existing DYL to improve access when entering/exiting driveway of No. 18 Fernleigh Court	--	<b>Yellow lines</b>	Headstone

7	George V Avenue	New DYL's at the informal crossing point close to Anglesmede Crescent, to improve visibility for pedestrians crossing the road	15	LSPP	Pinner and Headstone
8	Honeypot Lane Service Road	Replacement of small section of resident parking bay (location approx. outside Nos. 293-299 Honeypot Lane) with new DYL's to function as a passing place and allow more vehicles to enter the service road at one time	--	Congestion	Kenton East
9	Hutton Lane area	DYL's at the junctions of Hutton Lane with Langton Road and Mephram Crescent to improve access and visibility for vehicles turning in & leaving roads	14	LSPP	Harrow Weald
10	Kenton Lane (between Richmond Gardens and Gordon Avenue)	Yellow lines to improve access/visibility, address localised congestion issues and help deter vehicles driving on footway due to parking taking place outside The Seven	14	LSPP	Harrow Weald
11	Letchford Terrace	Upgrading existing section of SYL (Mon to Fri, 10am-3pm) to DYL on outer side to resolve issues with vehicles parking on both sides of the road and preventing access	14	LSPP	Hatch End
12	London Road	Extension of existing DYL to improve visibility when exiting Cygnet Hospital	16	LSPP	Harrow-on-the Hill
13	Park View – Anselm Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	13	LSPP	Hatch End

14	Stanmore Hill (between The Common and Fallowfield Court)	Mixture of DYL's and SYL's (Mon to Fri, 8am-6.30pm) to improve visibility and deter long-term parking in the area	<b>14</b>	<b>LSPP</b>	Stanmore
15	St Kilda's Road	Upgrading existing sections of SYL (Mon to Sat, 8.30am-6.30pm) to DYLs to deter obstructive parking in the passing places and the junction with Oakley Road outside of CPZ hours	<b>13</b>	<b>LSPP</b>	Marlborough
16	The Broadway – The Cross Way	Extension of existing DYL's at the junction to improve access for larger vehicles, including refuse and emergency vehicles	<b>13</b>	<b>LSPP</b>	Wealdstone North
17	Tintagel Drive	DYL's at strategic locations to improve access, visibility and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	<b>14</b>	<b>LSPP</b>	Canons
18	Ufford Road – Tillotson Road	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	<b>13</b>	<b>LSPP</b>	Hatch End
19	Uxbridge Road area (near Bannister Sports Centre)	DYL's to improve access and visibility for vehicles	<b>22</b>	<b>LSPP</b>	Harrow Weald and Hatch End
20	Willowcourt Avenue – Becmead Avenue	DYL's at the junction to improve access and visibility for vehicles turning in & leaving road	<b>13</b>	<b>LSPP</b>	Kenton West
21	Woodlands Drive (including Coppice Close)	DYL's at strategic locations to improve access and address pinch points – therefore allowing refuse and emergency vehicles to pass through unhindered	<b>14</b>	<b>LSPP</b>	Stanmore
22	Woodway Crescent	DYL's on the inner side of the bend to improve access and visibility for larger vehicles, including refuse and emergency vehicles	<b>13</b>	<b>LSPP</b>	Greenhill

# Appendix E – Traffic Calming Scheme – Clamp Hill, Stanmore (as revised after 19<sup>th</sup> Sep meeting)

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

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<b>Date of Meeting:</b>	31 <sup>st</sup> October 2023
<b>Subject:</b>	<b>INFORMATION REPORT</b> Road Fatalities Review
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Cathy Knubley – Director of Environment Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder Highways, Infrastructure and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	Belmont, Harrow Weald, North Harrow, Edgware, Pinner, Wealdstone North
<b>Enclosures:</b>	None

**Section 1 – Summary and Recommendations**

This information report is presented to members to provide an update

**Recommendations:**

The Panel to note the contents of the report.

**Reason: (for recommendation)**

The report is for information only.

## **Section 2 – Report**

### **Introductory paragraph**

This information report provides members with an update on the traffic related incidents resulting in fatalities on borough roads in the last 18 months.

