

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

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**Date of Meeting:** 23<sup>rd</sup> November 2016

**Subject:** **INFORMATION REPORT**

2016 /17 Traffic and Parking Schemes  
Programme update

**Responsible  
Officer:** Tom McCourt – Corporate Director,  
Community

**Exempt:** No

**Wards affected:** All

**Enclosures:** **Appendix A** - Parking management  
programme 2016/17  
**Appendix B** - Transport for London  
programme 2016/17  
**Appendix C** - Longfield School, 20 mph zone  
**Appendix D** - Park High School, 20 mph zone  
**Appendix E** – High Road, Harrow Weald- LSS  
**Appendix F** – Station Road, Entry Treatments  
**Appendix G** – Bacon Lane, 20mph zone Ext  
**Appendix H** – Whitefriars, 20mph zone Ext  
**Appendix J** – Kenton Road to HLC, Cycle  
scheme  
**Appendix K** – Imperial Drive, Cycle scheme  
**Appendix L** – The Ridgeway, Bus scheme

## Section 1 – Summary

This information report is presented to members to provide an update on progress with the 2016 /17 traffic and parking management 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 2016/17 programme. This includes schemes funded by Transport for London 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.

### Harrow Capital 2016/17

#### Parking management programme

- 2.3 The 2016/17 parking programme was agreed at Traffic and Road Safety Advisory Panel (TARSAP) meeting in February 2016. There are five schemes from previous year being carried forward and these are:
- Headstone Lane Station Area – New CPZ (Z) Monday to Friday 10 am to 3 pm – Scheme has been implemented and became operational 1<sup>st</sup> October 2016
  - Wealdstone CPZ (by Colart development) – New CPZ (C1) Monday to Sunday 8 am to Midnight – Scheme been implemented and became operational 1<sup>st</sup> October 2016
  - South Harrow CPZ – New zone (M1) Monday to Saturday 10 am to 9 pm, new zone (M2) Monday to Saturday 8 am to 6.30 pm and extension of existing zone (M) to include Wyvenhoe Road – Scheme have been implemented and became operational 1<sup>st</sup> October 2016
  - Hatch End CPZ – New zone Monday to Saturday 10 am to 11 am - statutory notification completed results/ recommendations to be reported TARSAP recommending no changes to existing CPZ (Y)

- Somerset Road area (North Harrow) – PH approval obtained to proceed to implementation, works instructions issued to Kier awaiting completion date (possibly late December 2016)

2.4 There are six new schemes in this year's programme as follows:

- Pangbourne Drive, Canons Park extension of existing CPZ (H) – 2 week public consultation to end 28<sup>th</sup> Oct 2016 results to be reported/discussed with the ward councillors, Chair and PH to seek approval to proceed to legal notification.
- West Avenue, Rayners Lane – Extension of Zone (L) to include west Avenue – Scheme has been implemented and became operational 1<sup>st</sup> October 2016
- Wealdstone (by leisure centre) – roads to west and north of Leisure Centre - area parking review to consider longer control hours and or possible extension of existing CPZ (CA) – Stakeholder meeting held 18<sup>th</sup> Oct 2016, public consultations being prepared.
- Kerry Court area, Stanmore – localised review for possible extended CPZ hours to stop mini cabs and obstructive parking – meeting to be arranged with local ward councillors to discuss options to take forward to public consultation.
- Burnt Oak Broadway area – localised review and possible extension to CPZ (X) and P&D on main road.
- Belmont Circle area  
Localised statutory notification review to convert double yellow lines back to single yellow lines operating Mon –Sat 8:00am - 6:30 pm – Completed/Implemented  
-Install P&D in Kenton Lane and Kingshill Drive car parks – Legal notification/consultation to be undertaken between 27<sup>th</sup> October 2016 to 16<sup>th</sup> November 2016 results to be reported to local councillors, Chair of TARSAP and the Portfolio Holder for Environment, Crime & Community Safety (PH)

2.5 The Hatch End and North Harrow extension schemes did not commence until September 2015 as stipulated by TARSAP. Both schemes have undergone public consultation and the results were presented to February 2016 panel meeting. Both schemes have now been to statutory consultation and the results shared with local councillors, the chair of TARSAP and the PH.

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

2.6 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 will be advised of the locations included in the programme during the course of the year.

## Transport for London – Local Implementation Plan Programme 2016/17

### Walking Projects

- 2.7 There is one walking scheme scheduled for implementation this financial year. This will involve providing a formal pedestrian crossing facility on Honeypot Lane (between Broadcroft Avenue and Dalston Gardens). Initial investigations and surveys are complete and a scheme is being designed in discussion with TfL.

### 20 mph zone programme

- 2.8 There are currently thirty three zones in Harrow which are concentrated mainly around schools. Implementing these zones is an objective set out in the council's Transport Local Implementation Plan and aims to improve road safety and reduce accidents, reduce through traffic and traffic speeds and improves the pedestrian environment to encourage a greater up take of walking and cycling.
- 2.9 All 20 mph zones need to be self-enforcing without relying on police enforcement and so most schemes include traffic calming measures, such as road humps, in order to ensure a majority of motorists comply with the 20 mph speed limit. There is a budget of £130,000 this year for two new 20 mph zones in the streets surrounding Longfield and Park High Schools.

