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**Report for:** **TRAFFIC & ROAD  
SAFETY ADVISORY  
PANEL**

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<b>Date of Meeting:</b>	13 <sup>th</sup> October 2020
<b>Subject:</b>	<b>INFORMATION REPORT</b> Parking and Street Space Programme update – 2020/21
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Paul Walker – Corporate Director, Community
<b>Portfolio Holder:</b>	Varsha Parmar - Portfolio Holder for Environment
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, report is for information
<b>Wards affected:</b>	All
<b>Enclosures:</b>	<b>Appendix A</b> - Parking management programme 2020/21 <b>Appendix B</b> – Harrow Street Spaces programme 2020/21 <b>Appendix C</b> – Pedestrian Space measures review <b>Appendix D</b> – Headstone South LTN consultation results

## **Section 1 – Summary and Recommendations**

This information report is presented to members to provide an update on progress with the 2020/21 traffic and parking management programme of works.

### **Recommendations:**

None, the report is for information only.

### **Reason: (For recommendations)**

None, the report is for information only.

## **Section 2 – Report**

### **Introductory paragraph**

- 2.1 This information report provides members with an update on the current programme of transport schemes and initiatives funded in the 2020/21 programme. This includes schemes funded by Transport for London grant and the Harrow capital programme. **Appendix A and B** provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members
- 2.3 The impact of the COVID -19 health crisis has had a significant impact on the development and implementation of transport works programmes.

### **Options considered**

- 2.4 This work programme fits within the scope of the Council's Transport Local Implementation Plan. The plan sets out the case for taking forward a wide-ranging programme of investment.

### **Harrow Capital 2020/21 - Parking management programme**

- 2.5 The Parking Management Schemes Programme for 2020 /21 was agreed and approved by TARSAP in February 2020. The current status of each scheme in the programme can be seen in **Appendix A**.

## **Transport for London 2020/21 – Transport Local Implementation Plan**

- 2.6 The Council's LIP programme, which includes road safety schemes, 20 mph zones, walking, cycling, bus priority, congestion and accessibility schemes is funded entirely by Transport for London (TfL). A £1.3m LIP programme of work for transportation and local transport fund schemes was anticipated for 2020/21.
- 2.7 The coronavirus health crisis and the lockdown and social distancing measures implemented by the government since the end of March this year has unfortunately had a serious impact on the delivery of public services and this programme has now been suspended by TfL until further notice. TfL's operating income, mainly from public transport passenger fares revenue, has been severely reduced due to the social distancing requirements and has severely affecting their operating budgets and ability to fund the LIP.
- 2.8 Any TfL discretionary funded programmes such as Liveable Neighbourhoods, Bus Priority and Cycle Network Schemes are also suspended. In Harrow this affects the planned Wealdstone Town Centre Improvement Scheme, Liveable Wealdstone bid and Northwick Park to Harrow Weald Cycle Way projects.
- 2.9 Public transport capacity is severely reduced whilst social distancing rules are in force and TfL are actively encouraging less public transport use by the public to reduce the spread of the virus. Temporary measures to support more walking and cycling as an alternative to public transport and travel by car became necessary and the Mayor for London launched the London Streetspace Programme (LSP) to deliver these measures.
- 2.10 TfL agreed a package of financial support of £45m with the government to cover the next 6 months in order to keep public transport services running and deliver the London Streetspace Programme (LSP) jointly with London boroughs to implement essential transport infrastructure to support active travel during the health crisis. This funding allocated to boroughs will be an alternative to the LIP programme between May and September 2020.

