**Appendix A**

**Table 1 - Pedestrian Space Measures (funded by TfL)**

| **Ref. No.** | **Scheme**  | **Measures implemented** | **Traffic orders**  | **Status** | **Notes** |
| --- | --- | --- | --- | --- | --- |
| **PS-01** | Station Road, Harrow -Civic Centre, shops & Mosque | Pedestrian barriers, tarmac ramps adjacent to shops | None | Completed | Measures implemented by 17/05/20 at shops only |
| **PS-02** | Harrow and Wealdstone Station | Pedestrian barriers, tarmac ramps adjacent to station | None | Completed | Measures fully implemented by 17/05/20 |
| **PS-07** | Streatfield Road, Queensbury - shops | Pedestrian barriers, tarmac ramps adjacent to shops | Disabled bay (relocation) | Completed | Measures fully implemented by 02/07/20 |
| **PS-08** | Honeypot Lane, Canons Park - shops | Pedestrian barriers, tarmac ramps adjacent to shops | None | Completed | Measures fully implemented by 01/07/20 |
| **PS-09** | Northolt Road, Northolt - shops | Pedestrian barriers, tarmac ramps adjacent to shops | None | Completed | Measures fully implemented by 01/07/20 |
| **PS-10** | Kenton Road, Kenton - shops | Pedestrian barriers, tarmac ramps adjacent to shops | None | Completed | Measures fully implemented by 29/06/20 |
| **PS-11** | Kenton Lane, Belmont - shops | Pedestrian barriers, tarmac ramps adjacent to shops | None | Completed | Measures fully implemented by 29/06/20 |
| **PS-12** | High Road, Harrow Weald – shops - relocate bus stop | Pedestrian barriers, tarmac ramps adjacent to bus stop and shops, bus stop relocated | None | Completed | Measures fully implemented by 18/05/20 |
| **PS-13** | Porlock Avenue, West Harrow – shops - relocate bus stop | Pedestrian barriers, tarmac ramps adjacent to bus stop and school, bus stop relocated | None | Completed | Measures fully implemented by 17/05/20 |

The exact details of the schemes are shown in **Appendix C**. In all schemes sections of carriageway adjacent to potential pedestrian crowding areas have been cordoned off using barriers to increase the effective width of footway for pedestrians. Where there are existing parking bays in these locations these have been suspended by covering over the signs and providing advisory street notices. No traffic regulation orders are required to do this. All measures are temporary and will be removed when government social distancing restrictions are ended.

**Table 2 – Low Traffic Neighbourhoods (funded by TfL)**

| **Ref. No.** | **Scheme**  | **Measures proposed** | **Traffic orders**  | **Status** | **Notes** |
| --- | --- | --- | --- | --- | --- |
| **LTN-01** | Kingshill Avenue area, Kenton | 2 modal filters | 2 closures except cycles | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-02** | Pinner View area, Headstone South | 5 modal filters, 20mph speed limit | 5 closures except cycles, 20mph limit | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-03** | Francis Road area, Greenhill | 1 modal filter, 20mph speed limit | 1 closure except cycles, 20mph limit | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-04** | Vaughan Road area, West Harrow | 2 modal filters | 2 closures except cycles | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-05** | Green Lane area, Stanmore | 1 modal filter | 1 closure except cycles | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-06** | Southfield Park area, North Harrow | 1 modal filter, 20mph speed limit | 1 closure except cycles, 20mph limit | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-07** | Byron Road area, Wealdstone | 1 modal filter, 20mph speed limit | 1 closure except cycles, 20mph limit | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-08** | Dennis Lane area, Stanmore | 1 modal filter | 1 closure except cycles | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **LTN-09** | Princes Drive area, Wealdstone | 1 modal filter | 1 closure except cycles | On hold | Subject to consideration by TARSAP on 10/08/20 |

The exact details of the schemes are shown in **Appendix C**. The modal filters will be created by placing large planters at specific points in roads within the areas to restrict vehicles passing through. Cyclists would be able to pass through the gaps between the planters provided to allow cycle permeability. Experimental traffic regulation orders will be made to prohibit vehicles at modal filters and for creating 20mph speed limits on the roads in the areas. The schemes will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

**Table 3 – School streets (funded by TfL)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref. No.** | **Scheme**  | **Measures proposed** | **Traffic orders**  | **Status** | **Notes** |
| **SS-01** | Grimsdyke School, Hatch End | Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm) | Prohibition of vehicles | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **SS-02** | Newton Farm School, Rayners Lane | Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm) | Prohibition of vehicles | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **SS-03** | Marlborough School, Wealdstone | Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm) | Prohibition of vehicles | On hold | Subject to consideration by TARSAP on 10/08/20 |
| **SS-04** | Park High School, Stanmore, Middx. | Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:15am-9:15am & 2:30pm-4:00pm) | Prohibition of vehicles | On hold | Subject to consideration by TARSAP on 10/08/20 |

The exact details of the schemes are shown in **Appendix C**. The schemes involve placing restrictions on vehicles entering sections of roads within the area around the school during week day school opening and closing times. The roads permit access by pedestrians and cyclists only and identified vehicles that require access within the area such as residents. Experimental traffic regulation orders will be made to prohibit vehicles at the restricted times on the roads in the areas. The schemes will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