### Longfield School

- 2.10 The informal public consultation for the Longfield School 20mph zone took place from the 23rd July until 2nd September 2016. In total 468 leaflets were delivered with 87 responses (19% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme				
Street name	Don't Know	No	Yes	Road Total
Chester Drive		(33%) 4	(67%) 8	12
Church Drive		(33%) 5	(67%) 10	15
Dukes Avenue			(100%) 1	1
Farm Avenue	(20%) 1		(80%) 4	5
Hawthorn Drive		(25%) 3	(75%) 9	12
Lankers Drive		(13%) 2	(87%) 13	15
No road name		(43%) 3	(57%) 4	7
Norwood Drive		(36%) 4	(64%) 7	11
Park Drive		(33%) 3	(67%) 6	9
<b>Grand Total</b>	<b>(1%) 1</b>	<b>(28%) 24</b>	<b>(71%) 62</b>	<b>87</b>

- 2.11 In order to improve visibility for drivers and pedestrians at the existing zebra crossing facility on Rayners lane, it is proposed to extend the kerb build out which will remove a parking bay. Local residents were asked whether they supported this proposal. The results are tabulated below:

Are you in favour of the buildout at the zebra crossing on Rayners Lane				
Street name	Don't know	No	Yes	Road Totals
Chester Drive	(25%) 3	(8%) 1	(67%) 8	12
Church Drive	(13%) 2	(20%) 3	(67%) 10	15
Dukes Avenue			(100%) 1	1
Farm Avenue			(100%) 5	5
Hawthorn Drive		(33%) 4	(67%) 8	12
Lankers Drive	(7%)1	(20%) 3	(73%) 11	15
No road name	(43%) 3		(57%) 4	7
Norwood Drive	(8%) 1	(8%) 1	(83%) 9	11
Park Drive	(22%) 2	(44%) 4	(33%) 3	9
<b>Grand Total</b>	<b>(13%) 12</b>	<b>(18%) 16</b>	<b>(68%) 59</b>	<b>87</b>

- 2.12 The Portfolio Holder (PH) for Environment, Crime & Community has agreed to proceed to statutory consultation and implementation on both schemes subject to resolving any objections. **Appendix C** shows details of the 20 mph zone proposals for information.

#### Park High School

- 2.13 The informal public consultation for the Park High School 20mph zone took place from the 23<sup>rd</sup> July until 12<sup>th</sup> August 2016. In total 1255 leaflets were delivered with 143 returned (11% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme				
Road	Don't Know	No	Yes	Road Total
Anmersh Grove		(11%) 1	(89%) 8	9
Bromefield	(20%) 2	(50%) 5	(30%) 3	10
Burnell Gardens			(100%) 7	7
Bush Grove		(24%) 4	(76%) 12	16
Crowshott Ave		(18%) 2	(82%) 9	11
Gyles Park		(30%)3	(70%) 7	10
Home Mead			(100%) 2	2
Ladycroft Walk		(67%) 6	(33%) 3	9
Lamorna Grove		(25%) 2	(75%) 6	8
Lyon Meade		(36%) 4	(64%) 7	11
No road name		(19%) 4	(81%)17	21
Peareswood Gardens		(33%) 1	(67%) 2	3
Pickett Croft			(100%) 4	4
Thistlecroft Gardens		(33%) 3	(87%)18	21
<b>Grand Total</b>	<b>(2%)2</b>	<b>(24%)36</b>	<b>(74%)105</b>	<b>143</b>

- 2.14 In order to reduce traffic speeds and improve safety for pedestrians, a raised table and kerb build out on Honeyplot lane service road has been included within

the proposals. Overall support (76%) was demonstrated for this aspect of the proposals

<b>Are you in favour of the proposed raised table and kerb buildout on Honeypot Lane service road</b>				
<b>Road</b>	<b>Don't Know</b>	<b>No</b>	<b>Yes</b>	<b>Road Total</b>
Burnell Gardens	(100%) 1			1
Anmersh Grove			(100%) 9	9
Bromefield			(100%) 10	10
Burnell Gardens	(50%) 3		(50%) 3	6
Bush Grove	(29%) 5	(12%) 2	(59%) 9	16
Crowshott Ave		(18%) 2	(82%) 9	11
Gyles Park	(10%) 1	(20%) 2	(70%) 7	10
Home Mead			(100%) 2	2
Ladycroft Walk		(44%) 4	(56%) 5	9
Lamorna Grove	(25%) 2		(75%) 6	8
Lyon Meade	(9%) 1	(36%) 4	(55%) 6	11
No road name		(19%) 4	(81%) 17	21
Peareswood Gardens	(25%) 1		(75%) 3	4
Pickett Croft			(100%) 4	4
Thistlecroft Gardens	(17%) 1		(83%) 20	21
<b>Grand Total</b>	<b>(12%) 15</b>	<b>(12%) 18</b>	<b>(76%) 110</b>	<b>143</b>

- 2.15 A further question asked residents regarding the proposed double yellow line waiting restrictions on Thistlecroft Gardens to deal with obstructive parking.
- 2.16 The results indicated that there was marginal widespread support (52%) for double yellow lines in Thistlecroft Gardens with the results from Thistlecroft Gardens itself showing 12 (57%) in favour and 9 (43%) not in favour therefore because support was demonstrated it was recommended to the PH that we proceed to statutory consultation with this proposal.

