

TOWN CENTRE RE-OPENINGS:

UPDATE BRIEFING JUNE 2020

Description: To put in plans to allow lifting of restrictions from 1st June, and further ones from 15th June

INTRODUCTION

Government is predicting to allow a lot more businesses to open from 15th June, mainly around the non-essential retail aspects. In addition, there seems to be a push to get restaurants, cafes and pubs open before the predicted 1st July with some suggestion of allowing tables and chairs on the street to permit them to open.

Advice has been provided to Urban Areas to plan re controls, and this can be found at:

<https://www.gov.uk/guidance/safer-public-places-urban-centres-and-green-spaces-covid-19>

This includes issues for maintaining social distancing in urban centres that include:

- High footfall and areas of dense population, particularly at peak times.
- Multiple queues due to restricted entry and exit points into different areas or shops.
- Pedestrian movement flows varying as different people move to different shops and facilities.
- Constraints on pedestrian movement from unnecessary obstacles such as planters, transport stops, landscape features, and bins.
- Need to provide space for regular, safe, formal and informal road crossing points.
- Need to accommodate people entering and exiting spaces from different types of transport e.g. cars, bikes, foot, bus, train and metro in the same area.
- Higher levels of traffic congestion and increased need for vehicle access.
- Multiple landowners and stakeholders operating in the same areas requiring a coordinated approach.
- Ability to wash hands or hand sanitation.
- People with disabilities and other groups who may have additional needs to be kept under consideration.

In line with the above the Government has announced a number of funding streams to assist in:

- Emergency and immediate works to enable safe opening of districts in line with the above
- Funding to change street scene in line with push towards walking and cycling

As a result, a number of initial actions have taken place to progress this:

- Meeting in Town Centre with BID, Police and Environmental Health to understand main issues to re-opening
- Working group formation between Mark Billington, Mike Butler, David Eaglesham and Richard Le-Brun around the opening of districts
- Funding bid with details how to widen a lot of pavement areas in district areas around Borough gone in to TfL
- Enquiries to set up a page on the commonplace website to detail all the changes and actions the Council is doing around all of this

Further meetings and discussions are planned, but this document gives an overview of the main district areas and the actions to be taken to ensure what can be done is to ensure social distancing safety when premises open

ADDITIONAL POINTS

It is accepted that not all businesses will be able to benefit from this plan, but unfortunately it is reliant on the ability to provide the pedestrian area to enable segregation and possible use of tables and chairs.

Where possible, the Council will work with those that cannot get tables and chairs to introduce an acceptable service that enables them to open (e.g. take away service) if the Government allows this as an early option to get businesses operating again

The schemes will be reliant on clear marking out of areas and signage (be it street stickers or actual signs) to reinforce the scheme. This is in line with Government Guidance (<https://www.gov.uk/guidance/safer-public-places-urban-centres-and-green-spaces-covid-19/4-management-of-urban-centres>) The intention is to have a consistent approach with this across the Borough so provides a better visual approach and a more consistent message

In terms of bus stops, Tube Station and also the bus station, TfL will need to manage these areas and make sure that appropriate signage and social distancing is enabled. The Council can assist with the signage if required.

Latest research from Economic Development puts the possible premises that can open from 15th June as at 66% of total businesses. This does not mean all will open, but the plan works on the basis of 2 out of 3 shops will open by 15th June

ENFORCEMENT

While there will be both Council and Police resources in the area, these cannot be relied on solely due to also covering other duties and shopping areas.

Therefore a clear process is to be put in place, and agreed with the Police being:

- Very clear and visible signage warning all that CCTV is in operation to monitor compliance
- Use of Clear Channel advertising to re-emphasise requirements and also to be part of visible hard hitting "name and shame" approach
- Where cctv / photo opportunities come up of people blatantly breaching social distancing or causing ASB, they will be subject to removal of facial features and put on signage / clear channel advertising to warn people not to follow such examples. This also re-emphasises that the area is being monitored
- Regular visible uniformed presence from Kingdom and Police where possible
- Use of BID and other staff in high viz to have a presence
- Zero tolerance of any begging / ASB aspects

In addition, Town Centre Wardens are proposed to assist with the above (4 Officers, 3 months). These are not existing functions but in addition, and would meet the grant funding requirements found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/888818/Reopening_High_Streets_Safely_Fund_-_Guidance_-_Final_v2.pdf

COSTINGS

A lot of the main physical changes to widen pavements are being bid through TfL funding. Additional funding has been made available by the Government in the region of £220,000.

Initial costings of all proposals would equate to £186,000 overall including joining common place website. A further £20,000 would be associated with signage and markings to accompany the measures. This gives some financial leeway (c£15,000) for any other measures that come to light during the process

COMMUNICATION

Key to all is communication. To this end, the Council are seeking to sign up to, and use the commonplace website to be the single portal for this

The following links give example of sites the Council has setup for the liveable neighbourhood bid previously

<https://wealdstoneinmap.commonplace.is/>

<https://wealdstoneinproposals.commonplace.is/>

As part of the funding agreement, reference must be made to the European Regional Development Fund on some of the posters in the area, and this will take place at key areas

Further communication methods will include:

- Use of Clearchannel units around the Borough
- Signage
- Use of BID newsletters to businesses
- Social Media
- Ward Councillors

ACTION PLAN

The following initial timescales are in place for actions to take place:

W/C 25th May	<p>Bid in to TfL for traffic measures set out</p> <p>Discussions with BID, Police, TfL and Contractors about plans to draft</p> <p>Setting up of initial working group around district opening</p> <p>Contact commonplace to get quotes and authorise</p>
W/C 1st June	<p>Finalise ordering of any tape, signage and other materials needed to put social distancing in place</p> <p>Finalise Harrow Town Centre plans</p> <p>Sign off on Commonplace website</p> <p>Start to mark out areas where can put social distancing measures in place now</p> <p>Work with BID to get premises agreements about way forward (e.g. tables and chairs)</p> <p>Put temporary social distancing measures in place in town</p> <p>Start to move enforcement away from parks / open spaces into business areas</p>
W/C 8th June	<p>Start to implement traffic measures, concentrating on main district centres due to potential increase in premises opening and footfall</p> <p>Put social distancing measures in place in these areas including signage</p> <p>Email all businesses likely to open with Government Guidance re opening and measures they need</p>
W/C 15th June	<p>Continue implementing traffic and social distancing measures</p> <p>Put enforcement resources in main shopping areas and away from parks / open spaces</p>

Main Agencies involved:

- Community & Public Protection Officers
- Kingdom Officers
- Highways and Network Management
- Harrow BID
- TfL

