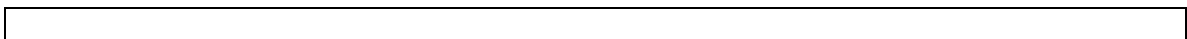


Committee:	Traffic and Road Safety Advisory Panel
Date:	15 September 2009
Subject:	INFORMATION REPORT – Progress update on key traffic and parking schemes.
Responsible Officer:	Brendon Hills - Corporate Director Community and Environment
Portfolio Holder:	Councillor Susan Hall – Portfolio Holder for Environment and Community Safety
Exempt:	No
Enclosures: (update)	Appendix A - Honeypot Lane / Marsh Lane local safety scheme Appendix B – St John Fisher school travel plan scheme Appendix C - Headstone Lane zebra crossing Appendix D - Norbury School – 20 mph zone proposals Appendix E – Stafford Road inset parking

SECTION 1 – SUMMARY

This information report is presented to members to update them regarding progress on a number of traffic management, parking bus priority and road safety education projects.



SECTION 2 - REPORT

2.0 Local Safety Schemes

1. Mass action - wet accident sites(AK to update)

A list of sites is currently being developed across the borough where there is a history of personal injury accidents in wet road surface conditions. This list will be prioritised because of the limited budget to primarily address sites involving killed or seriously injured (KSI`s) accidents. These sites will be treated by improving the road surface / texture and road markings to ensure that collisions in the wet are reduced.

2 Mass action - failed to give way

A list of 11 potential sites has been determined (based upon serious personal injury accidents). The individual sites are currently being assessed to determine what improvements could be made. These improvements are likely to include improving visibility, signing and lining. The works order for one of the key sites (Forward Drive junction with Christchurch Avenue) has already been raised. The works involve major improvements to the junction's visibility which has been incorporated within an adjoining footway scheme.

3 Pinner Road

The local safety scheme works are largely complete. Measures include the installation of a new pelican crossing (between Pinner View and The Gardens which is now in operation, a new zebra crossing near Neptune Road and the provision of 3 new traffic islands. There remains some outstanding road markings which are being coordinated alongside the ongoing utility works.

4 George V Avenue / Pinner Road / Headstone Lane

The Director of Traffic Operations (DTO) signals unit has now created two models for the junction. One with pedestrian facilities and one with split phasing to see which would work best to alleviate problems with the right turn accidents which are significant at this junction.

A brief summary of the results of each model is shown below.

1. Model with pedestrian facilities included across all arms:

- Cycle time of 111 seconds in the am peak, 90 seconds in the midday peak and 104 in the pm peak.
- The Practical Reserve Capacity (PRC) in the am peak is -8.8%, 3.9% in the midday peak and -10.5% in the PM peak. This therefore means that the junction is running to capacity in the am and pm peaks and there is no room to allow for extra vehicles to use the junction.
- Pinner Road (both lanes) have degrees of saturation that are 99.4 and 93.6 (in the pm peak) which mean there are queues on this approach, as with Headstone Lane and George V Avenue.

2. Model with split phasing

- Has 5 stages instead of the current 4.
- All phases, apart from two run independently of each other, hopefully illuminating problems with right turners.
- 92 second cycle time in the am peak, 60 seconds in the midday peak and 80 seconds in the pm peak. This means each stage will run more times within an hour reducing traffic delays.
- The PRC in the AM peak is 10.4%, 28.2% in the Midday peak and 17.6% in the PM peak. This means that there is capacity in the junction to allow for more vehicles to use the junction without it becoming over saturated and causing delays.

TfL has recommended that the split phasing be implemented on site as the results show this is the better option in regards to capacity and queue lengths whilst also providing a solution to the vehicle safety issues by catering for right turn manoeuvres. The next scheduled meeting with the DTO signals unit is on 16th September and we intend to discuss costs, their options and timescales for implementation further then.

5 **Honeypot Lane / Marsh Lane**

A detailed accident analysis of personal injury accidents is being carried out along Marsh Lane and the section of Honeypot Lane (north of Queensbury Circle), to determine the types of accidents and ascertain any similar contributory factors and clusters. Proposals will then be developed to address accident patterns. Consultation on these proposals will follow with implementation of the scheme likely to take place at the end of the financial year. Some small scale measures along the route have been accelerated and already consulted on including a kerb build out at the Honeypot Lane / Collins Avenue junction where some drivers contravene the point no entry. These measures will be implemented in advance of the main scheme. (A plan of these proposals is shown at **Appendix A**).

