

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

Date of Meeting: 5 February 2014

Subject: **INFORMATION REPORT**
2013/14 Traffic and Parking Schemes
Programme update

**Responsible
Officer:** Caroline Bruce - Corporate Director,
Environment & Enterprise

Exempt: No

Enclosures:
Appendix A - Parking management
programme 2013/14
Appendix B -Transport for London
programme 2013/14
Appendix C and C1 - Grange School
- 20 mph zone consultation leaflet and
proposals

Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2013/14 traffic and parking schemes programme of works. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme. The information contained in this report reflects the latest position at the time of writing this report.

FOR INFORMATION

Section 2 – Report

General

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in the 2013/14 programme. This includes schemes funded by TfL grant and the Harrow capital programme. **Appendices A and B** provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on certain 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.

Parking management programme

- 2.3 Since the last panel meeting in October the changes to the CPZ in Devonshire Road have been implemented and became operational on 1st February 2014. The second phase of the CPZ in Hatch End which focuses on the residential roads immediately surrounding Hatch End Station will be implemented shortly and is due to become operational on 1st March 2014.

Localised Safety Parking Schemes Programme

- 2.4 This programme, formerly known as the Problem Streets Programme, deals with more isolated locations where localised parking problems and issues occur. Typically remedial measures consist of proposals for single / double yellow lines at junctions, bends and narrowings in order to improve access. These measures also support the well established principles in The Highway Code.
- 2.5 Localised waiting restrictions are due to be implemented shortly in the list of streets shown below following completion of the informal and statutory consultation processes.
- Kenton Road / Kenton Lane area
 - Uxbridge Road - (Stanmore to Kenton Lane)

Transport for London – Local implementation Plan Programme 2013/14

20mph zone - St John's Church of England School, Green Lane, Stanmore, –

- 2.6 The informal public consultation for St John's Church of England School, Stanmore took place from the 10th June 2013 for a three week period and the details of the scheme have been reported previously to TARSAP in September.
- 2.7 Additional "School keep clear" markings are proposed at the rear entrance in Embry Way as a result of the recent discussions with local residents who support the proposals.
- 2.8 The scheme is due to commence on site in February half term.

20mph zone - Belmont School, Wealdstone

- 2.9 The informal public consultation for Belmont School, Wealdstone took place from the 9th of August until 6th September 2013 over a four week period.
- 2.10 The results of the consultation were reported to TARSAP in September and discussed with the Portfolio Holder recently.
- 2.11 In light of the concerns raised at a recent traffic liaison meeting regarding the proposed speed the platforms in Locket Road have been amended. The ramps have been extended to allow a much shallower gradient and the height of the platform reduced to the absolute minimum for a vertical deflection feature (50mm).
- 2.12 The proposed third platform at the Warham Road junction has been removed from the scheme. The two remaining features will now act more as entry treatments and should not adversely effect emergency services and bus operators. These measures fully comply with the guidance on traffic calming bus routes set out by Transport for London document Sept 2005.
- 2.13 The scheme is due for implementation in February / March 2014.

20 mph zone - Grange School

- 2.14 Public consultation in conjunction with statutory consultation is due to commence from 6th January 2014 for a period of three weeks. The results of the consultation will be discussed with the Portfolio Holder and ward councillors before proceeding with the scheme.
- 2.15 Details of the consultation leaflet and the proposed measures are shown in **Appendix C and C1** for information.

20mph zone – Weald school - Whitegate Gardens, Harrow Weald - waiting restrictions

- 2.16 Following the implementation of double yellow lines at junctions and on the inside of bends as part of the Weald School 20mph zone earlier this year, we have received a number of concerns and complaints regarding inconsiderate parking and congestion caused by displaced parking. We are therefore proposing to introduce 'at any time' waiting restrictions outside numbers 23-29 inclusive.
- 2.17 Inconsiderate parking by parents dropping off and collecting their children to and from school is a widespread problem and causes severe congestion especially in Whitegate Gardens.
- 2.18 Statutory consultation is planned for mid January and details of the consultation results and any objections will be discussed with the ward councillors and the Portfolio Holder before deciding on how to proceed further.