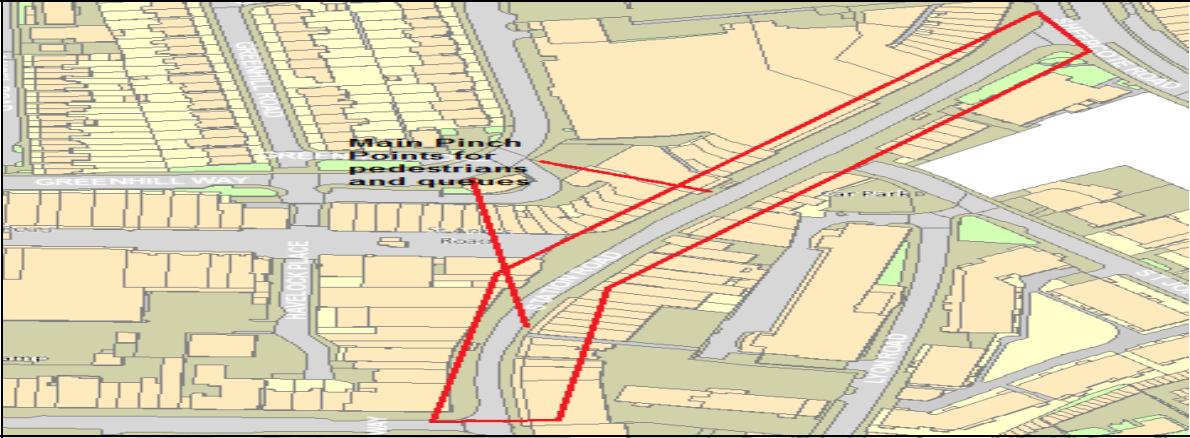

HARROW TOWN CENTRE PLAN

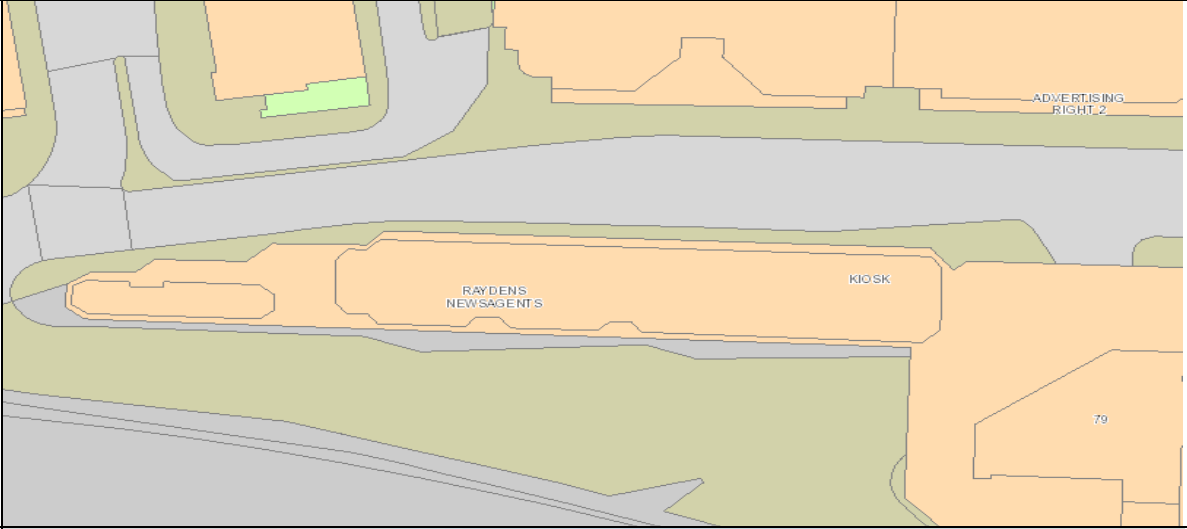

ST ANNES ROAD – STATION ROAD TO HAVELOCK PLACE	
Issue:	Busy shopping area on St Annes Road, with a permanent structure used for selling fruit and veg in the middle
Proposal details:	<p>The middle part of the area will be designated the main pedestrian thoroughfare, using any street furniture supported by clear markings and signage to direct pedestrian traffic flow. This then allows the shops to use the side walkways to have queuing systems in place.</p> <p>The middle area will be hatched off, using natural barriers (e.g. benches) and cross over points to allow people to traverse across sides to get to shops safely</p> <p>The queue area would be set out in front of shops to allow queuing, but with distinct “No Queuing Beyond This Point” signage / stickers to define areas for premises to prevent overlap. It will be the responsibility of the premises to manage their queues.</p> <p>If feasible, the clear channel digital boards would be used to highlight social distancing messaging and also around enforcement (see separate section)</p> <p>Any benches in place will be subject to every other bench in a set being taken out of use by tape / other means to allow people to use but enable social distancing</p>
Benefits:	Create clear pedestrian routes and builds in queuing system
Problems:	Middle of area is “cluttered” including permanent building so cause some issues
Cost:	Cost of any barriers (approx. £5,000) Minimal, reliant on tape and signage. Can be covered within funding
Proposed delivery programme:	1 week to put all markings on the ground, and signage in place (assuming all can be got in quickly)
Plan or map of location:	
Other information (photos, images, etc)	

ST ANNES ROAD – HAVELOCK PLACE TO ST GEORGES SHOPPING CENTRE	
Issue:	Busy shopping area on St Annes Road, with a permanent structure used for selling fruit and veg in the middle
Proposal details:	<p>The same approach will be adopted though some aspects of this area are narrow and market stalls operate in this area on Estates Land</p> <p>To assist, benches to the rear of the Key Cutting venue will be removed to open up the space. Signage and tape will be used to direct pedestrians around the key cutting building safely. Stalls will be situated between the key cutting premise and Havelock place, but positioned to form barriers to the side of the pedestrian middle area to enforce the pedestrian way. Any benches in place will be subject to every other bench in a set being taken out of use by tape / other means to allow people to use but enable social distancing</p> <p>Tables and chairs will be restricted and premises expected to manage their queues around these, but if cause social distancing issues then will be removed. These will have to be within the area designated for premises to control themselves. Where long queues are expected, then premises will be encouraged to put actual barriers in place to zig zag the queue to prevent issues.</p> <p>If feasible, the clear channel digital boards would be used to highlight social distancing messaging and also around enforcement (see separate section)</p> <p>Long term the plan is to look at the long term culture and set up a different approach to the town centre, for instance a café culture.</p> <p>This will include in the short to medium term using the area outside the vacant Mothercare premise to have a designated tables and chairs area for the use of cafes and premises in the area, rather than individual areas. As time goes on and restrictions lifted later, this can be looked at in terms of moving to the centre of the pedestrian area</p>
Benefits:	Create clear pedestrian routes and builds in queuing system.
Problems:	Would need legal document with premises to take on responsibility for tables and chairs
Costs:	Minimal for tape and signage. Cost element around tables and chairs, and would be good to have consistent standard to improve town centre (£10,000 maximum)
Proposed delivery programme:	1-2 weeks to put all markings on the ground, and signage in place (assuming all can be got in quickly) as well as get necessary furniture in place.
Plan or map of location:	