<b>Are you in favour of the proposed double yellow line waiting restrictions on Thistlecroft Gardens</b>				
<b>Road</b>	<b>Don't Know</b>	<b>No</b>	<b>Yes</b>	<b>Road Total</b>
Anmersh Grove	(11%) 1		(89%) 8	9
Bromefield		(30%) 3	(70%) 7	10
Burnell Gardens	(28%) 2	(28%) 2	(43%) 3	7
Bush Grove	(12%) 2	(12%) 2	(75%) 12	16
Crowshott Ave	(36%) 4	(36%) 4	(27%) 3	11
Gyles Park	(30%) 3	(10%) 1	(60%) 6	10
Home Mead			(100%) 2	2
Ladycroft Walk		(44%) 4	(56%) 5	9
Lamorna Grove	(17%) 1	(50%) 3	(33%) 2	6

Lyon Meade		(64%) 7	(36%) 4	11
No road name	(28%) 6	(28%) 6	(43%) 9	21
Peareswood Gardens	(75%) 3		(25%) 1	4
Pickett Croft		(100%) 4		4
Thistlecroft Gardens		(43%) 9	(57%) 12	21
<b>Grand Total</b>	<b>(16%) 23</b>	<b>(32%) 46</b>	<b>(52%) 74</b>	<b>143</b>

- 2.17 The PH has agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix D** shows details of the scheme.

#### Local Safety Schemes (LSS)

- 2.18 This programme of work is focussed on reducing killed and seriously injured accidents throughout the borough and supports the objectives of the Mayor for London's and our own Road Safety Plan to reduce Killed and Seriously Injured accidents by 40% by 2020.
- 2.19 The Council's transport consultant is continuing design work from last year with regard to a scheme for High Road, Harrow Weald and changes to the signal phasing at Alexandra Avenue/Eastcote Lane junction. This required remodelling of the junction in discussion with TfL who own and operate all traffic signals on the public highway in London.
- 2.20 Honeypot Lane service road (near Wemborough Road) has been included within this year's programme due to the high level of pedestrian accidents and a scheme to address these accidents is in development.
- 2.21 The informal public engagement for the High Road, Harrow Weald scheme took place between 16th and 30th September 2016. In total around 109 leaflets were delivered. The feedback regarding the proposals was generally positive however the level of responses was very disappointing with a total of five responses being recorded. The PH agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix E** shows details of the scheme.
- 2.22 The informal public consultation for the Honeypot Lane Service Road proposals was included within the Park High 20mph zone consultation. The PH has agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix D** shows details of the scheme

#### Bus Priority

- 2.23 Harrow Council works closely with Transport for London (TfL) to make bus services a more attractive and reliable mode of transport by promoting the use of public transport and improving the highway infrastructure to facilitate bus routes

and bus movements. The following areas have been highlighted in this year's programme for improvements:

- Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue)
- High Road, Harrow Weald
- The Ridgeway (between the bridge and Imperial Drive junction)

#### Eastcote Lane Bus Route Improvement Scheme

- 2.24 Eastcote Lane (Phase 2) is the extension of bus route improvement measures that were carried out along Eastcote Lane last financial year. The section of the road identified for investigation is between Alexandra Avenue and Roxeth Green Avenue. A preliminary design is being developed.

#### High Road, Harrow Weald Bus Route Improvement Scheme

- 2.25 High Road, Harrow Weald is a new location where congestion and safety issues were identified involving buses. This scheme is combined with the High Road local safety scheme in order to deliver a holistic improvement. The proposals are shown in **Appendix E**.

#### The Ridgeway Bus Route Improvement Scheme

- 2.26 The bus route H11 reliability is affected along the section of The Ridgeway between Imperial Drive and Whitmore Road. The main issue identified as the reason for delays on this route is traffic congestion caused by vehicles parking on both sides of The Ridgeway. After detailed investigation, measures have been identified to improve the existing situation and to prevent delays to buses and other traffic.
- 2.27 The proposals are targeted at addressing the traffic congestion issue along The Ridgeway, whilst consideration has also been given to pedestrian safety and minimising the loss of parking spaces for local residents. Please refer to the attached plans for more detail. The proposals are shown in **Appendix L** and include the following measures:
- Carriageway widening: The carriageway will be widened to allow two buses to pass each other simultaneously, in the areas where vehicles are parked.
  - Bus Stop build outs: In order to improve accessibility and the ability for buses to enter and exit the bus stops, bus cages and footway build outs have been provided where possible.
  - Trees, lamp columns and other street furniture: In order to facilitate new kerb alignments, it is required to remove or relocate some of the existing street furniture, trees and lamp columns along The Ridgeway. Some trees along The Ridgeway are diseased, dying or causing damage to footways and require high maintenance. These trees are planned to be replaced with new trees,



irrespective of the scheme. Hence we are taking this opportunity to plant same number of trees along the road.

- Vehicle crossovers: All existing vehicle access to the properties will remain unaffected by the scheme proposals. If you are considering applying for new vehicle crossover or would like to widen your existing crossover we recommend that you apply now. This is because contractors may be working near your property and therefore we may be able to offer new vehicle crossovers at a reduced cost to properties within the scheme area only.