Stanmore Hill / The Broadway – signals

- 2.19 Traffic consultants have been commissioned recently to investigate the feasibility for the inclusion of pedestrian facilities at the junction of The Broadway with Stanmore Hill in Stanmore, Harrow.
- 2.20 The Broadway/Stanmore Hill junction has recently been upgraded from a Vehicle Activated system to SCOOT control and linked to nearby signalised junctions and pedestrian crossings to try to smooth traffic flow.
- 2.21 The purpose of the study is to investigate measures to improve the facilities for pedestrians at The Broadway/Stanmore Hill/Church Road junction. It is believed that incorporating a pedestrian phase within the current traffic signal cycle would achieve this and modelling of the junction is therefore required to ascertain if this is achievable.
- 2.22 Account has been taken of a planning application associated with the development of the Anmer Lodge site and discussions with the developers transport consultants have been held to see if we can improve pedestrian and vehicle access in the area surrounding the development and including this junction.

Bus Priority – Eastcote Lane

- 2.23 A consultation with residents has recently been undertaken on proposals to reduce congestion and improve traffic movement on Eastcote Lane between Field End Road and Alexandra Avenue in order to make bus services a more attractive and reliable mode of transport.
- 2.24 To address the traffic congestion and safety issues, we are proposing the following measures along Eastcote Lane:

- **Single yellow line waiting restrictions** for the period Mon – Fri 8am to 6:30pm. These waiting restrictions are proposed at locations where traffic congestion occurs on a regular basis when two buses or large vehicles pass each other simultaneously. The restrictions will prevent parking and provide road space to allow continuous and unobstructed traffic flow.
- **Mini-roundabout at Eastcote Lane / Kings Road junction** – To reduce traffic congestion on the westbound approach to Eastcote Lane/Kings Road junction, we are proposing a mini-roundabout at this junction. This proposal will give priority to westbound traffic wanting to turn right onto Kings Road, thereby help reduce the westbound traffic congestion.
- **Double yellow line waiting restrictions** – Double yellow line waiting restrictions are proposed at key locations to prevent obstructive parking and ensure that adequate road space is available for refuse and emergency vehicles.
- **Upgrade two zebra crossings** - We are proposing to upgrade the two existing zebra crossings along Eastcote Lane by providing highly visible “Zebrite” belisha beacons. These yellow beacons increase the visibility of the zebra crossing in all light conditions and warn the drivers on their approach to the crossings, thereby improving safety for both pedestrians and drivers. At the zebra crossing outside the Rooks Heath College we propose to build out southern footway to reduce pedestrian crossing time. This will reduce waiting time for drivers and thereby reduce traffic congestion.

2.25 Public consultation is complete and the results of the consultation will be discussed with the Portfolio Holder and ward councillors before deciding on how to proceed and as a result some elements of the proposals may be modified or removed from the scheme.

Bus Priority - Mollison Way

2.26 Bus routes 114, 606, 614 and 644 serve Mollison Way and provide a direct access to Harrow-on-the Hill, Mill Hill Broadway, Wembley Park, The Totteridge Academy, Hatfield and various other key destinations. These bus routes are subject to delays and unreliability due to traffic congestion along Mollison Way between Turner Road roundabout and its junction with Stag Lane.

2.27 The main issue identified as the reason for this traffic congestion is vehicle parking on both sides of Mollison Way. After detail investigation, measures have been identified to improve the existing situation and to prevent delays to buses and other general traffic.

2.28 With the amount of funding available this financial year, we intend to reduce congestion along the western section of Mollison Way between Turner Road roundabout and Waltham Drive / Cotman Gardens junction. The remaining section of Mollison Way between

Constable Gardens / Lawrence Crescent may be investigated at later stage when further funding is made available.

2.29 Whilst proposals are mainly targeted at addressing the traffic congestion issue along Mollison Way, care has been taken to address the pedestrian safety with minimum loss of parking spaces for local residents. The proposals include the following measures:

- **Inset parking bays:** To widen the effective driving lane allow two large vehicles simultaneously pass each other, inset parking bays are proposed, wherever feasible on both sides of the road. These bays will allow parking whilst maintaining the two way traffic.
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- **Pedestrian refuge islands:** Three pedestrian refuge islands are proposed, outside nos. 236-238, 204-206 and 148-150. These islands will reducing traffic speed and assist pedestrians to cross the road safely. These islands will make crossing the road easier for pedestrians by allowing them to cross in two stages and deal with one direction of traffic flow at a time, thereby reducing the risk of accidents and improve safety for all road users.
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- **Double yellow line waiting restrictions:** Double yellow line waiting restrictions are proposed at key locations to prevent obstructive parking and ensure that adequate road space is available for refuse and emergency vehicles. These waiting restrictions are proposed at locations where traffic congestion occurs on a regular basis when two buses or large vehicles pass each other simultaneously. The restrictions will prevent parking and provide road space to allow continuous and unobstructed traffic flow.
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- **Bus stop and bus shelter upgrade:** To maximise parking, the two bus stops cage markings outside nos. 189-197 and 218-228 are proposed to be shortened as shown on the plan. The bus shelters and bus flags will be relocated to match the new kerb line. The footway at the bus stop will be resurfaced. These proposals will provide better accessibility for bus passengers.
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- **Trees, Lamp columns and other street furniture:** In order to facilitate provision of inset bays, it is required to remove some of the existing trees along Mollison Way. Wherever possible, smaller trees will be relocated to nearby locations. Any trees removed will be replaced with new trees. Lamp columns and other street furniture affected by the proposals will be relocated to suitable locations.

Note: During implementation stage, the extent of inset parking bays may change due to the presence of underground utilities and tree roots in the area.

2.30 Public consultation is complete and the results of the consultation will be discussed with the Portfolio Holder and ward councillors before

deciding on how to proceed and as a result some elements of the proposals may be modified or removed from the scheme.

Bus Priority - The Common / Alpine junction

- 2.31 The purpose of the scheme is to improve junction capacity. The northbound bus 258 takes a left at this junction. At present, during peak times, the 258 bus and other left turning vehicles have to wait behind the more heavy straight ahead traffic queue.
- 2.32 This scheme involves widening the carriageway to incorporate a new left turn approach lane at the junction which will allow left turning vehicles including the 258 to avoid waiting behind the straight ahead traffic. It is also an opportunity to review the signal timings and this appears to have the potential of further improving overall capacity at the junction.
- 2.33 The scheme is jointly funded through the councils Local Implementation Plan and section 106 funding made available from the Bentley Priory development site.

Congestion relief - Whitchurch Lane – Waiting restrictions

- 2.34 Following a number of concerns and complaints regarding inconsiderate parking and congestion, proposals to introduce ‘at any time’ waiting restrictions along the southern side of Whitchurch Lane (between Canons Park Station and Whitchurch Avenue) were developed.
- 2.35 Inconsiderate parking in the evening and at weekends can cause congestion along this stretch of Whitchurch Lane. This congestion means that not only are buses subject to delays, but emergency service vehicles such as fire engines are also affected. The proposed measures will improve the situation and reduce delays along this corridor
- 2.36 The Traffic Management Order was advertised in early January by placing notices on street lamp columns and in a local paper (Harrow Times) this explained where the plans could be viewed.
- 2.37 Details of the consultation results and any objections will be discussed with the ward councillors and the Portfolio Holder before deciding on how to proceed further with the scheme.

Congestion relief - Long Elmes / Theobald Crescent / Augustine Road - Proposed waiting and loading restrictions

- 2.38 Following a number of concerns and complaints regarding inconsiderate parking and congestion, proposals to introduce ‘at any time’ waiting and loading restrictions at the above junctions were developed.

- 2.39 Inconsiderate parking by parents dropping off and collecting their children to and from school is a widespread problem and causes severe congestion especially in Theobald Crescent. This congestion means that buses are subject to delays along Long Elmes and the service becomes less reliable.
- 2.40 Waiting and loading restrictions are proposed to improve the situation and to reduce delays to buses and other traffic in the area. We are also taking the opportunity to improve access and visibility at the Augustine Road/Theobald Crescent junction.