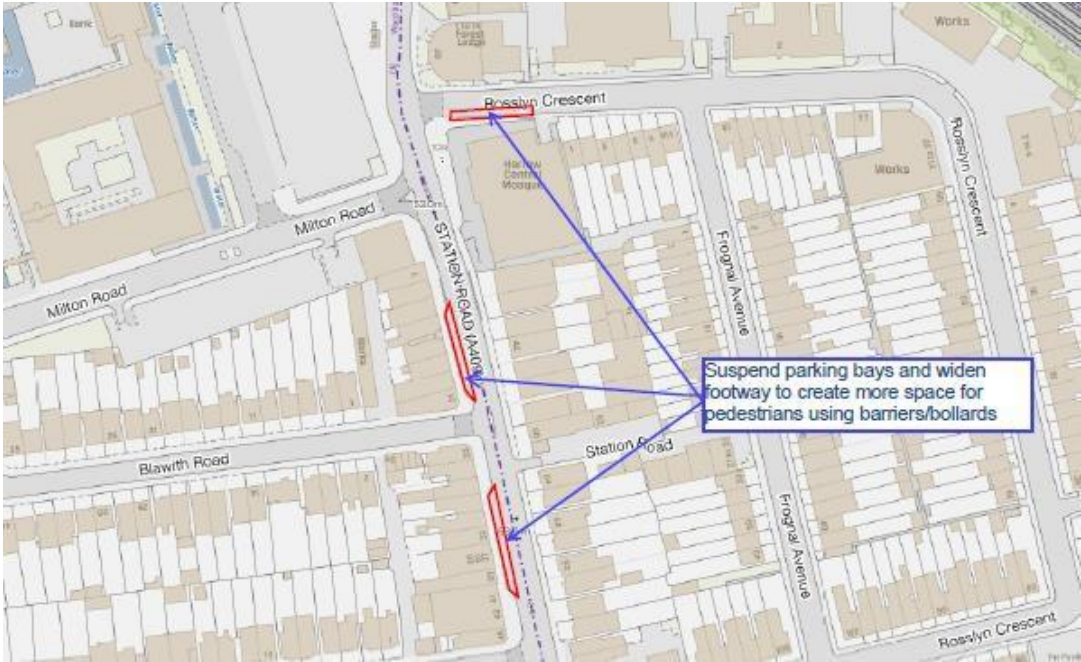

Other information (photos, images, etc)

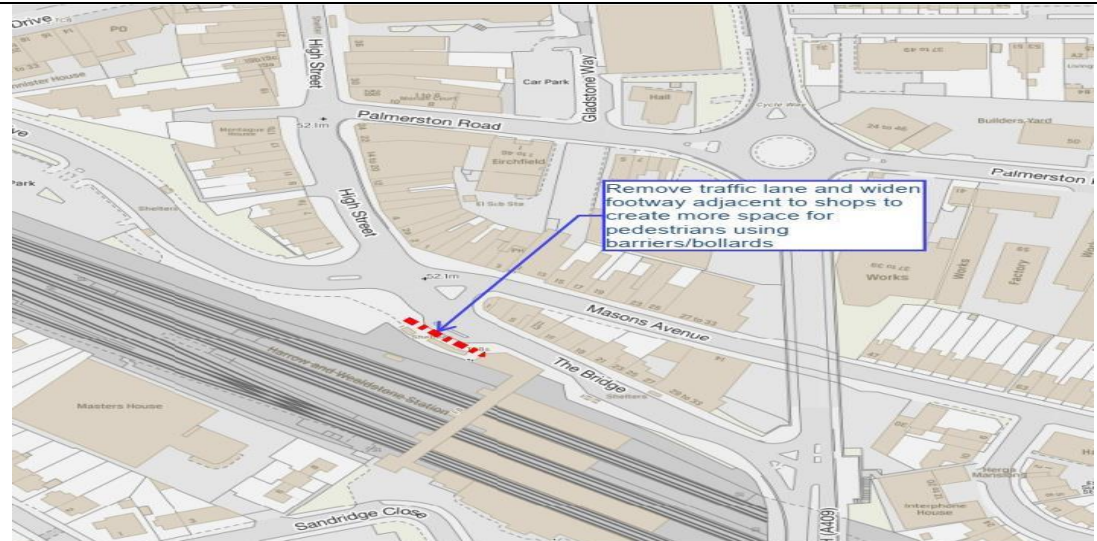



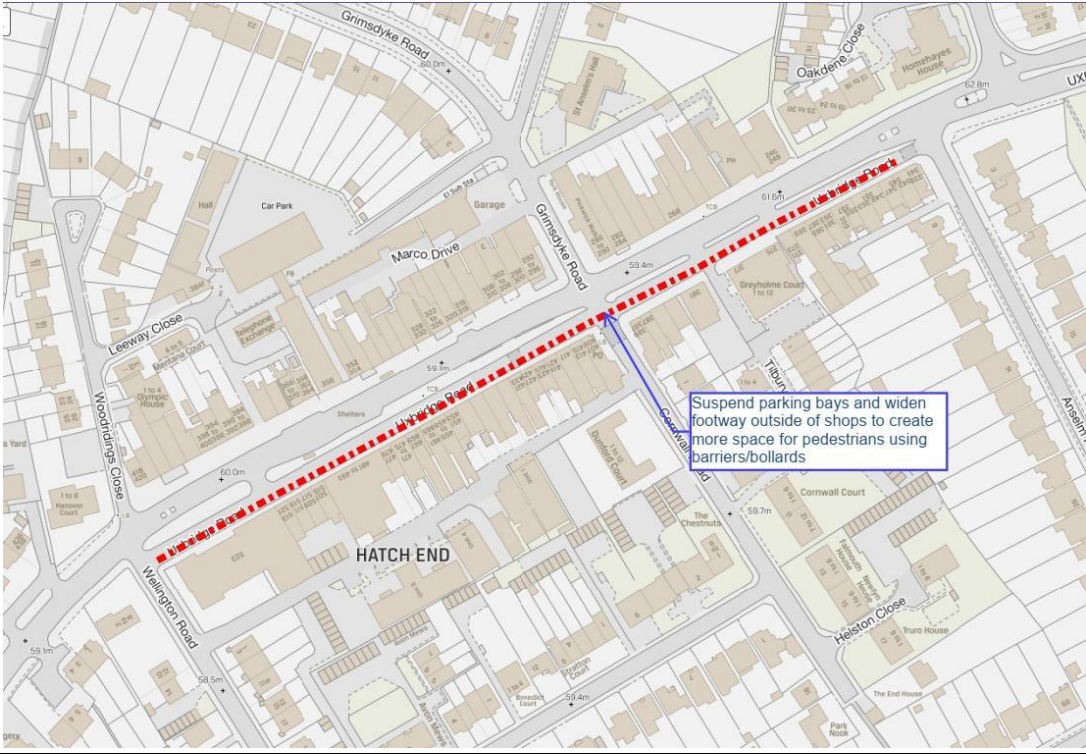

STATION ROAD (SHEEPCOTE ROAD TO COLLEGE ROAD)	
Issue:	Main road through town centre, with a mix of narrow and wide pavements with issues around pinch points
Proposal details:	<p>After conversations with TfL, Highways and Estates the current proposal that is being discussed is:</p> <ul style="list-style-type: none"> • Removal of bus stops near Superdrug to widen the pavement, and reposition outside Debenhams where pavement is wider • Marking off pavement areas for queues and movement • Closing off of loading bays and parking spaces along this area to widen pavements, with a temporary traffic order coming into place on the 15th June • Have emergency measures on standby to move other bus stops and introduce a contraflow system at pinch points if required <p>This could allow the pavement areas to be the queuing areas for shops and main pedestrian area being in the road space. There would be distinct “No Queuing Beyond This Point” signage / stickers to define areas for premises. The loss of loading bays means some vehicles may deliver on the road by TfL do not see an issue with this. Additionally there is ample parking in this area for those driving</p> <p>If this goes ahead, the area will be marked out with tape / spray paint to put in to place to ensure clear pedestrian and queuing routes are in place, with breaks to join queues.</p> <p>Due to narrowness of pavements, consideration of restricting any tables & chairs as well as street trading may have to be put in place to enable space.</p>
Benefits:	Create clear pedestrian routes and builds in queuing system.
Problems:	May have to stop some street trading in area and resulting in refunds. Still have some pinch points as a lot of shops next to each other that will have / do have queues
Costs:	Minimal for tape and signage. Cost element around refunds if remove street trading
Proposed delivery programme:	2 weeks to put all markings on the ground, and signage in place (assuming all can be got in quickly) as well as get any furniture / street trading removed
Plan or map of location:	
Other information (photos, images, etc)	