6 **School Travel Plan schemes**

Moriah Jewish School – Works which included the provision of a raised platform outside the school was completed in June 2009.

St John Fisher – The scheme involves a new zebra crossing on Pinner Road and a raised entry treatment on Melrose Road. The provision of the zebra crossing will require the relocation of a bus stop and bus stop clearway. This has been agreed with London Buses and the Police and consultation with the affected residents is currently underway. (A plan of the consultation leaflet and proposals can be seen at **Appendix B**).

School Keep Clear road markings

The purpose of providing School Keep Clear markings is to keep the space directly outside of schools free from parked vehicles so that children can be seen more easily when crossing the road. Drivers are advised not to wait on such markings in the Highway Code. The markings can be made mandatory with a Traffic Regulation Order.

Proposals involve either upgrading existing advisory markings to mandatory markings or the provision of new enforceable markings. Site surveys have been completed and proposals have been drawn which are currently out to consultation. The schools affected include Bentley Wood High School, Buckingham College School, Harrow High School, St Alselm RC School, Little Stanmore First and Middle School and Reddiford School.

7 20 mph zone proposals

The purpose of the 20 mph zone is to create a safer environment for all road users by limiting vehicle speeds through self-enforcing measures. 20 mph zones generally reduce personal injury accidents and decrease through traffic because of the lower speeds anticipated.

The aims of the scheme are:

- To minimise the risk and severity of accidents within the area
- To improve pedestrian and cycle safety
- To encourage walking and cycling in the area

Pinner Wood School

The proposed 20mph zone area surrounding the school is bounded by Pinner Hill Road to the west and Albury Drive to the north. Consultation on the creation of a 20mph zone was completed in June 2009. Works which mainly comprise signing the 20mph zone await the completion of the necessary traffic orders and is programmed for September/October.

Norbury School

A 20mph zone is proposed surrounding Norbury First and Middle School, Quaintain Hall School and Alpha Preparatory School and Buckingham College School. Consultation on the proposed 20mph zone area bounded by Headstone Road, Hindes Road and Greenhill Way (A plan of the proposals can be seen at **Appendix D**) The consultation was completed in June. There is existing traffic calming on Hindes Road. Further traffic calming in the form of speed cushions are proposed in Welldon Crescent, Wellesley Road and Greenhill Road and a junction platform is proposed outside the Welldon Crescent entrance to Norbury School to make the proposed 20 mph zone self-enforcing. Implementation is programmed to coincide with the October half term holiday.

Roxeth Manor School

The proposed 20mph zone area includes Merlins Avenue, Minehead Road, Tithe Farm Avenue, Tithe Farm Close. The scheme involves speed cushions, enforceable school keep clear markings and waiting restrictions. There was positive support for the proposals from consultation during June/July. A

petition supporting the 20mph zone but opposing the proposed speed cushions was received from some residents of Tithe Farm Avenue. The alternatives put forward did not meet the requirements of a 20mph zone for speed reduction and were therefore not feasible. The portfolio holder has overruled the petitioner's objections and the statutory consultation will take place shortly. Works are now programmed for November/December.

8. Walking schemes

The introduction of walking schemes provides improved pedestrian facilities and fosters an environment conducive to encouraging a greater number of people to walk over reasonably short journeys. By introducing walking schemes it will improve pedestrian safety in the locations treated and help to reduce the frequency of road traffic accidents involving vulnerable pedestrians, particularly elderly people and children.

South Harrow

Improvements identified include widening the pelican crossing facility outside South Harrow underground station and a new zebra crossing on the approach road to Waitrose supermarket. Works on most of these measures are programmed for September however the crossing widening is dependent on relocation of traffic signal posts which is expected to take place by the end of the financial year.

West Harrow

Proposals for an extension to the 20mph zone to the east of West Harrow station including improvements at the junction between Vaughan Road, Bouverie Road and Wilson Gardens were consulted upon in May. Work on adjustments to kerblines has started but the junction platform and signage waits the processing of the necessary traffic management orders and notices.