Accident Remedial Programme

- 2.41 An allocation of £100,000 is included in the 2013/14 programme for measures to reduce the number of killed and seriously injured accidents throughout the borough. An assessment of particular accident trends has identified suitable treatments in the following areas:
- **Pinner**, proposals for Marsh Road junction with High Street and Station Approach were investigated and because of substantial level differences and logistical problems it was not considered cost effective to develop proposals further.
 - **College Road**, proposals have been developed to remove the 3 arm zebra crossing on College Road and replace it with 2 separate zebra crossings on the pedestrian desire lines. Consideration is also being given to raising the junction slightly to tie into the Kimberley Road improvements project.
 - **Old Church Lane**, proposals to introduce two new pedestrian refuges to assist pedestrians between The Ridgeway and Lansdowne Road and a traffic island to reduce vehicle speeds and discourage over taking movements are being developed
 - **London Road (between Stanmore Station and Canons Corner)**, proposals include a reduction in speed limit from 40 mph to 30 mph and improving pedestrian safety, introducing one new pedestrian refuge island, widening two existing traffic islands to assist pedestrian to cross the road safety.

There have been 13 recorded personal injury accidents along London Road between Stanmore Station and Canons Corner, two involved pedestrians; one of these accidents was serious. The higher speed limit along London Road often results in congestion at either end of this corridor near to Stanmore Station and at Canons Corner particularly during peak periods.

The aim of the proposed measures is to reduce traffic speeds and smooth traffic flow, resulting in less congestion near Stanmore Station and at Cannons Corner. The proposed reduction in speed will assist

in reducing the risk of injury accidents along the road, thereby improving pedestrian safety.

The Traffic Management Order will be advertised by placing notices on street lamp columns and in a local paper (Harrow Times) from 16th January 2014 which will also explain where the plans can be seen.

Freight Strategy

- 2.42 Last year improved directional signing was implemented to advise HGV drivers which routes to use in order to access industrial and retail areas within the borough. These new signs replaced many of the existing directional signs and incorporate a black and white lorry sign within the sign face where deviations from main routes are necessary. HGV surveys are now being undertaken along unsigned routes to identify existing HGV movements and patterns.
- 2.43 The next phase of the project is to position “lorry enforcement points” using weight limit restrictions over short sections of road at strategic locations on the highway network where it is not desirable for HGV traffic to use through routes off the designated freight route network.
- 2.44 The “lorry enforcement points” will consist of regulatory signs at either end of the restricted section of road and warning signs placed in advance. Enforcement will be via a CCTV camera in order to enforce the lorry ban.

Harrow Town Centre improvements

- 2.45 Havelock Place / Greenhill Way – Design revisions were made to the Greenhill Way scheme following comments received from traders and residents. Statutory consultation on the removal of the Havelock Place disabled parking bays and the creation of the Greenhill Way (service road) disabled parking bays ended on the 18th of December 2013. No objections have been received and hence the works will go ahead as planned.
- 2.46 St John’s Road / Lyon Road – Design for a new town centre public space has now been completed following public consultation. A Cabinet report is being prepared to seek approval to implement the scheme, subject to planning permission and funding from the developer of the Lyon Road development. This is expected to be in 2014/15.
- 2.47 VMS signing for car parks - There is funding available from the Outer London Fund to introduce variable message signing for the town centre car parks. This work commenced last year and the council has commissioned the services of VMS to deliver this project in the current financial year.

Legible London

- 2.48 Legible London is a pedestrian signage system designed by TfL and helps people to find destinations which are within a short walking distance. The scheme is funded by TfL and they are working with the council to introduce the scheme in Harrow and Wealdstone town centres and are aiming to expand the scheme further to other town centres over the next few years.
- 2.49 The design of the pedestrian route maps and signs is complete and they are currently being manufactured by external contractors. The signs are planned to be installed in the town centres by the end of March 2014.

Kymerley Road / College Road review

- 2.50 Proposals have been developed to improve the general public realm in the area around Kymerley Road in Harrow Town Centre. The scheme is funded through various funding sources including Harrow Capital, Transport for London grant and S106 monies from the Neptune Road re-development.
- 2.51 The works will include:
- Kerb alignment along service road leading from St. Ann's Car park exit
 - Convert footway to carriageway outside entrance to Queen's Road and provide inset loading bay nearby
 - Convert pay and display parking bays to bus stand to increase bus capacity in the area
 - Increase dedicated parking for cyclists and disable people
 - Provide raised table with shallow ramps at College Road / Headstone Road junction
 - Provide pedestrian refuge island along Headstone Lane
 - Minor lining and traffic signing works in the area.

- 2.52 Statutory consultation on changes to traffic management orders for new disabled parking bays and loading bays has been undertaken and no objections received. Following approval from the Portfolio Holder, works will commence in January 2014.