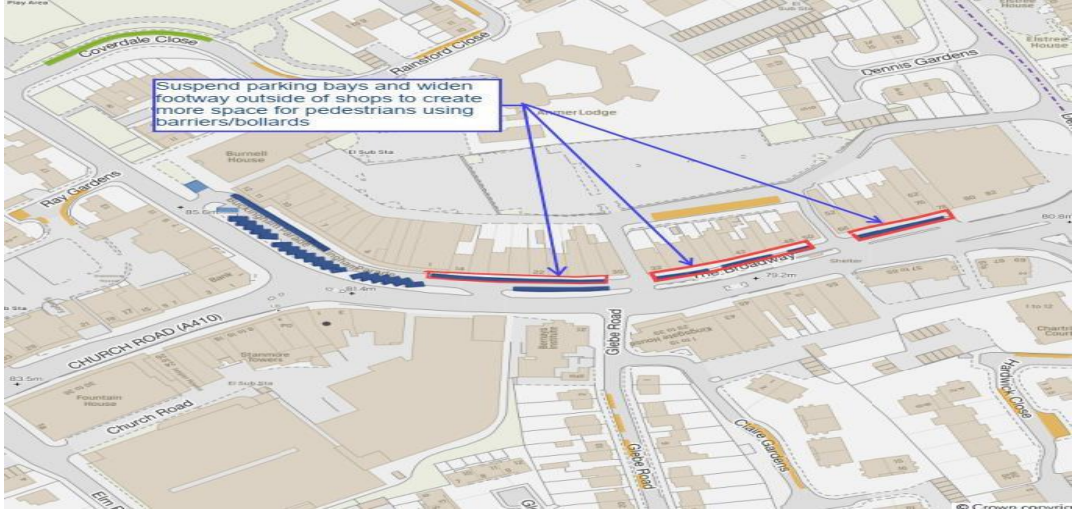
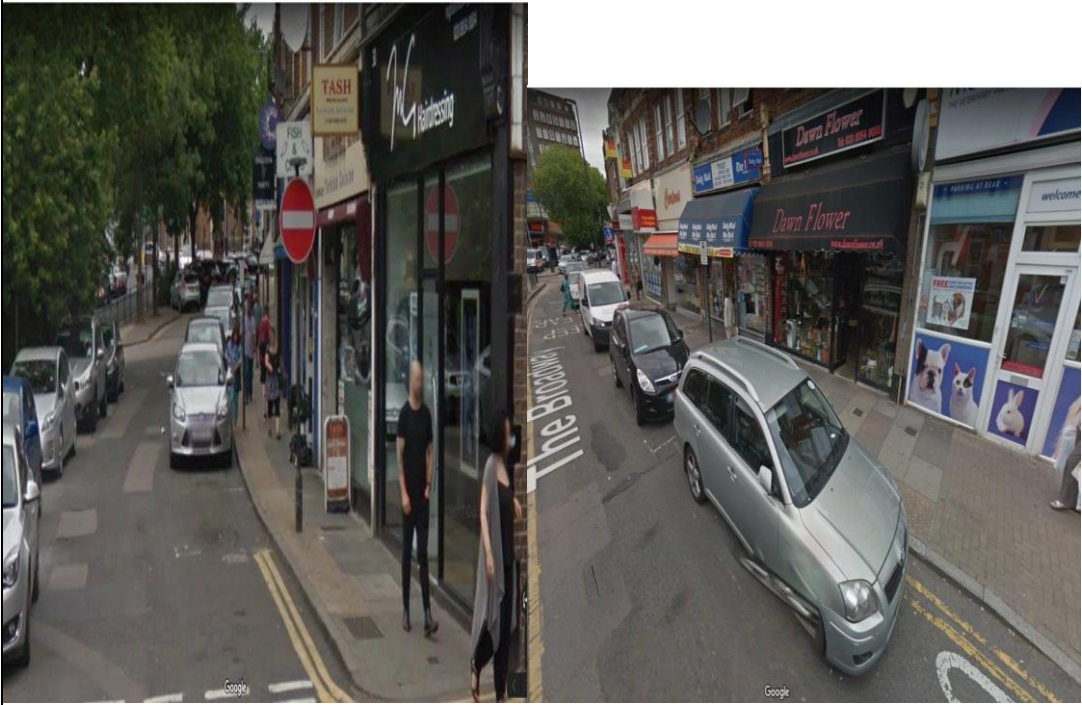
COLLEGE ROAD	
Issue:	Bus Station on College Road is an issue with lack of social distancing
Proposal details:	The area is under the control of TfL and meeting taking place to discuss such areas and put social distancing measures in place where feasible to control these issues.
Benefits:	Better control of main transport hub
Problems:	Very busy area but needs controls. May not be able to do one way entrances / exits
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1 week as will be mainly signage and tape approach
Plan or map of location:	
Other information (photos, images, etc)	