Rayners Lane

Proposals include improved pedestrian facilities to the existing refuge on Imperial Drive between the junctions with Rayners Lane and Village Way East. This work is planned in conjunction with station access improvement measures in the area.

Hatch End

Proposals for informal crossing facilities such as dropped kerbs and tactile paving outside Hatch End station and in Uxbridge Road are being developed.

9 Proposed zebra crossing in Headstone Lane

The school presented a petition containing 700 signatures and made a deputation at TARSAP in June 2009. As a result further investigations were carried out and outline proposals for a zebra crossing facility outside the school have been developed. Funding for the scheme has been made available through TfL's Accessibility budget. The scheme has been drawn up and consultation is now under way. (A plan of the proposals can be seen at **Appendix C**).

10 The Ridgeway/Imperial Drive

Following longstanding concerns and a deputation from the Governors of Longfield First and Middle School to TARSAP in June 2009, it was agreed that £50,000 should be allocated from TfL's £100,000 borough allocation to develop proposals for pedestrian facilities at the junction. Traffic surveys and a topographical survey for the junction have been carried out to enable detailed plans to be drawn up. Modelling of the proposals to determine the operation of the junction is currently under way.

11 Goodwill to All - junction improvements

The computer modelling of traffic for the revised junction configuration has been sent to TfL signals unit for checking and approval. There are currently 2 planning applications for development locally that could impact on this junction. There are ongoing discussions with planning department to assess impact on junction.

12 Petts Hill Bridge and Highway Improvements

The bridge was officially opened by HRH the Duke of Gloucester on 21st April 2009. Video footage of the ceremony can be seen on www.pettshill.co.uk

The second stage of works have begun which includes the creation of four traffic lanes from the current two, new pedestrian footways and cycle tracks with improved links to Northolt Park Station, safer pedestrian crossings, the introduction of bus priority at the junction and more headroom beneath the bridge to reduce bridge strikes.

The project is programmed to complete civils works in autumn 2009 with landscaping and peripheral works to follow and complete by end of 2009/10 financial year. Issues with utility companies, particularly BT and gas have led to some delays in the implementation programme but it is still expected to complete within this financial year. Currently an overspend is forecasted. The budget is being reviewed to ensure the overspend is reduced or mitigated altogether.

13 Harrow Town Centre - Station Road two- way buses

The design to permit two way bus movements in Station Road between Sheepcote Road and Gayton Road is complete. The scheme is part of the original Town Centre Masterplan which was consulted on two years ago. Key objectives include de-cluttering and pedestrian enhancements to improve connection between both sides of Station Road with St Ann's Road and better penetration in the town centre by introducing two way working for buses along Station Road.

The scheme is to be funded by TfL Area Based Schemes at a cost of approximately £3.25 million. This includes a Harrow contribution of £250k.

TfL approved the scheme for implementation and funding up to a total of £3 million on 14th August 2009. Implementation of the scheme is planned to start with utility works in autumn 2009 with main works starting in January 2010, after the Christmas period.

14 Bus Priority Schemes

Kings Road

Statutory consultation of the waiting restrictions is complete. The traffic orders have been made. Implementation is scheduled in September/October

Shaftesbury Avenue

The final phase of resurfacing works is now complete. Implementation of the yellow lines is anticipated in October 2009, subject to resolving any objections to the statutory consultation

Honeypot Lane Bus Lane (Northbound)

.The scheme works are virtually complete. The bus lane came into operation in August with the completion of the required signage.

Honeypot Lane / Streatfield Rd Roundabout

Meeting has been held with Ward Member. Works instruction due to be issued shortly and includes new road markings such as keep clear boxes, revised circulating traffic lane markings and relocated bus stops..

Rayners Lane between Imperial Drive and Village Way East

The design is complete and includes inset parking bays and revisions to the cycle track and existing on street parking bays. Funding is being sought from TfL in 2009 to implement the scheme. Consultation has commenced

Pinner Road/Station Road, North Harrow

Scheme due to be implemented before end of this financial year subject to TfL funding.

15 Freight Schemes

North Harrow Loading Bay

Works instruction issued to EnterpriseMoucell for new loading bay on Station Road near Argyle Road. (Awaits BT kiosk move)

Hatch End

An outline design for new loading bays in the service roads is complete following a study of loading requirements in the Hatch End area. Utility diversionary costs have been received. Loading bays are being assessed to identify priority order for implementation. Implementation funding identified for next financial year.