Mayor for London's cycling vision "Mini Hollands" / other Cycling improvements

- 2.53 A bid was submitted to the GLA in July 2013 for cycling projects as part of an opportunity for outer London Boroughs to be included in a transformational initiative to bring London the benefits of cycling enjoyed on the continent.
- 2.54 A budget of £100m has been set aside to help deliver the cycling vision set out by the Mayor of London earlier in 2013. Significant funding for a borough to create a "mini Holland" was available and the

aim was to select a number of boroughs for seed funding to develop their ideas with 3-4 going forward for full funding.

- 2.55 Harrow has been informed that the identification of cycle routes in the submission was exactly right and in keeping with guidance and he is excited by the potential identified. The Mayor is minded to award the council substantial amounts of money to achieve many of the objectives outlined and is keen to explore our suggestions of tackling the segregation caused by Northwick Park Gyration and the roundabouts at Roxborough Road as well as and introducing a network of "Quietways."
- 2.56 In December officers met with representatives of Sustrans, a cycling charitable organisation, who are assisting the Mayor in identifying the "quietway" network across London.
- 2.57 Sustrans have been meeting all the London boroughs over the last few months to discuss their quietway bids and how they can be joined up across London to form an extensive network of cycle ways.
- 2.58 It is anticipated that the quietway routes will be prioritised and borough's informed as to whether they have been successful in the first round of funding on 23rd January 2014. A verbal update of any further progress will be given at the panel meeting.
- 2.59 The existing path linking Vernon Drive to Honister Place is being upgraded across the northern end of the Belmont trail, Stanmore. The improvements will facilitate improved access for pedestrians and cyclists as well as people with disabilities.
- 2.60 The existing path in Yeading Brook Open space, North Harrow is being converted to shared use to enable pedestrians and cyclists to use this facility in the park providing a new north south link. This will involve the widening of the path leading to the existing bridge over Yeading Brook, which will be replaced and upgraded.
- 2.61 The existing path between Sherwood Road and Northolt Road is being converted to a segregated cycle path.

Section 3 – Further Information

- 3.1 A regular update is provided at every meeting on progress with the annual programme of traffic and parking schemes. Future reports will provide information to members about any consultations, statutory consultations, portfolio holder decisions and implementation issues since the previous meeting.

Section 4 – Financial Implications

- 4.1 Any schemes and works programmes mentioned in this report are being taken forward using identified resources and funding from TfL Grant and Harrow Capital in 2013/14.

Section 5 - Equalities implications

- 5.1 Was an Equality Impact Assessment carried out? Yes.
- 5.2 All major schemes included in this report, depending on what stage they are at, have been or will be subject to an equality impact assessment (EqIA).
- 5.3 Small to medium sized schemes, depending on what stage they are at, have been or will be subject to a review of equality issues as a part of the design risk assessment stage of the scheme.
- 5.4 In general terms there have been no adverse impacts on any of the specified equality groups from any of the schemes or initiatives mentioned in this report. There are positive impacts on some equalities groups, particularly disability and age.

Section 6 – Corporate Priorities

- 6.1 The funds allocated by TfL and Harrow for transport improvements will help achieve the corporate priorities: cleaner, safer, fairer.

Section 7 - Statutory Officer Clearance

Name: Ann Begley	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 16/01/14		

Section 8 - Contact Details and Background Papers

Contact:

Barry Philips – Team Leader, Traffic & Parking
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Background Papers:

Appendix A – Harrow Capital, parking management schemes update – 2013/14

This is Harrow's own programme of traffic and parking scheme initiatives which support the delivery of the Local implementation Plan. In 2013/14 this comprises of allocations of £260K for controlled parking schemes and £40K for the local safety parking schemes programme.