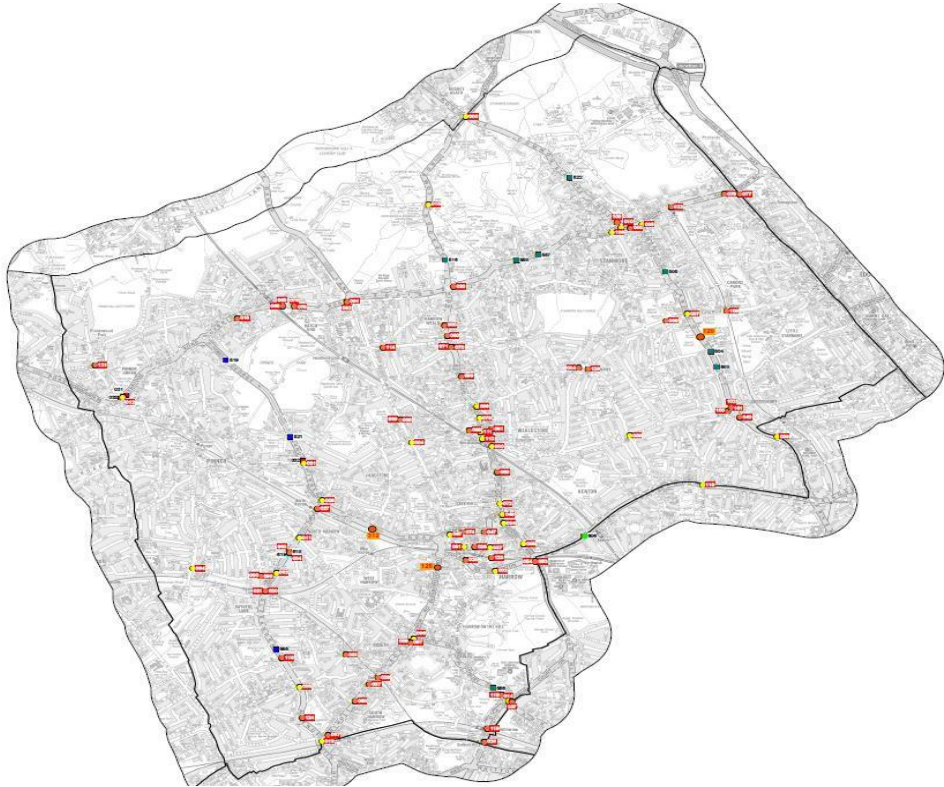
OTHER TOWN CENTRES

STATION ROAD	
Issue:	Busy shopping area near civic Centre and Mosque with established high pedestrian footfall, footpaths are narrow
Proposal details:	Suspend parking on parts of Station Road and Rosslyn Crescent to enable wider pedestrian areas to be marked out with temporary traffic management
Benefits:	Create more pedestrian space for social distancing, encourages walking and cycling to workplaces, shops and mosque
Problems:	Restrict some parking in area, but would have minimal impact.
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking bay can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	

HARROW AND WEALDSTONE STATION	
Issue:	Narrow footways around station entrance on The Bridge, established pedestrian overcrowding area, taxi ranks and bus stops in close proximity, road can be congested with motor vehicles near station
Proposal details:	Remove single traffic lane on approach to signals junction and introduce widened pedestrian space maintaining space for taxis.
Benefits:	Create more pedestrian space, facilitates walking to public transport facilities safely, walking route connects with places of employment, businesses and civic amenities in Wealdstone
Problems:	Remove pull in point, but have the rear car park area
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Removal of lane can be initially be with traffic management, cones or barriers as a quick win, adjust taxi rank to maintain access, requires contractor to check site layout periodically. 3-6 weeks – follow up with civil works/ traffic signing / road markings as a semi-permanent solution, mirrors proposals in Wealdstone town centre improvement scheme. No public consultation or traffic orders necessary.
Plan or map of location:	
Other information (photos, images, etc)	

THE BROADWAY, HATCH END	
Issue:	Established busy shopping area with high pedestrian footfall, footpaths are narrow, service roads outside shops with parking on both sides
Proposal details:	Suspend parking on one side adjacent to shops to enable wider pedestrian areas to be marked out with temporary traffic management. Would allow queuing systems to be put in place, and signage with pedestrian walk ways but limit any tables and chairs to this side. Most restaurants to the north of Uxbridge Road have an outside area that is cordoned off so can be used with social distancing measures in place.
Benefits:	Create more pedestrian space to enable social distancing, encourages walking to workplaces and shops.
Problems:	May limit ability for deliveries but are clear work arounds. Some premises may want tables and chairs but not be able to, though unlikely on south side of road
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking bay can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically. 3-6 weeks follow up with bolt down bollards, with associated signing and lining.
Plan or map of location:	
Other information (photos, images, etc)	

STANMORE BROADWAY	
Issue:	Busy shopping area in District Centre with established high pedestrian footfall,
Proposal details:	Suspend parking outside of shops to enable wider pedestrian areas to be marked out with temporary traffic management and turned into a pedestrian area to allow social distancing and opportunity for tables and chairs. Parking would then be directed to two main car parks in Stanmore. No opportunity for any tables and chairs on other areas due to narrowness of pavement. Basic social distancing measures including signage and pavement markings to be put in place
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops.
Problems:	Can only be done for this one area. In other areas, due to pavement size, will have to minimize potential for queues (e.g. booking system for restaurants) and any tables and chairs / street trading
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking bay can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	

PEDESTRIAN SPACES	
Locations:	29/046 The Broadway, Stanmore 29/016 Hatch End 29/058 Station Road nr Mosque 29/074 College Rd. o/s Harrow on the Hill Bus Station 29/022 London Road o/s Stanmore Tube Station 29/028 Northolt Road o/s South Harrow Tube Station 29/027 Imperial Drive o/s North Harrow Tube Station 29/034 and 29/0126 Belmont Circle – 2 sites 29/100 Streatfield Road
Issue:	Pedestrian congestion at signals due to pedestrian waiting time at nine locations in the borough as listed above.
Proposal details:	Reduce time required to call in pedestrian phase, increase green man invitation time periods providing more priority to pedestrians.
Benefits:	Create more pedestrian space by reducing wait time and build up of pedestrians,, encourages walking to workplaces, pedestrian routes connect with places of employment, businesses.
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Dependent on availability of TfL traffic signal engineers attending site to adjust signal controllers.
Plan or map of location:	

Other information (photos, images, etc)