2.28 An informal public consultation exercise was carried out in July- August 2016 which demonstrated majority support with 55% in favour 42% against and 3% indicating that they didn't know.

2.29 The PH has agreed to proceed with implementation to the measures subject to resolving any objections that the council may receive during statutory consultation on double yellow lines.

#### Bus Stop Accessibility

2.30 The bus stop accessibility programme is recognised as a crucial element in the drive to improve the quality of bus services. Currently the borough is 97% compliant and we are one of only a few boroughs in London with such a high percentage of compliant bus stops. The 2016/17 programme will include reviews and improvements at bus stop in the following areas and the Council intends to achieve 100% compliance as soon as possible. The following areas are programmed for works:

- Kenton Lane
- Village Way
- Elm Park Road
- Brookshill and
- Headstone Lane

2.31 Additional bus stops may be investigated for improvements based on ad hoc requests from TfL, bus operators or other stakeholders. TfL has confirmed that additional monies are available to complete the programme and the Council will be pursuing this further.

#### Freight Strategy

2.32 In recent years a network of designated HGV routes across the borough have been signed using advance direction signing to guide freight traffic to the main commercial and industrial sites in the borough. This minimises freight traffic using other inappropriate through routes in the borough. In addition to this advance warning signing for width restrictions in the borough have been modified and improved to include metric and imperial measurements to comply with national traffic signs guidance. Recent surveys have concluded that these measures have had a positive impact on ensuring HGV drivers use the designated routes to travel to freight destinations.

- 2.33 In this year's programme it is intended to review the existing lorry ban (weight limit restriction) areas in the borough with regard to their extents, level of compliance and enforceability. Currently these areas are very large and impractical to enforce and this review will consider alternative designs which could be more easily enforced and protect residential streets on non-through routes more effectively. This will involve checking the existing entry and exit signing. This work is currently underway.

#### Legible London

- 2.34 Pedestrian way finding signs will be provided in the central parts of Hatch End and Pinner. The provisional artwork and site locations have been agreed with TfL, local community groups and West House. Works have been issued to the contractors and it is anticipated that the signs will be installed in March 2017.

#### Station Road (A409 Corridor) - Central Parade and Eastern Parade

- 2.35 The council was successful in securing additional funds from the GLA to continue the work started in 2014/15 to improve the Station Road corridor. The work last year focused on improving the public realm at Central Parade and Eastern Parade on the opposite side of the road.
- 2.36 Whilst undertaking trial holes on Eastern Parade, a concrete plinth encasing unidentified statutory undertakers plant was unearthed which resulted in the works being temporarily deferred pending further investigations. As a result, only the works on Central Parade and a small section of Eastern Parade (by the junction with Elmgrove Road) were completed.
- 2.37 Following investigations of the unidentified plant cables, it was determined that they were redundant cables belonging to Transport for London associated with the nearby signalised junction. Phased works are therefore planned to commence in early November to allow for the Christmas period embargo.
- 2.38 The remaining part of the corridor scheme is to provide raised entry treatments to the side roads off Station Road between Central Parade and the Civic Centre.
- 2.39 The informal public engagement for the raised entry treatments took place between 16th and 30th September 2016. In total around 243 leaflets were delivered. The feedback regarding the proposals was generally positive however the level of responses was very disappointing with a total of four responses being recorded.
- 2.40 The PH agreed to proceed to statutory consultation and implementation subject to resolving any objections. **Appendix F** shows details of the scheme

#### Cycling schemes

- 2.41 A scheme to improve cycling facilities connecting Kenton Road near Kenton Station and the Harrow Leisure Centre is being taken forward.

- 2.42 The aim of the scheme is to investigate and provide suitable cycling facilities (e.g. cycle lanes / tracks with appropriate lining, signing, etc.) to improve and encourage cycling between Kenton Road Station and the Harrow Leisure Centre. The proposals include the following measures along Christchurch Avenue and Francis Road / Elmwood Avenue junction. The proposals are shown in **Appendix J:**

Christchurch Avenue:

The council is proposing to convert existing footway on the southern side of Christchurch Avenue between Kenmore Avenue and The Hollies to shared cycle and pedestrian use and on the northern side adjacent to the Belmont Trail.

The existing pedestrian refuge island is proposed to be removed and replaced with a parallel Cycle and Zebra crossing adjacent to the entrance at The Hollies. These facilities will help to connect the proposed shared cycle facility on southern footpath with the Belmont Trail.

At the Christchurch Avenue / Kenmore Avenue junction, the pedestrian crossing islands are proposed to be altered to enable the footways to be widened at this location.

The shared use cycle route will consist of repeater signs on bollards, erected at regular intervals along the route.

Francis Road - Elmwood Avenue

A small section of shared use footway is proposed at the end of Francis Road and Elmwood Avenue. This improvement will ease cycle access and connect the cycle routes on Francis Road and Elmwood Avenue.

- 2.43 The public consultation on the proposals will commence from 14<sup>th</sup> November 2016, asking local residents to provide their comments/concerns on the proposals.

Local Transport Fund (LTF) 2016/17

- 2.44 The TfL award for funding in 2016/17 included a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process. The funds must be used for transport purposes broadly consistent with the Mayor's Transport Strategy and the borough's LIP but no other criteria apply to this allocation. Members agreed a programme of LTF schemes at the February TARSAP meeting.