### **Harrow Street Spaces programme 2020/21**

- 2.11 Harrow's Street Spaces Programme is a short-term programme to replace the LIP in 2020/21 that has delivered essential transport infrastructure to support active travel during the health crisis by
- Providing temporary cycle routes to extend the strategic cycle network,
  - Providing additional space for people walking and cycling in town centres and at transport hubs,
  - Accelerating delivery of low traffic neighbourhoods and school streets

- 2.12 Harrow was granted London Streetspace Programme funding (TfL) for pedestrian space measures, low traffic neighbourhoods and school streets schemes. Separate funding was awarded by the Department for Transport for an Emergency Active Travel Fund directly which Harrow is using on strategic cycling schemes. The current status of each scheme in the street space programme can be seen in **Appendix B**.
- 2.13 A monthly review process has been agreed for all schemes so that the impact of schemes can be regularly monitored, and adjustments made quickly as and when they are necessary.
- 2.14 The pedestrian space schemes are temporary measures only and will be removed when no longer required. The latest review undertaken in September can be seen in the report in **Appendix C** which recommended retaining the measures.
- 2.15 The Headstone South low traffic neighbourhood scheme has been subject to additional consultation following amendments made to the scheme design in consultation with ward councillors. The results of consultation can be seen in the report in **Appendix D** which recommended the scheme proceeding to implementation.
- 2.16 TARSAP will receive a detailed report after 6 months of operation which represents the statutory consultation period for the experimental orders used in the schemes in order to feed back the results of consultation and to consider the future of the schemes.

### **External funding sources**

#### Electric vehicles charging infrastructure

- 2.17 The council was awarded a grant of £71,150 from the Office for Low Emission Vehicle (OLEV) for 24 on-street charging points across the borough. The charging points are being retrofitted onto street lighting columns to serve residents that do not have off-street parking. This work will be completed soon.
- 2.18 The coronavirus crisis delayed the completion of the work by the end of the 2019/20 financial year and OLEV have allowed additional time to complete this work.
- 2.19 Funding under the Go Ultra Low City Scheme Round 2 (£50,000) has been awarded in December 2019 by TfL for a rapid charge point in the Cambridge Road car park, North Harrow. This work needs to be completed by the end of 2020 and will be programmed over the next few months.

#### Headstone Drive / Harrow View / Headstone Gardens – Traffic Signals (Goodwill to All junction)

- 2.20 The Kodak development requires the existing signalised junction at Harrow View / Headstone Drive to be improved to accommodate the additional

vehicular and pedestrian traffic generated by the Kodak development. Section 106 developer contributions of approximately £1,000,000 have been provided to undertake this work.

- 2.21 This scheme is currently on hold. Further development work has been undertaken on the scheme since a consultation exercise was undertaken last year and engagement with ward councillors. An alternative scheme using two right turn bans instead of the three right turn bans in the original proposal has now been developed. A public engagement exercise on the two options was planned in March but subsequently suspended due to the lockdown for the health crisis in late March.
- 2.22 Further meetings with local councilors and the Portfolio Holder are planned in the next few months to discuss undertaking an on-line consultation with the wider public.

#### Sandringham Crescent area parking review (The Matrix Pub development)

- 2.23 Parking surveys have been completed around the development site to determine the existing levels of parking utilising the funding available from the section 106 developer contributions.
- 2.24 Follow up parking surveys will be repeated following full occupation of the development site. If the parking situation has worsened around the development the council will consider introducing additional parking controls in the area.

#### College Road – William Carey Way (51 College Road development)

- 2.25 As a part of the development a banned right turn from William Carey Way into College Road is required and is funded by section 106 developer contributions. This restriction was necessary because of the additional traffic generated by the development and the close proximity of the junction to the signalised junction of Station Road / College Road. The restriction and associated works have now been implemented.

#### **Staffing/workforce**

- 2.26 The delivery of schemes in the programme of investment will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

#### **Ward Councillors' comments**

- 2.27 Ward councilors comments have not been sought for this report because it is for information only.

### **Performance Issues**

- 2.28 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the LIP and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

### **Environmental Implications**

- 2.29 The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment. The main benefits are in improving air quality and public health. No negative environmental issues were identified as part of the SEA.
- 2.30 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.31 Key population and human health benefits identified were from reducing casualties, encouraging active travel, health walks and as a result of improving air quality. The benefits associated with increased active travel and health walks are reduced diabetes and obesity levels.