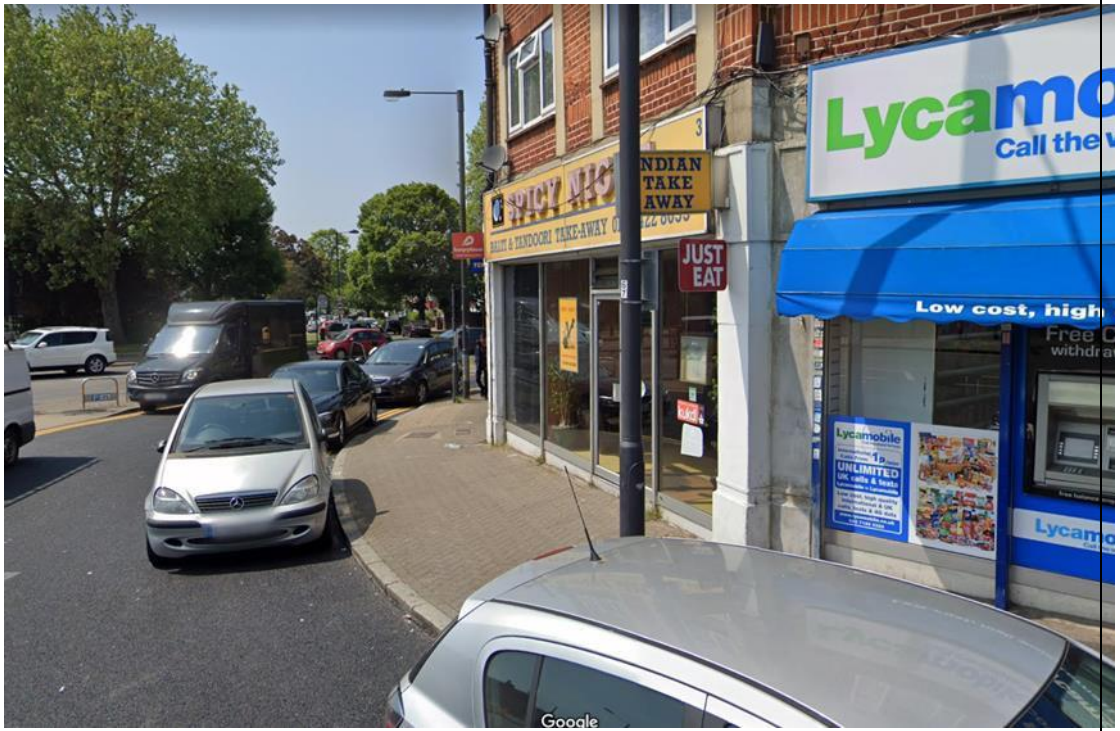
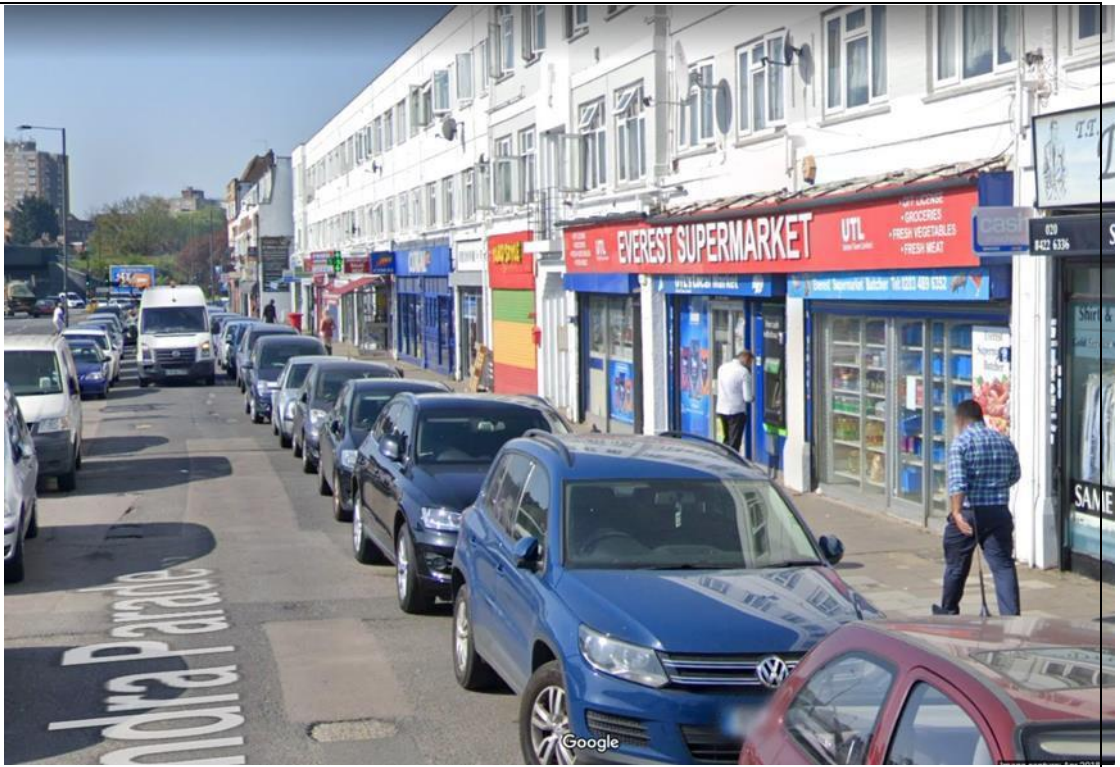
STREATFIELD ROAD (HONEYPOT LANE / CHARLTON ROAD)	
Issue:	Busy shopping parades with established high pedestrian footfall, footpaths are narrow.
Proposal details:	Suspend parking on one side adjacent to shops to enable wider pedestrian areas to be marked out with temporary traffic management
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops
Problems:	Less parking spaces directly outside of premises. Deliveries will need to be made out the rear of the premises.
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking area can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	



HONEYPOT LANE SERVICE ROAD (NR WEMBOROUGH ROAD)	
Issue:	Busy shopping area with established moderate pedestrian footfall, footpaths are narrow
Proposal details:	Suspend parking on one side adjacent to shops to enable wider pedestrian areas to be marked out with temporary traffic management
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops
Problems:	Limited parking in area and impact on deliveries, but can use nearby roads
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking bay can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	



NORTHOLT ROAD (NEAR PETTS HILL)	
Issue:	Busy shopping parade with established high pedestrian footfall, footpaths are narrow
Proposal details:	Suspend parking on one side adjacent to shops where footway is narrow to enable wider pedestrian areas to be marked out with temporary traffic management
Benefits:	Create more pedestrian space for social distancing, encourages walking and to workplaces and shops
Problems:	Limited parking but can use nearby roads. Deliveries can be via the rear in the main, or use service road to park
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking lane can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	



KENTON ROAD SERVICE ROAD (NEAR KINGSBURY CIRCLE)	
Issue:	Busy shopping area with established high pedestrian footfall, footpaths are narrow
Proposal details:	Suspend parking bays outside of shops to enable wider pedestrian areas to be marked out with temporary traffic management. For majority of Kenton Road, pavement is wide enough to put in place queuing systems and SD markings
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking lane can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	

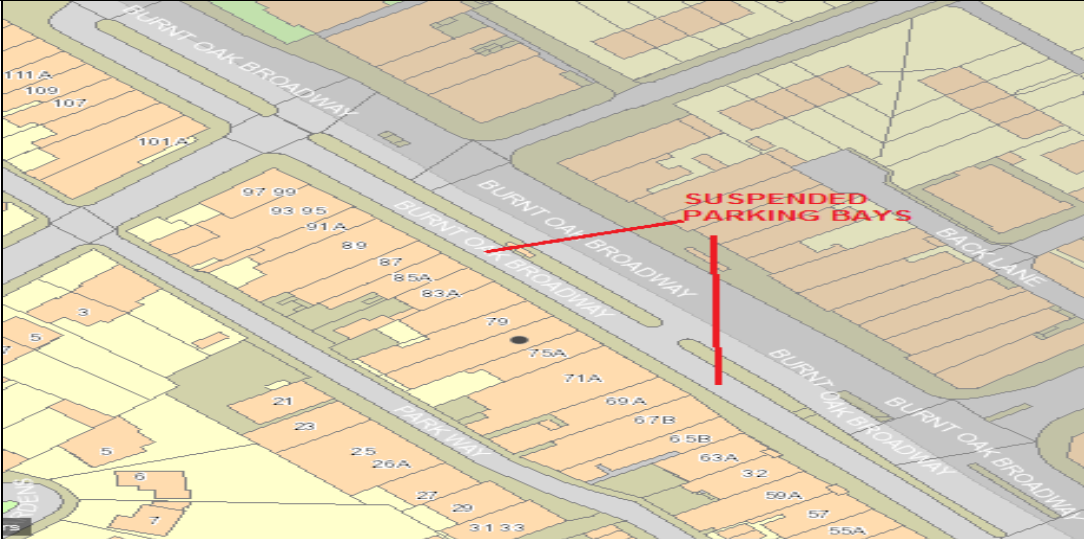

KENTON LANE (NEAR BELMONT CIRCLE)	
Issue:	Busy shopping area with established moderate pedestrian footfall, footpaths are narrow
Proposal details:	Suspend parking bays outside of shops to enable wider pedestrian areas to be marked out with temporary traffic management. For majority of Belmont Circle, pavement is wide enough to allow social distancing and queuing system. Pavement markings and signage to be put in place to push message
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops
Problems:	Restrict parking in the area, but other parking spaces nearby. Deliveries can be at back.
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking bay can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	