Goods Vehicles Routing Study

A study was funded by WestTrans to identify suitable routes for goods vehicles and provide adequate signage as appropriate. Funding identified to commence implementation of recommended measures next financial year

16 Sustainable Transport Events and Promotion

Bike Week 2009 (14 - 21 June)

Harrow supported National Bike Week through a Roaming Bike Buddy and Beat the Bus promotion in addition to smaller promotions in Harrow town centre.

A 'Roaming Bike Buddy' toured major roads in Harrow near Underground stations and residential roads encouraging people to cycle with him. Bikes were stored in nearby cycle stands so they could be easily accessed and the correct way to lock up your bike could be demonstrated. During 3 days (June 15, 17 and 19), the Roaming Bike Buddy managed to convert 44 journeys that would be vehicle-facilitated into cycle journeys on those particular days. These journeys ranged from 0.5 – 5 miles.

Smaller displays on cycling took place in Harrow town centre and North Harrow (near off-road cycle tracks) on June 16 and 17. These consisted of a stand-up display, a 'Bike Professor' who would talk about cycling and its benefits and 2 actual bikes.

Beat the Bus was an initiative trialled on June 17 2009 with a bike being offered for part of the routes for Buses 183, H18 and H11 going from Harrow on the Hill to North Harrow. A bike and instructor was provided at one end and an assistant (for the return journey) on the other end. Three bikes were made available at Harrow Bus Station with a cycle instructor who aided commuters who were encouraged to replace the bus journey with a bike journey, and in all cases the cycle journeys helped commuters arrive at their destination faster. Of the 74 participants in the Beat the Bus initiative, 21 (28%) said they would seriously consider cycling as an alternative to their route and requested more information including cycle maps and training. The remainder seemed happy to continue using public transport for reasons including convenience, distance from home and journey experience.

Bike Week ended with a cycle road show at Under One Sky. This allowed visitors to try various bikes, find out more about cycling in the borough and free cycle training. Free Travel Harrow maps and TfL maps were available as well as the latest I Move London newsletter. Over 6000 visitors tried bikes throughout the day. Some footage from the event can be seen at www.itsuptoalofus.co.uk. Transport for London commented they enjoyed the event and engaging with such a wide variety of people with various interests in cycling.

Harrow's Bike Week activity was highlighted at a pan London borough communications meeting for sustainable transport at Transport for London on August 3 2009. The Roaming Bike Buddy and Beat the Bus initiatives were hailed as innovative and exciting.

Active Travel Harrow

In August Harrow Council in partnership with NHS Harrow launched Active Travel Harrow which is a series of online tools to aid individuals personal walking and cycling journeys. This will facilitate the logging of steps and cycle miles with promotional positive message about the health and environmental benefits of sustainable transport, and will also allow goal setting. Harrow is the first borough to launch such a project which is a twelve month pilot.

17 Road Safety Education

Because of changes in the senior management of the section, advertising for the vacant road safety post has been delayed. It is hoped that the advert will be placed in September.

Theatre in Education

The two theatre company visits booked for May (year 6/7 pupils) and June (year 1 pupils) were very well received with comments from the school to both the road safety office and the theatre company asking for repeat performances in the coming year.

A presentation of "The Price" for year 8 pupils in High schools has been arranged for the first week in October. All ten high schools have been approached and bookings are to be confirmed when the schools return from the summer holiday. The theatre group is paid for by TfL who arrange a sixth month run and offer weeks to the thirty-three London boroughs.

Cycle Training

Cycle training has been carried out for children at a number of schools in June and July with summer holiday courses arranged - all have been well supported.

Since the beginning of April, nearly 400 children have been trained by Cycle Experience. The training company has also been in touch with a list of schools that have expressed an interest in running courses during term time and are making provisional arrangements for the next term's courses. A further holiday course is planned for the October and February half term periods.

An approach has been made to TfL for additional funding for the children's level 1 & 2 training. An initial budget of £25k was allocated and this will have been used by September. TfL has made an indication that additional funds are available, and confirmation is expected shortly.