Imperial Drive cycle route (LTF)

- 2.45 A scheme has been developed to promote a safer off road shared use facility for all cycle users, particularly less experienced cyclists, along this busy route that connects North Harrow and Rayners Lane stations.

2.46 The council is proposing to provide a shared use cycle route both sides of Imperial Drive using the existing footways. The proposals are shown in **Appendix K** and are as follows:

- Western side: The shared use footpath is proposed between Imperial Court adjacent to Village Way East and Imperial Close. The existing segregated cycle track on the footway between Imperial Court and Rayners Lane and between Imperial Close and The Ridgeway will be retained.
- Eastern side: A shared use cycle route is proposed from the northern end of service road opposite Rayners Lane Station up to The Ridgeway junction. The existing cycle route on the carriageway between Rayners Lane and The Ridgeway will be removed.

2.47 The shared use cycle route will be clearly signed at the start and end of the routes and repeater signs erected at regular intervals to inform all road users of the shared cycle facilities in the area. The council has already built a number of off-road facilities at various sites across the boroughs which have been successful in its operation.

2.48 The public consultation on the proposals will commence from 14<sup>th</sup> November 2016, asking local residents to provide their comments/concerns on the proposals.

**Bacon Lane, extension to existing 20mph zone (LTF)**

2.49 The existing Bacon Lane 20 mph zone will be extended to help to reduce traffic speeds in neighbouring roads such as the Highlands and generally improve road safety for all road users.

2.50 The informal public consultation for the Bacon Lane 20mph zone extension took place from the 23<sup>rd</sup> July until 2<sup>nd</sup> September 2016. In total 312 leaflets were delivered with 19 returned (7% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme			
Street name	No	Yes	Road Total
Argyll Gardens		(100%)1	1
Gordon Gardens		(100%)1	1
Kenmore Gardens		(100%)5	5
No road name	(100%)1		1
Strathmore Gardens		(100%)3	3
The Highlands		(100%)8	8
<b>Grand Total</b>	<b>(5%) 1</b>	<b>(95%) 18</b>	<b>19</b>

- 2.51 The PH has agreed to proceed to statutory consultation and implementation on both schemes subject to resolving any objections. **Appendix G** shows details of the scheme

Whitefriars School, extension to existing 20 mph zone (LTF)

- 2.52 The existing Whitefriars School 20 mph zone will be extended to help to reduce traffic speeds in neighbouring roads such as Carmelite Road and generally improve road safety for all road users.
- 2.53 The informal public consultation for the Whitefriars 20mph zone extension took place from the 23<sup>rd</sup> July until 2nd September 2016. In total 813 leaflets were delivered with 73 responses (9% response rate). The results of the informal public consultation were as follows:

Are you in favour of the proposed 20mph scheme				
Street name	Don't know	No	Yes	Road Total
Bancroft Road	(100%) 1			1
Carmelite Close			(100%)1	1
Carmelite Road		(10%) 2	(90%)18	20
Carmelite Walk		(100%)1		1
Clewer Crescent		(17%)1	(83%) 5	6
Hampden Road		(11%)2	(89%) 16	18
Lynn Close			(100%)1	1
No road name			(100%) 6	6
Regency Lodge, 64-68 Wolesley Road, Cardinal Way			(100%) 1	1
Ross Close			(100%) 1	1
Weald Lane	(50%) 1		(50%) 1	2
Wellington Road		(10%) 1	(90%) 7	8
Windsor Road		(43 %) 3	(57%) 4	7
<b>Grand Total</b>	<b>(3%) 2</b>	<b>(14%) 10</b>	<b>(83%) 61</b>	<b>73</b>

- 2.54 The PH has agreed to proceed to statutory consultation and implementation on both schemes subject to resolving any objections. **Appendix H** shows details of the scheme

Tregenna Avenue / Alexandra Avenue, Junction Improvement (LTF)

- 2.55 A junction improvement is proposed in this location to reduce the disproportionately high number of slight injury accidents. The improvements proposed include introducing a one way section of carriageway to reduce the number of potential conflicts at the junction, to improve access and to manage on street parking in a more regulated manner. The Council's engaged transport consultant is currently working on the design.

Minor safety measures, road markings / traffic signs (LTF)

- 2.56 The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. and so this programme of work will be used throughout the year to address minor local safety concerns that are not prioritised for more major interventions but could benefit from minor works.

#### Congestion Relief schemes

- 2.57 Traffic congestion occurs when the demand to make journeys gets close to or exceeds the network capacity and is characterised by slower speeds, longer journey times, and vehicle queues. This programme of work seeks to identify areas of the network where improvements can maximise network capacity by removing blockages and ensuring that traffic management is efficient and effective.
- 2.58 A corridor along Wemborough Road, Weston Drive and up to and including Belmont Circle has been identified as an area of concern. A study is therefore proposed along this route to identify any potential causes of congestion and suggest remedial measures. The Council's engaged transport consultant is carrying out this study and will be submitting the detailed report shortly. The report will highlight any recommendations which we can then implement or which require further investigation.