Where developer contributions are supporting the programme these are indicated (*)

Scheme	Details	£ K	Status	Contact officer	Planned finish
CPZ Zone U Devonshire Road North End Follow up review	Re-consultation of residents due to consultation results showing differing views on East/West sides of Road	10	Scheme approved. Implementation due to become operational 1/2/14	David Eaglesham / Barry Philips	Feb 2014
CPZ zone L Rayners Lane review (re-consultation 2)	Re-consultation on parking controls in Southbourne Close recommended at October 12 Panel meeting	10	Scheme consisting of CPZ operational 24/7 approved. Implementation due to become operational 1/2/14	David Eaglesham / Barry Philips	Feb 2014
CPZ Hatch End Residential Roads	To implement parking controls in roads surrounding Hatch End Station	50	Scheme consisting of CPZ in roads immediately surrounding Hatch End Station approved. Implementation due to become operational 1/3/14	David Eaglesham / Barry Philips	Mar 2014
Canons Park station area	Follow up review of parking in area generally within the vicinity of the station	20 (40*)	Initial re-consultation to take place Jan-Mar 2014. Statutory Consultation/Implementation to take place in 2014/15	David Eaglesham / Barry Philips	2014/15
CPZ Zone H Stanmore Possible extension	Re-consultation in Dalkeith Grove, Dovercourt Gardens, Heronslea Drive				
CPZ North Harrow New zone	To implement parking controls in roads surrounding North Harrow Station	30 (30*)	Results of public consultation reported to Feb 2014 panel meeting. Statutory Consultation/Implementation to take place in 2014/15	David Eaglesham / Barry Philips	2014/15
CPZ zone A Pinner scheme review	Review of parking controls in the Pinner area	40	Results of public consultation reported to Portfolio Holder for Community Safety and Environment . Statutory Consultation/Implementation to take place	David Eaglesham / Barry Philips	2014/15

Scheme	Details	£ K	Status	Contact officer	Planned finish
			in 2014/15		
CPZ Queensbury New zone	To implement parking controls in roads surrounding Queensbury Station	50	Results of public consultation reported to Feb 2014 panel meeting. Statutory Consultation/Implementation to take place in 2014/15	David Eaglesham / Barry Philips	2014/15
CPZ Welbeck Road area, South Harrow New zone	To implement parking controls in roads surrounding Welbeck Road / Scott Crescent / The Arches area	30	Stakeholder held .Public Consultation results to be reported to June panel meeting. Statutory Consultation/Implementation to take place in 2014/15	David Eaglesham / Barry Philips	2014/15
CPZ Belmont New zone	To implement parking controls in roads surrounding Belmont Circle	30	Results of public consultation reported to Feb 2014 panel meeting. Statutory Consultation/Implementation to take place in 2014/15	David Eaglesham / Barry Philips	2014/15
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	40	Project of prioritising requests for yellow lines is on going. Latest round of waiting restrictions planned for Kenton Lane / Road area.	David Eaglesham / Barry Philips	Mar 2014
Krishna Avanti School Camrose Ave Parking /Traffic Review	Review of parking controls required as part of a s106 agreement for school	40*	Bollards in Bacon Lane to be installed on footway for safety to prevent drivers using area for dropping off. Public consultation on area parking controls carried out in Jan 2014. Results to be discussed with Portfolio Holder for Community Safety and Environment in accordance with agreed decision making process <i>* Funded by s106 agreement</i>	David Eaglesham / Barry Philips	Oct 2014

Appendix B – Transport for London, local implementation plan programme update – 2013/14

This is the main programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation for traffic and transportation works related to the LIP in 2013/14 is £1,805.4k. This is allocated as either capital or revenue within harrow's financial system depending on the nature of the work undertaken.