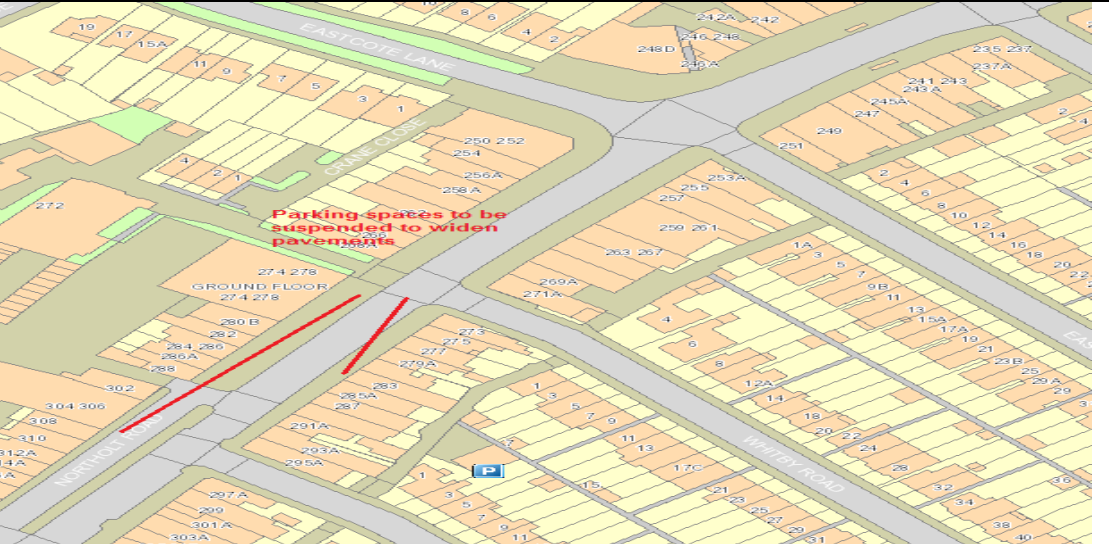

Other information (photos, images, etc)



HIGH ROAD, HARROW WEALD	
Issue:	Busy shopping area with established moderate pedestrian footfall, public highway footpath is very narrow with larger private forecourts behind bus stop.
Proposal details:	Relocate the bus stop temporarily to cone off bus layby and enable wider pedestrian footway. For all other areas put in basic queuing systems for shops and signage. Limit any tables and chairs / street trading that impacts this
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops
Problems:	Inconvenience to some re movement of bus stop. But limited overall impact
Costs:	Majority – TfL funding bid. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Bus stop can be relocated, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	

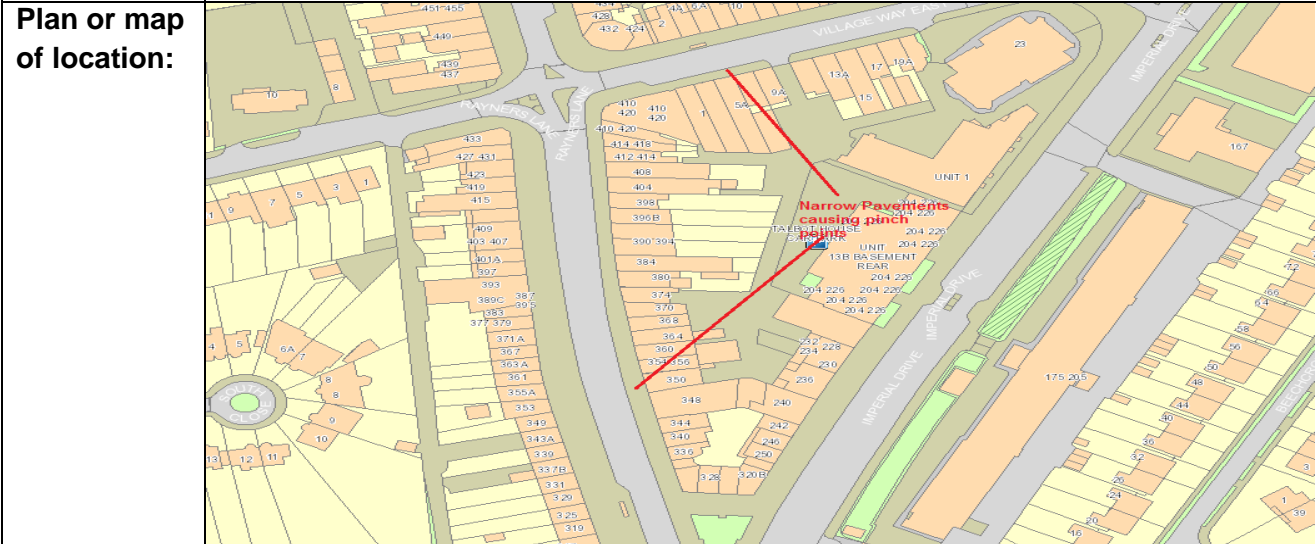
PORLOCK AVENUE (SHAFTESBURY CIRCLE)	
Issue:	Busy shopping area by Shaftesbury Circle with established high pedestrian footfall from shops and nearby Whitmore High School, section of footpath is narrow.
Proposal details:	Relocate the bus stop temporarily and create new hard standing to enable wider pedestrian areas to be marked out with temporary traffic management
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops
Problems:	Inconvenience to some re movement of bus stop. But limited overall impact
Costs:	None – TfL funding bid
Proposed delivery programme:	1-2 weeks – Bus stop can be relocated, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 3-6 weeks follow up with bolt down bollards, with associated signing and lining
Plan or map of location:	
Other information (photos, images, etc)	

BURNT OAK BROADWAY	
Issue:	Busy shopping area by Burnt Oak Broadway, with narrow pavement areas outside south parts
Proposal details:	The parking spaces outside the southern part of Burnt Oak have already been suspended, allowing the widening of the pavement area. The proposal is to continue this, but also ensure strict enforcing of street trading requirements to keep pavement clear
Benefits:	Create more pedestrian space for social distancing, encourages walking to workplaces and shops.
Problems:	Businesses not happy due to impact on deliveries, but can do this in rear (and as a result Park Way has improved)
Costs:	Approx £8000 to continue, and minimal costs to social distancing measures
Proposed delivery programme:	All in place already. Just to improve re better signage
Plan or map of location:	
Other information (photos, images, etc)	

NORTHOLT ROAD	
Issue:	Busy shopping parade with established high pedestrian footfall, footpaths are narrow
Proposal details:	Suspend parking on one side adjacent to shops where footway is narrow to enable wider pedestrian areas to be marked out with temporary traffic management. Other side to Station has a wide pavement and can allow queuing and SD measures, and enforce street trading to stop encroachment. Exception is service road area shown on plan which needs parking suspensions as well
Benefits:	Create more pedestrian space for social distancing, encourages walking and to workplaces and shops
Problems:	Limited parking but can use nearby roads. Deliveries can be via the rear in the main, or use service road to park
Costs:	Approx £40,000 to barrier off parking bays along road. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking lane can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically
Plan or map of location:	
Other information (photos, images, etc)	