#### School Travel Plan - Highway schemes

- 2.59 As a part of the school expansion programme and associated transport assessments, approved by the Planning Committee, some highway improvements have been identified to mitigate the traffic impact of expansion. This programme of work takes forward any agreed mitigations identified.
- 2.60 A proposal to introduce parking controls in the access road and parking areas outside Whitchurch School has been identified for implementation this year. This measure is identified in the transport assessment and travel plan for the expanded school. Statutory consultation is scheduled before the end of this calendar year.

#### Electric Vehicles (EV) infrastructure

- 2.61 In 2015 there were 40 registered plug-in electric vehicles in Harrow. There is a higher take up of hybrid vehicles that do not need an electric charge point, however, it is anticipated that by 2018 there are likely to be more than 100 residents with plug-in electric vehicles. While this is still a proportionately low number of residents this is a growing market.
- 2.62 The council supports EV provision to ensure Harrow remains a competitive destination for visitors and businesses, as well as for residents. With the focus on air quality likely to be a priority of the new mayor it is important to ensure the necessary infrastructure in place and to demonstrate a commitment to electric

vehicles and improving air quality in order to access potential funding streams in future. Because of the high car ownership in the borough, and the limited orbital transport networks, encouraging the use of EV would be appropriate for the borough.

- 2.63 Following a recent meeting with the Portfolio Holder for Environment, Crime and Community Safety a supplier for introducing the electric vehicle charging infrastructure has been approved that will offer the least risk and best opportunities for expanding the number of charging points.
- 2.64 The POLAR network of charging points used by this supplier would link Harrow to other locations around the UK through an established and credible network, enabling us to fulfil corporate priorities, meet the needs of residents and businesses, ensure that Harrow remains an attractive destination with improved air quality, and potentially support future funding opportunities.

#### Ultra Low Emission Zone (ULEZ)

- 2.65 In July 2015 London set out its vision to become an ultra-low emission vehicle (ULEV) capital. TfL, London Councils and eight London Boroughs submitted a joint bid for £20 million in funding to the Office for Low Emission Vehicles (OLEV) for the Go Ultra Low City Scheme. The bid builds on the progress made by London's innovative policies such as the Congestion Charge and Low Emission Zone and also the work of local councils to incentivise cleaner vehicles through parking policies and by expanding charging provision.
- 2.66 London's bid has been successful in securing £13m to implement the proposed package of measures. The funding is to be spent on initiatives that will help encourage the take up of Low Emission vehicles. This is a 4 year programme and the funding is to be spent between 2016 and 2020.
- 2.67 Harrow's proposal is to create a neighbourhood of the future in Harrow Town Centre where Station Road and College Road are restricted to electric vehicles only (private cars) and electric charging infrastructure is implemented and other initiatives are introduced to encourage the use of electric vehicles.
- 2.68 There is a separate report on the agenda providing more details about the proposed initiatives for Harrow.

#### Accessibility Improvements

- 2.69 This is an on-going programme of work and is concentrated mainly on the provision of disabled parking bays, dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people.

## **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 within the current capital programme and funding allocation from TfL for 2016/17.

## **Section 5 - Equalities implications**

- 5.1 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).
- 5.2 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.
- 5.3 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 – Council Priorities**

- 6.1 The funds allocated by TfL and Harrow for transport improvements will contribute to achieving the administration's priorities:
- Making a difference for the vulnerable
  - Making a difference for communities
  - Making a difference for local businesses
  - Making a difference for families

## **Section 7 - Statutory Officer Clearance**

Name: Jessie Man



on behalf of the  
Chief Financial Officer

Date: 10/11/16



**Ward Councillors notified:**

**NO, as it impacts on all wards**

## **Section 8 - Contact Details and Background Papers**

### **Contact:**

Barry Philips – Team Leader, Transportation  
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### **Background Papers:**

Local Implementation Plan 2  
Previous TARSAP reports

## Appendix A – Harrow Capital, parking management schemes update – 2016/17

This is Harrow's own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2016/17 this comprises of allocations of £240K for controlled parking schemes and £60K for the local safety parking schemes programme.

Scheme	Details	£ K	Status	Contact officer	Planned finish
Headstone Lane Station area New CPZ	To implement parking controls in the streets surrounding the station	7.5	Statutory notification completed. PH approval June 2016 to proceed to implementation	Barry Philips / Sajjad Farid	Oct 2016
Whitefriars School Localised parking review Wealdstone CPZ (CA zone)	To implement parking controls in roads surrounding Whitefriars School	6	Statutory notification completed. Awaiting final analysis of results and PH approval	Barry Philips / Sajjad Farid	Jul 2016
South Harrow CPZ (M zone) Localised parking reviews	To implement localised reviews: 1. New zone-Stanley Rd, Sherwood Road, 2. New zone-Brendon Gardens, Torrington Drive, Leathsale Road 3. Extension of existing zone to include Wyvenhoe Rd,	10	Statutory notification complete. PH approval June 2016 to proceed to implementation	Barry Philips / Sajjad Farid	Oct 2016
Hatch End CPZ (Y zone) Localised parking review	Localised statutory notification in –Westfield Park, Oakdene Close, Thorndyke Court, St Cuthberts Gardens, Elm Hatch, Cherry Croft Gardens on reduced hours of control	7.5	Statutory consultation due Jul /Aug 2016	Barry Philips / Sajjad Farid	Oct 2016
Somerset Road Localised parking review North Harrow CPZ (NH1 zone)	Localised statutory consultation to extend existing CPZ (NH1) in Somerset Road, Cornwall Rd and part of Sussex Rd.	15	Statutory notification due Jun / Jul 2016	Barry Philips / Sajjad Farid	Dec 2016
Pangbourne Drive Localised parking review Stanmore CPZ (H zones)	Localised review / extension of Zone (H), Also single yellow lines on Stonebridge slip road between properties 119-127 (southwest side only) and	14	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017