### **Risk Management Implications**

- 2.32 Risk included on Directorate risk register? No
- 2.33 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.34 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

### **Legal implications**

- 2.35 There are no imminent legal implications arising from this report.

### **Financial Implications**

- 2.36 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2020/21 capital programme and confirmed funding allocations from TfL, and S106 developer contributions.

## Equalities Implications / Public Sector Equality Duty

2.37 LIP3 underwent an Equalities Impact Assessment and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.

2.38 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Gender	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly sensitive.

## Council Priorities

2.39 The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

- Improving the environment and addressing climate change
- Tackling poverty and inequality
- Building homes and infrastructure
- Addressing health and social care inequality

- Thriving economy

### Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 24/09/20		
Name: Rosemary Lansdown	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 28/09/20		
Name: Nimesh Mehta	<input checked="" type="checkbox"/>	on behalf of the Head of Procurement
Date: 28/09/20		

Name: Paul Walker	<input checked="" type="checkbox"/>	Corporate Director
Date: 28/09/20		

<b>Ward Councillors notified:</b>	<b>NO, as it impacts on all Wards</b>
<b>EqIA carried out:</b>	<b>YES, as a part of LIP3</b>
<b>EqIA cleared by:</b>	<b>Dave Corby, Community - Equality Task Group (DETG) Chair</b>

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

### **Contact:**

Barry Philips – Transportation Manager  
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### **Background Papers:**

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

**Call-In Waived by the  
Chair of Overview and  
Scrutiny Committee**

**NOT APPLICABLE**

*(Call-in does not apply to  
information only reports)*

## Appendix A – Harrow Capital, parking management schemes update – 2020/21

This is Harrow’s own programme of parking management scheme initiatives which support the delivery of the Local implementation Plan. In 2019/20 this comprises of allocations of £280K for controlled parking schemes and £20K for the local safety parking schemes programme.

Scheme	Details	£	Status	Contact officer	Planned finish
Harrow on the Hill – new CPZ	<b>Scheme carried over from 2019/20</b>  New zone (HH) operational Mon-Fri 10am-2pm	£40,000	Scheme complete.	Barry Philips / Sajjad Farid	Operational Oct 2020
Kenton Road service road between 704-738	A review of existing parking to investigate options to introduce measures to restrict long term commuter parking in the service road. Options to be considered to include pay and display and shared use bays. Undertake surveys, public consultation, statutory notification and implementation	£40,000	Parking review in the area has been put on hold until further notice	Barry Philips / Sajjad Farid	March 2021
The Ridgeway / September Way Area Parking Review	The investigation of options to address long term non-residential parking associated with a local car repair business, Stanmore College students and a day nursery. Undertake surveys, public consultation, statutory notification and implementation.	£35,000	Public consultation undertaken between September to October 2020) consultation period extended to 4 weeks due difficulties accessing flats/premises’	Barry Philips / Sajjad Farid	March 2021
Green Lane, Culverlands Close, Ben Hale Close and	A review of existing parking with a view to the introduction of a new CPZ with residents parking to address inconsiderate and obstructive parking	£20,000	Public consultation undertaken in September 2020	Barry Philips / Sajjad Farid	March 2021

Scheme	Details	£	Status	Contact officer	Planned finish
Woodside Close	by non-residents that creates a safety hazard by restricting carriageway width. Undertake surveys, public consultation, statutory notification and implementation				
Gordon Road, Wealdstone	An area review of the existing hours of operation of zone (CA) in the roads below– possible extension of existing zone (C1) to include:  Gordon Road, Havelock Road, Wellington Road, Wolseley Road, Cardinal Way and Cecil Road. Informal public consultation undertaken in August 2019.	£35,000	Results of the statutory consultation reported to the members, minor changes made following comments/ objections received from nearby places of worship. PH report completed and awaiting approval.	Barry Philips / Sajjad Farid	November 2020
Roxborough Avenue, Roxborough Park, Maxted Park, Pickwick Place, Grove Hill and Peterborough Road	Localised review of existing CPZ to address access difficulties and to remove all day commuter parking in the existing free bays. . Options to be considered are to convert the existing free bays to shared use and or pay and display bays to allow better use by residents and short term visitors. Undertake surveys, public consultation, statutory notification and implementation.	£20,000	Draft public consultation leaflets being finalised, consultation to be undertaken late September early October 2020	Barry Philips / Sajjad Farid	March 2021
Grimsdyke Road, Hatch End	Localised parking review – possible new CPZ	£35,000	Public consultation undertaken results show no support for introduction of parking controls. However, officers will take forward proposals to introduce	Barry Philips / Sajjad Farid	March 2021