**Table 4 – Strategic Cycling (funded by DfT)**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Ref. No.** | **Scheme**  | **Measures proposed** | **Traffic orders**  | **Status** | **Notes** |
| **SC-01** | Honeypot Lane, Queensbury | Mandatory cycle lanes (nearside lanes), 30mph speed limit | 30mph speed limit | Completed | Measures fully implemented by 10/07/20 |
| **SC-03** | Sheepcote Road, Greenhill | Mandatory cycle lanes (nearside lanes), permit cycles to use bus lane | Bus lane use amendment  | Completed  | Measures fully Implementation by 17/07/20 |
| **SC-09** | Uxbridge Road, Harrow Weald  | Mandatory cycle lanes (nearside lanes), 30mph speed limit | 30mph speed limit | Completed  | Measures fully Implementation by 24/07/20 |
| **SC-10** | George V Avenue, Hatch End | Mandatory cycle lanes (nearside lanes), 30mph speed limit, waiting restrictions (at any time) | 30mph speed limit, waiting restrictions | On hold | Subject to consideration by TARSAP on 10/08/20 |

The exact details of the schemes are shown in **Appendix C**. The schemes involve installing mandatory cycle lanes in the nearside traffic lanes and including a buffer zone marked in hatching that separates it from the offside vehicle lane to reduce conflict between vehicles and cycles. Traffic cones further reinforce the segregation. On dual carriageways the 40mph speed limit is reduced to 30mph for improved road safety. Existing bus lanes will be amended to permit cyclist to use them. Waiting restrictions will be implemented in sections of road to prevent parking in the cycle lanes where there may be demand to do so in order to ensure the safety of cyclists. Experimental traffic regulation orders will be made to introduce waiting restrictions, reduce speed limits and amend usage of bus lanes on these roads. The restrictions in the traffic regulation orders will be experimental and the decision to remove or retain them will be determined based on statutory consultation during the trial in the first 6 months of operation.

Further consideration will be given to reinforcing segregation between vehicles and cyclists as suggested by cycle lobby groups by using more bollards or wands in the hatching buffer zone. This will be determined after a period of review of the schemes in operation.

**Table 5 - Schemes not approved by TfL**

| **Ref. No.** | **Programme type** | **Scheme**  | **Status** |
| --- | --- | --- | --- |
| **PS-03** | Pedestrian Space | The Broadway, Hatch End - shops | Not approved |
| **PS-04** | Pedestrian Space | Stanmore Broadway - shops | Not approved |
| **PS-05** | Pedestrian Space | Pedestrian signals timing review - Boroughwide | Not approved |
| **PS-06** | Pedestrian Space | Wealdstone Town Centre improvement scheme | Not approved |
| **PS-14** | Pedestrian Space | Wealdstone, High street shops (bus stop opposite Mir Foods) relocate bus stop | Not approved |
| **SC-04** | Strategic Cycling | Cycle Way, Bonnersfield Lane / Sheepcote Road, Greenhill | Not approved |
| **SC-05** | Strategic Cycling | Cycle Way, Harrow Weald - Kenton | Not approved |
| **SC-06** | Strategic Cycling | Bakerloo cycle route | Not approved |
| **SC-07** | Strategic Cycling | Cross Harrow cycle route | Not approved |
| **SC-08** | Strategic Cycling | Borough wide cycle lanes | Not approved |

**Table 6 – Revised indicative implementation schedule (subject to approval)**

| **Ref. No.** | **Scheme type** | **Scheme**  | **Revised implementation dates (from week commencing)** |
| --- | --- | --- | --- |
| **SC-10** | Strategic Cycling | George V Avenue, Hatch End | 24 August 2020 |
| **SS-01** | School Streets | Grimsdyke School, Hatch End | 31 August 2020 |
| **SS-02** | School Streets | Newton Farm School, Rayners Lane | 31 August 2020 |
| **SS-03** | School Streets | Marlborough School, Wealdstone | 31 August 2020 |
| **SS-04** | School Streets | Park High School, Stanmore, Middx. | 31 August 2020 |
| **LTN-06** | Low Traffic Neighbourhood | Southfield Park area, North Harrow | 07 September 2020 |
| **LTN-09** | Low Traffic Neighbourhood | Princes Drive area, Wealdstone | 07 September 2020 |
| **LTN-02** | Low Traffic Neighbourhood | Pinner View area, Headstone South | 14 September 2020 |
| **LTN-03** | Low Traffic Neighbourhood | Francis Road area, Greenhill | 14 September 2020 |
| **LTN-04** | Low Traffic Neighbourhood | Vaughan Road area, West Harrow | 21 September 2020 |
| **LTN-07** | Low Traffic Neighbourhood | Byron Road area, Wealdstone | 21 September 2020 |
| **LTN-01** | Low Traffic Neighbourhood | Kingshill Avenue area, Kenton | 28 September 2020 |
| **LTN-05** | Low Traffic Neighbourhood | Green Lane area, Stanmore | 28 September 2020 |
| **LTN-08** | Low Traffic Neighbourhood | Dennis Lane area, Stanmore | 28 September 2020 |

This indicative programme indicates an extremely tight delivery time line for the remaining schemes in the programme to be delivered by the end of September. This assumes that approval for the schemes is granted.