Scheme	Details	£ K	Status	Contact officer	Planned finish
	double yellow lines either side of the bend adjacent to 14, Jesmond Way.				
West Avenue Localised parking review Rayners Lane CPZ (L zone)	Localised review / extension of zone (L)	10	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Sept 2016
Wealdstone area localised parking review – roads west and north of leisure centre	Area parking review, roads west and north of leisure centre – extend hours and / or be part of the existing CPZ (CA zone)	65	Undertake stakeholder meeting and public consultation	Barry Philips / Sajjad Farid	Mar 2017
Kerry Court area Localised parking review Stanmore CPZ (H zone)	Localised review – extension of existing CPZ (H) hours	20	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Burnt Oak Broadway area (X zone) Localised parking review	Area parking review – new P&D on main road and extension of existing zone (X)	50	Undertake public consultation, statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Belmont Circle area Localised parking review	Localised statutory notification review – changing double yellow lines back to single yellow lines and introduce P&D in Kenton Lane car park and Kingshill car park	35	Undertake statutory notification and implementation	Barry Philips / Sajjad Farid	Mar 2017
Local Safety Parking Schemes Programme	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	60	On-going prioritisation / implementation of requests for yellow lines.	Barry Philips / Sally Wilson	Mar 2017

## Appendix B – Transport for London, local implementation plan programme update – 2016/17

This is the main traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation for traffic and transportation works and initiatives related to the LIP in 2016/17 is £1,766k. This is allocated as either capital or revenue within Harrow's financial system depending on the nature of the work undertaken.

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	20 mph zone programme	Implementation of 20mph zones around schools in the borough	130	Traffic surveys organised, preliminary designs being developed	Barry Philips	Mar 2017
Corridors	Walking Schemes	Infrastructure schemes designed to improve walking facilities	45	Pedestrian crossing on Honeypot Lane (near Crowshott Avenue), Surveys and initial design underway	Barry Philips	Mar 2017
Corridors	Legible London Signing	Pedestrian way finding sign works	50	Way finding signs in Pinner and Hatch End being investigated	Barry Philips	Mar 2017
Corridors	Bus route inspection studies / works	Schemes to improve bus routes and encourage greater use of public transport	35	On-going investigations to plan and develop bus route improvement works for future programmes of work.	Barry Philips	Mar 2017
Corridors	Bus priority works	Schemes to improve congestion and improve delays to buses. Eastcote Lane, The Ridgeway, High Road – Harrow Weald	180	<ul style="list-style-type: none"> <li>• Completion of Eastcote Lane (Phase 2 between Alexandra Avenue and Roxeth Green Avenue),</li> <li>• High Road, Harrow Weald undertaking surveys and preliminary design,</li> <li>• The Ridgeway – consultation complete</li> </ul>	Barry Philips	Mar 2017
Bus Priority	The Ridgeway bus priority scheme	Improvements for bus route H11, carriageway widening and bus stop improvements	45	<ul style="list-style-type: none"> <li>• Funding is supporting delivery of the wider bus priority work programme</li> </ul>	Barry Philips	Mar 2017

<b>TFL programme</b>	<b>Scheme</b>	<b>Details</b>	<b>£ k</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Corridors	Accessibility Improvements	Provision of Disabled parking bays, and dropped kerbs for pedestrians and other physical changes to highway to support mobility impaired people	85	On-going programme of delivery throughout the year. Delivered in batches.	Barry Philips	Mar 2017
Corridors	Bus stop accessibility schemes	Programme of works to improve accessibility for buses and pedestrians at bus stops	46	Investigation underway to determine bus stop improvements at, North Harrow Station area, Pinner area and South Harrow area (including Shaftesbury Avenue)	Barry Philips	Mar 2017
Corridors	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 2017
Corridors	Travel Training	This will provide support to those with learning difficulties to use public transport	6	To provide targeted travel training via Harrow Association of Disabled People	Hanif Islam	Mar 2017
Corridors	Congestion relief studies	Programme of schemes to reduce congestion and improve journey time reliability	70	Route study being undertaken on Wemborough Road, Weston Drive – surveys and preliminary design underway	Barry Philips	Mar 2017
Corridors	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.	80	On-going delivery of free cycle training for children and adults	David Corby	Mar 2017