Scheme	Details	£	Status	Contact officer	Planned finish
			no waiting at any time restrictions at key locations to reinforce the rules of the Highway Code at junctions, bends, narrow sections of carriageway and turning heads etc. PH report drafted		
Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent	The investigation of proposals to introduce a new CPZ with residents parking in the service roads to address inconsiderate long term commuter and other non -residential parking. Undertake surveys, public consultation, statutory notification and implementation.	£35,000	Public consultation undertaken results show no support for introduction of parking controls. PH report drafted	Barry Philips / Sajjad Farid	
Northolt Road, Roxeth	Localised parking review – to investigate options to introduce zone outside numbers 191-345 Northolt Road	£20,000	Public consultation undertaken results indicate support for introduction of parking controls, including the introduction of shared use pay and display bays and resident only parking bays. PH report drafted	Barry Philips / Sajjad Farid	Mar 2021
Local Safety Parking Schemes Programme (LSPP)	The introduction of minor localised waiting restrictions (yellow lines) schemes to deal with access problems and road safety issues.	£20,000	On-going prioritisation / implementation of requests for yellow lines. (See main body of report)	Barry Philips / Sajjad Farid	Mar 2021

## Appendix B - Harrow Street Space programme update – 2020/21

The funding for the Harrow Street Space programme has been provided from Transport for London for the London Streetspace Programme (£683,000) and Department for Transport for the Emergency Active Travel Fund (£100,000) and will cover the period up to the end of September 2020. The total budget for the programme is £783,000.

It is not expected that the full budget will be utilised as a number of the proposed schemes in the programme have been cancelled or suspended.

**Table 1 - Pedestrian Space Measures (funded by TfL) – London Streetspace programme - £238,000**

Ref. No.	Scheme	Measures implemented	Status	Notes
PS-01	Station Road, Harrow - Civic Centre, shops	Pedestrian barriers, tarmac ramps adjacent to shops	Completed	Measures implemented by 17/05/20 at shops only being reviewed monthly
PS-02	Harrow and Wealdstone Station	Pedestrian barriers, tarmac ramps adjacent to station	Completed	Measures fully implemented by 17/05/20 being reviewed monthly
PS-07	Streatfield Road, Queensbury - shops	Pedestrian barriers, tarmac ramps adjacent to shops	Completed	Measures fully implemented by 17/05/20 being reviewed monthly
PS-08	Honeypot Lane, Canons Park - shops	Pedestrian barriers, tarmac ramps adjacent to shops	Completed	Measures fully implemented by 17/05/20 being reviewed monthly
PS-09	Northolt Road, Northolt - shops	Pedestrian barriers, tarmac ramps adjacent to shops	Completed	Measures fully implemented by 17/05/20 being reviewed monthly
PS-10	Kenton Road, Kenton - shops	Pedestrian barriers, tarmac ramps adjacent to shops	Completed	Measures fully implemented by 17/05/20 being reviewed monthly
PS-11	Kenton Lane, Belmont - shops	Pedestrian barriers, tarmac ramps adjacent to shops	Completed	Measures fully implemented by 17/05/20 being reviewed monthly
PS-12	High Road, Harrow Weald – shops - relocate bus stop	Pedestrian barriers, tarmac ramps adjacent to bus stop and shops, bus stop relocated	Completed	Measures fully implemented by 17/05/20 being reviewed monthly
PS-13	Porlock Avenue, West Harrow – shops - relocate bus stop	Pedestrian barriers, tarmac ramps adjacent to bus stop and school, bus stop relocated	Completed	Measures fully implemented by 17/05/20 being reviewed monthly