RAYNERS LANE / IMPERIAL DRIVE

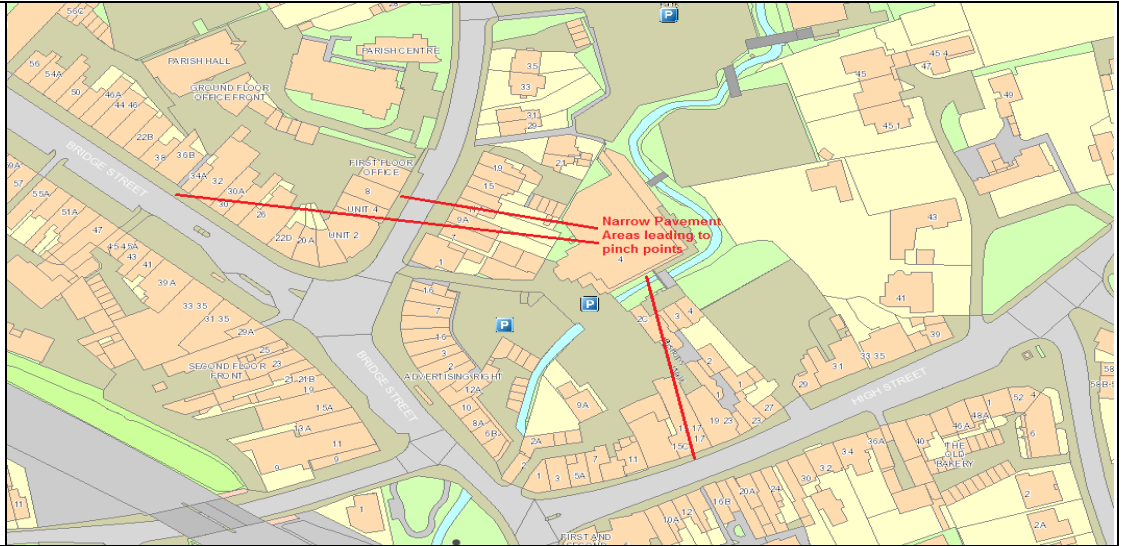
Issue:	Busy shopping parade with established high pedestrian footfall
Proposal details:	On north side of Rayners Lane at one way system there is limited pavement space, so can suspend the parking this side to enable the widening of the pavement to allow. Street trading this side cannot be limited as private forecourts. The same is for Village Way East on the same side. All other sides have wide pavements and can be subject to normal SD / signage
Benefits:	Clear pedestrian markings for social distancing, encourages walking and to workplaces and shops
Problems:	Limited space north side of Rayners Lane one way system. Limit parking
Costs:	Approx £15,000 to close off parking spaces. Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking lane can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically. 1 week to put signage and social distancing markings in place



<p>Other information (photos, images, etc)</p>	
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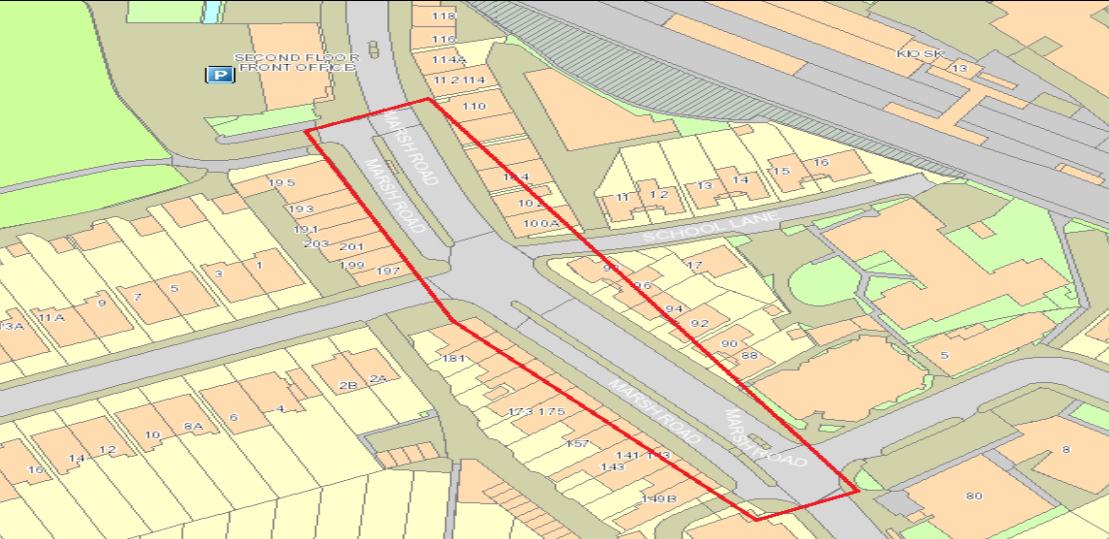

<p align="center">PINNER (MAIN)</p>	
<p>Issue:</p>	<p>Busy shopping parade with established high pedestrian footfall</p>
<p>Proposal details:</p>	<p>Bridge Street has a wide pavement area to the right side, and can incorporate social distancing measures including markings, queue system and signs Bridge Street left side has a narrow pavement area and can be widened by suspending the parking bays and barriering them off to form a wider pavement. Love lane has very narrow pavements but the types of premises that are on it (only a short trip) are cafes and will want tables and chairs out (and in line with what the Ward Cllrs would like). Basic social distancing signage and pavement markings can be put in place The High Street has the same issues with Love Lane, being narrow, and the type of premises that would want tables and chairs. The right hand side (as seen from the photograph below) can lead to a suspension of parking bays and barriers to widen the pavement and allow signage, social distancing and some tables and chairs. There is limited action that can be taken on the left hand side. Consideration could be given to closing the road completely or for deliveries only, turning the road into a pedestrian route and allowing better options. This will not have impact on any buses (none use this) or parking (car parks in place)</p>
<p>Benefits:</p>	<p>Create more pedestrian space for social distancing, encourages walking and to workplaces and shops</p>
<p>Problems:</p>	<p>Limited options on Love Lane and High Street unless look to close / partially close</p>
<p>Costs:</p>	<p>£20,000 approx for barriers to close off parking bays Minimal cost re street markings / signage re SD</p>
<p>Proposed delivery programme:</p>	<p>1-2 weeks – Parking lane can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 1 week to put signage and social distancing markings in place</p>

**Plan or map
of location:**



Other information (photos, images, etc)



PINNER MARSH ROAD	
Issue:	Busy shopping parade with established high pedestrian footfall
Proposal details:	There are two main strips of shops before getting into central Pinner, both have a “service road” in front of them with parking. The proposal is that certain bays can be suspended in front of those premises that are likely to want tables and chairs to enable opening (e.g. Costa, Yaprak) rather than close off the whole service road. This would enable the widening of the areas to enable this. The pavement opposite is wide enough to accommodate social distancing and queues
Benefits:	Create more pedestrian space for social distancing, encourages walking and to workplaces and shops. Allows businesses to trade
Problems:	Limits parking, but nearby car parks in area
Costs:	£8,000 approx for barriers to close off parking bays Minimal cost re street markings / signage re SD
Proposed delivery programme:	1-2 weeks – Parking lane can be suspended, temporary traffic management, cones or barriers to cordon off area for pedestrians as a quick win, requires contractor to check site layout periodically 1 week to put signage and social distancing markings in place
Plan or map of location:	
Other information (photos, images, etc)	

North Harrow

- This area would not have any specific changes to it, due to pavement width being sufficient:
- Cost would be signage and pavement markings

Wealdstone

- Due to the pavement width, and bus route, there are limited options in this area
- Basic SD measures would be put in place but emphasis on businesses to control outside their premises
- Cost would be signage and pavement markings