<b>TFL programme</b>	<b>Scheme</b>	<b>Details</b>	<b>£ k</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Corridors	Cycling Schemes	Programme of schemes to improve cycle routes on the highway network	90	Improvement to create cycle link between Kenton Road Station and the Harrow Leisure Centre, surveys and preliminary design completed and consultation due to take place in November	Barry Philips	Mar 2017
Corridors	Cycling and Greenways	Provision of cycle routes through parks to link with wider cycle network and support leisure cycling activity.	60	Two schemes identified (1) in Newton Park West and (2) Canons Drive to Howberry Road (east – west route) through Canons Park, initial study started, preliminary design underway	Barry Philips	Mar 2017
Corridors	Freight strategy schemes investigation and implementation	Review of existing weight limit restriction zones	40	Review of Belmont area weight restriction zone, surveys and preliminary design underway	Barry Philips	Mar 2017
Corridors	Accident remedial schemes	Mass action - killed and seriously injured (KSI) casualties' reduction. High Road – Harrow Weald, Eastcote Lane/Alexandra Avenue, Honeypt Lane service road	100	Continue with design on two schemes identified in 2015/16 on High Road, Harrow Weald (shared with Bus Priority) and Eastcote Lane/Alexandra Avenue, a new identified site at Honeypt Lane service road near Wemborough Road. Surveys/analysis and design are underway	Barry Philips	Mar 2017
Corridors	Station Road – Highway Improvements	To create an attractive and safe environment along Station Road A409 corridor for all highway users, with extra focus on pedestrians, buses and cyclists	50	Phase 3 of the Station Road corridor improvements, preliminary design underway for. Phase 2, Eastern Parade to be completed following resolution of statutory undertakers services issue. Changes to Eastern Parade are being funded by GLA.	Barry Philips	Mar 2017
Corridors	Electric vehicles and car clubs	Promote electric charging points and car clubs	35	Investigating suitable sites for electric charging points to support electric vehicles use.	Barry Philips	Mar 2017

<b>TFL programme</b>	<b>Scheme</b>	<b>Details</b>	<b>£ k</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Corridors	Promoting sustainability	Initiatives undertaken by travel planning staff to support the wider sustainable transport agenda	50	On-going work to provide: <ul style="list-style-type: none"> <li>• Travel Planning advice for planning applications</li> <li>• Promotion of electric vehicle technology and charging points and Car Clubs</li> <li>• Promotions / Campaigns including - Bike Week, cycling promotions, walking works promotions, integration with smarter travel</li> <li>• Promotion of Active Travel and links with Health and Air Quality</li> </ul>	Barry Philips	Mar 2017
Corridors	Road safety education and promotions	Various road safety education initiatives for schools and vulnerable road user groups undertaken by Road Safety Officer.	45	Interactive road safety education programs to continue in all schools in Harrow.  Motor cycle banner campaign to be launched in November.	David Corby	Mar 2017
Corridors	School Travel Plan, Highway schemes	Highway improvement schemes identified in School Travel Plans to encourage sustainable transport and mitigate impact of school expansions	50	Whitchurch School – scheme to introduce parking controls in access road and parking areas under development. Other schemes being investigated.	Barry Philips	Mar 2017

TFL programme	Scheme	Details	£ k	Status	Contact officer	Planned finish
Corridors	School support	<p>Various initiatives undertaken by travel planning staff:</p> <ul style="list-style-type: none"> <li>• Small grant funding to support travel plans</li> <li>• Walk to School promotions</li> <li>• Schools quarterly newsletter</li> <li>• Theatre in education</li> <li>• School Travel Maps</li> <li>• Cycle repair workshops</li> </ul>	80	<p>Support for school travel plans including requests for grant funding to implement measures to support school travel plans to promote sustainable travel and discourage use of private car to travel to school.</p> <p>Promotional work to support sustainable transport message including Theatre in Education shows and Dr Bike sessions</p>	Barry Philips	Mar 2017
Corridors	Future programme development	Identify future work through assessments and studies.	50	On-going scheme investigation and development work for 2017/18 schemes	Barry Philips	Mar 2017
Corridors	Travel Planner	Staff funding support	55	Support the cost of the Travel Planning officers in undertaking School and Business Travel Plans.	Barry Philips	Mar 2017
Schools	Safe Drive Stay Alive	Road safety initiative targeting young drivers	23	Stage productions arranged for schools	David Corby	Mar 2016
Local Transport Fund	Various local schemes	Local priority schemes identified by the borough which support the Mayors Transport Strategy	100	<p>Schemes identified at Feb TARSAP as follows:</p> <ul style="list-style-type: none"> <li>• Imperial Drive – cycle route</li> <li>• Bacon Lane – extension to 20mph zone</li> <li>• Whitefriars School – extension to 20mph zone</li> <li>• Tregenna Avenue/Alexandra Avenue – junction safety improvement</li> <li>• Minor safety schemes – ad hoc requests</li> </ul>	Barry Philips	Mar 2017



<b>TFL programme</b>	<b>Scheme</b>	<b>Details</b>	<b>£ k</b>	<b>Status</b>	<b>Contact officer</b>	<b>Planned finish</b>
Borough Cycling Programme	Cycle Training – Adults and Children	This additional funding will expand the current cycle training programme	68	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.	David Corby	Mar 2017
Borough Cycling Programme	Cycle parking	Implementation of cycle parking at key locations such as shops, stations, libraries, parks, cycle hubs and other key attractors	45	Investigation underway to determine suitable locations	Barry Philips	Mar 2017
Borough Cycling Programme	Staffing	Staffing to support delivery of Borough Cycle Programme	45	To support the costs of the road safety education service in delivering the BCP	David Corby	Mar 2017
Borough Cycling Programme	Cycle Grants for schools	Providing support to schools to introduce infrastructure on school sites (cycle shelters, etc.)	3	Monies confirmed recently. Engagement with schools is underway.	David Corby	Mar 2016