**Table 2 – Low Traffic Neighbourhoods (funded by TfL) - London Streetspace programme - £300,000**

<b>Ref. No.</b>	<b>Scheme</b>	<b>Measures proposed</b>	<b>Status</b>	<b>Notes</b>
<b>LTN-01</b>	Kingshill Avenue area, Kenton	2 modal filters	Cancelled	
<b>LTN-02</b>	Pinner View area, Headstone South	5 modal filters, 20mph speed limit	Completed	Measures implemented in week ending 9 <sup>th</sup> October 2020
<b>LTN-03</b>	Francis Road area, Greenhill	1 modal filter, 20mph speed limit	Completed	Measures implemented in week ending 25 <sup>th</sup> September 2020
<b>LTN-04</b>	Vaughan Road area, West Harrow	2 modal filters	Completed	Measures implemented in week ending 25 <sup>th</sup> September 2020
<b>LTN-05</b>	Green Lane area, Stanmore	1 modal filter	Cancelled	
<b>LTN-06</b>	Southfield Park area, North Harrow	1 modal filter, 20mph speed limit	Completed	Measures implemented in week ending 25 <sup>th</sup> September 2020
<b>LTN-07</b>	Byron Road area, Wealdstone	1 modal filter, 20mph speed limit	Cancelled	
<b>LTN-08</b>	Dennis Lane area, Stanmore	1 modal filter	Cancelled	
<b>LTN-09</b>	Princes Drive area, Wealdstone	1 modal filter	Cancelled	

**Table 3 – School streets (funded by TfL) - London Streetspace programme - £145,000**

<b>Ref. No.</b>	<b>Scheme</b>	<b>Measures proposed</b>	<b>Status</b>	<b>Notes</b>
<b>SS-01</b>	Grimsdyke School, Hatch End	Prohibition of vehicles in sections of roads around the school (Mon –Fri,	Completed	Measures implemented in week ending 2 <sup>nd</sup> October 2020

		8:15am-9:15am & 2:30pm-4:00pm)		
<b>SS-02</b>	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)	Completed	Measures implemented in week ending 2 <sup>nd</sup> October 2020
<b>SS-03</b>	Marlborough School, Wealdstone	Prohibition of vehicles in sections of roads around the school (Mon –Fri, 8:00am-9:30am & 2:30pm-4:00pm)	Completed	Measures implemented in week ending 2 <sup>nd</sup> October 2020
<b>SS-04</b>	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)	Completed	Measures implemented in week ending 2 <sup>nd</sup> October 2020

**Table 4 – Strategic Cycling (funded by DfT) – Emergency Active Travel Fund - £100,000**

<b>Ref. No.</b>	<b>Scheme</b>	<b>Measures proposed</b>	<b>Status</b>	<b>Notes</b>
<b>SC-01</b>	Honeypot Lane, Queensbury	Mandatory cycle lanes (nearside lanes), 30mph speed limit	Completed	Measures fully implemented by 10/07/20
<b>SC-03</b>	Sheepcote Road, Greenhill	Mandatory cycle lanes (nearside lanes), permit cycles to use bus lane	Completed	Measures fully Implemented by 17/07/20
<b>SC-09</b>	Uxbridge Road, Harrow Weald	Mandatory cycle lanes (nearside lanes), 30mph speed limit	Completed	Measures fully Implemented by 24/07/20
<b>SC-10</b>	George V Avenue, Hatch End	Mandatory cycle lanes (nearside lanes), 30mph speed limit, waiting restrictions (at any time)	Suspended	Scheme suspended pending further stakeholder engagement. Scheme will not be able to utilise this funding and another funding source will need to be identified.