Scheme	Details	£ k	Status	Contact officer	Planned finish
Disabled parking and dropped kerb programme	Provision of Disabled bays, H bars and dropped kerbs and physical changes to highway due to increasingly mobility impaired population	105	Ongoing programme of assessing and implementing requests for disabled parking bays, White H bars and dropped kerbs.	David Eaglesham / Barry Philips	Mar 2014
Environment	Electric charging points including Source London and Air Quality initiatives	14	£21k Funds have been re-allocated to Promoting Sustainability to support increased cycling promotion in the borough and air quality educational work supporting joint projects with WestTrans. £10k spent to support air quality work with WestTrans.	David Eaglesham / Barry Philips	Mar 2014
Legible London Signing	Pedestrian signing works	100	Implementing Legible London signing strategy in Harrow town Centre and Wealdstone centre	David Eaglesham / Barry Philips	Mar 2014
Bus stop accessibility schemes	Ongoing programme of works to improve access to bus stops	50	Schemes are implemented in batches. Two batches of works are completed. Initial designs are underway for the remaining bus stops.	David Eaglesham / Barry Philips	Mar 2014
Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	120	Bus route improvement works completed on Long Elmes (2012/13) Initial designs are underway for 2013/14 including Mollison Way inset parking bays.	David Eaglesham / Barry Philips	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Freight strategy schemes investigation and implementation	This will involve implementing improved signing for HGV's to industrial areas as set out in the freight movement operational strategy.	80	Advisory route signing has been designed and implemented in 2012/13. Development work is underway to expand systems to allow greater compliance with freight movement restrictions.	David Eaglesham / Barry Philips	Mar 2014
20 mph zone - Belmont First and Middle School	A 20mph zone is proposed in the area surrounding Belmont School in Hibbert Road	50	Statutory consultation complete see item in main body of report	David Eaglesham / Barry Philips	Mar 2014
20 mph zone - St Johns C of E School	A 20mph zone is proposed in the area surrounding St Johns Church of England First and Middle School in Stanmore.	50	Statutory consultation complete see item in main body of report	David Eaglesham / Barry Philips	Feb 2014
Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties' reduction. To address accident hotspots in the borough and improve road safety	100	See details in main body of report Accident analysis of personal injury of KSI sites is on going.	David Eaglesham / Barry Philips	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Cycling Schemes	Improvements for cycles to minimise conflict with other traffic where speeds are higher These will enable improved "bikeability" levels	110	Schemes for implementation a) Suffolk Road to Lincoln Road New route through open space and new bridge across Yeading Brook b) Vernon Drive to Wemborough Road New dedicated route to avoid existing footpath conflict outside Synagogue c) Sherwood Road to Northolt Road Route through stopped up highway	David Eaglesham / Barry Philips	Mar 2014
Linear greenways - West Harrow Recreation Ground	Provision of new surfacing, signing, cycle parking and environmentally friendly lighting upgrades to form cycle route through park.	30	Improvements for cyclist and pedestrians. Continuation of works started in 2012/13 Completed in July 2013	David Eaglesham / Barry Philips	July 2013
Linear greenways - Roxbourne Recreation Ground	Provision of new surfacing, signing, cycle parking and new environmentally friendly lighting to form cycle route through park	30	Improvements for cyclist and pedestrians. Continuation of works started in 2012/13 Completed in July 2013	David Eaglesham / Barry Philips	July 2013
Bus priority works (completion)	Continuation of existing schemes from 2012/13	105	75k Common Road – see main body of report 20k Eastcote Lane, South Harrow – bus corridor improvements 10k London Road / Brockley Hill – bus stop improvements:	David Eaglesham / Barry Philips	Mar 2014
Kymerley Road / College Road review	To review bus standing and disable bay facilities	150	Proposals finalised and details included in the main body of the report.	David Eaglesham / Barry Philips	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Station Road – feasibility study	Corridor study	50	Develop proposals to improve safety and accessibility	David Eaglesham / Barry Philips	Mar 2014
Congestion relief studies	Schemes to reduce congestion	47	Initial investigations underway to identify congestion hot spots	David Eaglesham / Barry Philips	Mar 2014
Local Transport Fund	Schemes identified by borough to meet Mayors Transport Strategy	100	Three schemes currently being progressed : Grange School – 20 mph zone Harrow on the Hill – loading restrictions to prevent delays and congestion to buses. Ongoing discussions with Harrow School re mounting signs on school walls to assist in sensitive area. Mollison Way – inset parking bays out to statutory consultation	David Eaglesham / Barry Philips	Mar 2014
Major scheme Stanmore / Thames Greenway	Development of a cross borough greenway initiative in Harrow / Brent / Ealing	5	Development work underway to benefit pedestrians and cyclists. Being lead by Westrans on behalf of 3 boroughs prior to submission to TfL for funding for implementation.	David Eaglesham / Barry Philips	Mar 2014
Cycle parking (Borough cycling programme)	Implementation of cycle parking at cycle hubs	30	Schemes being developed	Barry Philips	Mar 14
Future programme development	Identify future work through assessments and studies.	50	Traffic surveys to support future works programs on going work.	David Eaglesham / Barry Philips	Mar 2014
Rights of Way	This will enable the borough to update the definitive map and further investigate rights of way in the borough	40	To undertake a review of the definitive map and update and consolidate all known rights of way, including public footpaths	David Eaglesham / Barry Philips	Mar 2013