The report also outlines the actions taken by officers following these incidents.

It should be noted that Harrow Council as the Highway Authority has a statutory duty to investigate casualties and where appropriate, introduce change to mitigate the risk of further occurrences.

### **Pinner Road/Station Road Junction (North Harrow)**

The incident was an HGV on cyclist collision which occurred on Saturday the 21<sup>st</sup> of August 2021 at 1518hrs at the Pinner Road/Station Road junction.

The male cyclist passed away at the scene.

Prior to the incident, officers had been looking at improving the junction for pedestrians and buses. However, the scope has changed to include cycle facilities, which is currently being investigated and designed.

**Update March 2023** - The Police report confirms that no highway factors were identified in relation to this incident however, it was suggested whether cyclists can share footway space on all approaches to the junction, in particular the south-eastern arm.

Schemes on the programme for 23/24 include reviewing this junction and designs will prioritise measures to aid cyclists and pedestrians.

**Update July 2023** – Improvements for walking and cycling at this junction are being looked at as part of a review of three major junctions in North Harrow along with a cycling scheme and speed reduction scheme. Feasibility, design and consultation and partial implementation will be completed this financial year.

**Update October 2023** – As July; consultants are currently looking at options to improve the junction and facilitate the proposed cycle route through North Harrow.

### **Mollison Way (Edgware)**

The incident was a car-on-car collision which occurred on Sunday the 20<sup>th</sup> of March 2022 at 0830hrs.

An elderly female in a vehicle coming out of a driveway and was hit by a speeding vehicle. It was initially reported that she suffered severe injuries but passed away later. The driver of the other vehicle was arrested.



Officers have undertaken speed surveys and met with the Leader on site to determine the factors that led to the incident.

The speed data shows that the 85<sup>th</sup> percentile speed is 31mph while no obvious factors were identified from the site visit.

The Police report confirms that speed was a factor in the collision. It also notes that visibility is obscured by on-street parking. The recommendation is to examine the speed survey information to confirm the degree of speeding vehicles. Consider whether some additional horizontal deflections might be reintroduced, not reliant on parked vehicles being present. If more generalised area-wide 20mph restrictions were applied to Mollison Way then some vertical deflection traffic calming might be appropriate.

**Update March 2023** - A review of the borough is currently underway which will prioritise locations for 20mph zones and limits.

**Update July 2023** – The initial assessment of locations in the borough resulted in Mollison Way scoring the highest of all roads in the prioritisation process. It was agreed to proceed with design work immediately. Design, consultation and implementation will be carried out this financial year.

**Update October 2023** – The public consultation on proposals for a 20mph zone concluded in September with the majority of respondents in favour of the scheme with full width sinusoidal humps. Implementation is subject to PH decision following

### **Uxbridge Road/Waxwell Lane Junction (Pinner)**

The incident occurred on Sunday the 31<sup>st</sup> of July 2022 at 1823hrs involving a car and an elderly male pedestrian.

The man was attended to on site by the emergency services but sadly passed away.

Officers have met the Leader on site to discuss the possible factors that led to the incident and if possible, recommend solutions.

Based on the outcome of the site visit, officers recommended that the junction was included in the TfL LIP programme for improvement commencing with the design of potential options this financial year and consultation and possible implementation in 23/24.

**Update March 2023** - The Police report recommends repositioning the central islands, particularly the one to the east of the junction and improvements to pedestrian crossing facilities.

Options to improve pedestrian crossing at this location are being investigated and will be reviewed by the Leader of the Council.

**Update July 2023** – Investigation work continues. Design and consultation will be completed this financial year, implementation will be subject to the availability of sufficient TfL funding this financial year.

**Update October 2023** – The feasibility study has been completed with the initial designs shared with Ward members for review and comments. The preferred option is a signalised junction – officers to seek TfL feedback in the first instance.

### **George V Avenue (Headstone)**

The incident occurred at 10:55am on Friday 14<sup>th</sup> April 2023 involving a 65-year-old man and a car. The pedestrian was initially seriously injured but has sadly since passed away.