Scheme	Details	£ k	Status	Contact officer	Planned finish
Shopmobility	Funding support for increased opening hours of service particularly at weekends and in Christmas sales	5	Funds being used to keep Shopmobility open on the first Saturday of every month. Extra services were run during Christmas period.	Hanif Islam	Mar 2014
School support	<p>Various initiatives:</p> <ul style="list-style-type: none"> • Walk to School promotions • Schools quarterly newsletter • Small grant funding to support travel plans • Theatre in education • School Travel Maps • Cycle repair workshops 	71.4	<p>Ongoing support for schools to support modal shift and promote sustainable travel and discourage use of private car to travel to school.</p> <p>Development and updating of school travel plans including requests for grant funding to implement measures to support school travel plans</p> <p>Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions</p>	Hanif Islam	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Promoting sustainability	Various initiatives: <ul style="list-style-type: none"> • Campaigns • Car Clubs • Bike Week and Cycling promotions • Walking and walking works promotions • Promotion of electric vehicle technology and charging points • Awareness campaign and integration with smarter travel • Promotion of Active Travel and links with Health and Air Quality 	61	<p>Ongoing support to planning application process for businesses and residential developments in order to encourage travel planning and sustainable transport modes.</p> <p>Ongoing programme of promotions for sustainable transport initiatives including smarter driving throughout the year.</p> <p>Car clubs and electric charging points are promoted via the sustainable transport campaign and through travel plans secured via the planning process.</p> <p>Additional £21k taken from Environment to support an increased promotion of cycling supporting our TfL bid and planned future work as well as air quality educational workshops.</p>	Hanif Islam	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Road safety education	Various road safety education initiatives for schools and vulnerable road user groups.	35	<p>Interactive road safety education programs continue in all schools in Harrow. A major high school pedestrian safety initiative produced 8,000 Oyster card holders designed by the students that contained road safety messages. Due to the success of this initiative 5 other Harrow High Schools are now running a similar campaign. This will mean approximately 30,000 card holders with road safety messages will be distributed throughout Harrow.</p> <p>In car driver distractions on the school run have been identified as a major safety concern in Harrow. A new in car safety guide will be launch in January to all junior school children in the Borough.</p> <p>Pedestrian distraction talks continue to run at all schools in Harrow.</p>	Hanif Islam	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Cycle training	TfL funded cycle training is offered free to children and adults, who live, work or are educated in the borough. All courses are promoted via the council website and throughout schools and businesses in the borough.	130	<p>New In door Cycle Clubs will start in January at the Harrow Leisure Centre. Learn to ride sessions for 3 – 8 year olds will run twice a week and club for women only will run once a week. All clubs are offered free of charge and all bikes will be provided. This is a great way to continue cycle training during the winter. An outdoor adventure club for women will also begin in January to help promote the fun side of cycling in Harrow.</p> <p>Level 2 “Bikeability” training for year 6 students will be offered to every school in the borough. Around 1,500 children have received training this year. Students in years 7 and 8 are also offered “Bikeability” level 3 training to increase the number of children cycling to high school.</p>	Hanif Islam	Mar 2014
Travel Planner	Staff funding support	50	An officer is in post providing additional school travel plan support to schools.	Hanif Islam	Mar 2014
Pedestrian / cycling safety campaigns	Undertake road safety campaigns to educate and warn vulnerable road users of hazards on the boroughs roads.	15	A drink drive promotion ran throughout the festive season across the majority of licensed premises in Harrow. Hard hitting images on beer mats and posters were sent out to licensed premises to reinforce the important drink drive message to customers.	Hanif Islam	Mar 2014
Travel Training	This will provide support to those with learning difficulties to use public transport	6	To provide training via Harrow Association of Disabled People	Hanif Islam	Mar 2014

Scheme	Details	£ k	Status	Contact officer	Planned finish
Target led cycling grant	Grants for Belmont School, Whitchurch First School & Nursery, Roxeth Mead School	9	Ongoing support for schools to support cycling initiatives in their school travel plans.	Hanif Islam	Mar 2014
Cycle training (Borough cycling programme)	Additional cycle training for key stakeholders	37	Training being organised	Hanif Islam	Mar 14