Officers met with the Police on 14<sup>th</sup> June 2023. The full police investigation has not been concluded at the time of writing this report.

It is understood that the pedestrian was crossing George V Avenue south-westbound, following the public bridleway that runs between Headstone Lane and Wakehams Hill.

At this stage, it has not been confirmed that speed was a factor however, automatic traffic count surveys were undertaken from 7<sup>th</sup> to 13<sup>th</sup> May measuring speeds and volumes of traffic at the location. These show that the 85<sup>th</sup> percentile speed was 43.3mph northbound and 41.6mph southbound, average speeds were 37.3mph and 36mph respectively, indicating no speeding issues.

The Police have recommended the following;

- that the wild grass and flowers are trimmed/removed by LB Harrow as soon as practicable to improve the vision for pedestrians and vehicles at the location.
- that road markings at the location are refreshed by LB Harrow as soon as practicable.
- that a pedestrian count be carried out by LB Harrow at this location to determine the volume of pedestrians using the bridleway and crossing the road at this location.
- If the result of the pedestrian count is significant then it is recommended that LB Harrow considers the installation of a pedestrian crossing point at this location.

All of the above recommendations have been requested/actioned as appropriate.

**Update October 2023** – The pedestrian count showed a low number of people crossing however, considering this route is clearly used by pedestrians; to

support this use, officers are investigating provision of an informal crossing point and warning signs.

### **College Hill Road/Kenton Lane/Mountside (Belmont/Harrow Weald/Wealdstone North)**

The incident occurred at 8:55am on Friday 15<sup>th</sup> September 2023 involving a 25 year-old female cyclist and a car. The cyclist was travelling along College Hill Road eastbound and entered the roundabout at the junction with Kenton Lane when a car that was travelling southbound on Kenton Lane entered the roundabout and collided with the cyclist.

A site visit was undertaken with the Police on Wednesday 20<sup>th</sup> September. The following Police recommendations were made;

- Road surface markings (in particular the give way markings) be refreshed.
- Yellow Flexi Bollards be replaced due to their poor condition.
- The central roundabout itself be made physically prominent so that it can be easily seen on approach.
- Advance warning signs be installed on each of the arms.
- Parking bays outside the shops on College Hill Road be removed / reduced to improve visibility.
- Telephone box outside the shops on College Hill Road be relocated.
- Trees and foliage causing visual obstruction be trimmed / removed to improve visibility.
- The road surface in Mountside be resurfaced.
- Speed surveys be carried out to ensure compliance with the 30mph posted limit.
- Junction geometry on all four (4) arms be redesigned to include deflection to slow vehicles on approach to the roundabout.
- Traffic calming solutions be implemented if vehicle speeds are found to be non-compliant.
- Cycle count be carried out to establish the volume of cycles using the junction.
- Feasibility of an area wide cycle scheme be evaluated if cycle volumes are significant.

### **Options considered**

None

### **Staffing/workforce**

This review has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team.

### **Ward Councillors' comments**

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

## **Performance Issues**

The development of any schemes arising from this review would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular the Vision Zero Strategy.

## **Environmental Implications**

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.

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 help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

## **Data Protection Implications**

There are no data protection implications.

## **Risk Management Implications**

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below  
**n/a**

## **Legal Implications**

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

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**

Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2023/24 capital programme and

confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

## Equalities implications / Public Sector Equality Duty

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.

It is considered that proposed schemes 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. 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, convenience, 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 vulnerable.

## Council Priorities

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:

1. A council that puts residents first
2. A borough that is clean and safe
3. A place where those in need are supported

## **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: Equality Task Group (DETG) Chair

## **Section 3 - Statutory Officer Clearance**

### **Statutory Officer: Cathy Knubley**

Signed by the Director of Environment Services

Date: 12<sup>th</sup> October 2023

## **Section 4 - Contact Details and Background Papers**

**Contact:** Laura McIntosh – Interim Transportation Manager  
Email: [laura.mcintosh@harrow.gov.uk](mailto:laura.mcintosh@harrow.gov.uk)

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