A steady stream of bookings for adult cycle training is being received with a number of enquiries being generated by TfL cycle promotion in the local media and also through the local PCT.

Cycle Experience have the DfT "Bikeability" registration mentioned in the last report, although it is not clear what steps the DfT has made in the promotion of the scheme.

Children's Traffic Club

The traffic club is an initiative that provides free of charge, road safety books and materials to children from the age of three years. Six books are sent to parents from the child's third birthday following an invitation to join that is sent out from the local PCT on a regular basis. Take up of the offer varies, although nurseries and playgroups do promote and support the use of the books to parents. They also receive similar materials and additional

resources that are used to promote road safety education to both the children and their parents.

Junior Citizen Event

The event took place from 8 to 26 June 2009. Road Safety were represented, by the Senior RSO with assistance from engineers within the traffic section. The event was equally successful as previous years but does create resource problems in manning the exhibition over the 3 week period.

18 LCN+ Cycling Programme 2009/10 and other cycling projects

Cycling represents a healthy alternative to other modes of transport; it is sustainable and non polluting. Increased cycle usage is a specific objective of the Mayor of London and can lead to reduced congestion, improved air quality and reduced space requirements for parking.

LCN+ was established by Transport for London (TfL) as a major commitment to create a network of approximately 900km of high quality strategic cycle routes by 2010. These primary strategic routes have been identified as having the highest demands for cycling.

The intention, when fully implemented, was that the network will provide safer, more comfortable conditions for cyclists, especially the less experienced. Improved journey times and clear routes through junctions will encourage greater use of the cycles. The “ Way to Go ” document issued in November 2008 and further discussions with TfL have indicated it likely that the commitment to completing the LCN+ network as originally envisaged has changed. This has been reflected in the unforeseen reduction in the LCN+ settlement for 2009/10. TfL’s plan is that funding for LCN+ will finish in 2010/11 and they are currently preparing guidance on how they foresee cycling developing in Outer London.

A budget of £300k was originally secured from TfL for 2009/10 of which £50K was for one scheme and £250K was the contribution to the Petts Hill bridge project for the incorporation of cycle facilities.

Following discussions with Camden, the lead authority for LCN+, it was possible to obtain the £250K contribution during 2008/9 and therefore to use this money in 2009/10 towards implementing further projects. TfL have now agreed a programme of £360K for 2009/10 which is listed below:-

LCN+ Scheme Title	£ K	Short description of works	Progress to date
Link 86 Pinner to Eastcote Village via Eastcote Rd	£60K	Works had started in 2008/9 Phase 1 entailed the introduction of advisory cycle lanes and signed only routes due to limited carriageway widths. Free parking bays were	Phase 1 works have been completed. The revised scheme is being estimated and the legal notices for the raised entry treatment and waiting restrictions.

		<p>constructed on Ellement Close and a new traffic island outside No.75 Eastcote Road.</p> <p>Phase 2 includes implementation of 2 raised entry treatments on the following side roads:-</p> <p>West End Lane,.Lyncroft Ave . An entry treatment at Cannon Lane involving no raised treatment is now proposed due to presence of adjacent bus stop.</p> <p>Together with associated waiting restrictions</p>	Implementation is estimated to be implemented in autumn 2009
Link 87 Pinner Road either side of Traffic Signals/Station Road Junction	£5K	TfL Director of Traffic Operations (DTO) checks on modelling of signals to incorporate Advance Stop Lines (ASL)	Modelling of Traffic Signals to incorporate ASL sent to TfL DTO for checking
Link 89 Lowlands Road.	£85K	<p>Scheme designed in 2008/9 which entails both on and off road cycle facilities in the form of advisory and signed only routes as well as a short section of segregated cycle track and a shared facility for pedestrians and /cyclists which links up with the Roxborough Bridge underpass.</p> <p>Existing entry treatments on side roads to be modified to improve safety.</p>	Arrangements in hand with implementation team to build project expected late Summer 2009
Link 89 Roxborough Park Junction	£50K	<p>Scheme designed in 2008/9. Phase 1 entails shared facility linking Lowlands Rd via the subway ramp to the Roxborough Bridge underpass. Short section of segregated two way cycle track from the underpass to the ramped area with associated signing/lining. Phase 2 entails modifications to the existing</p>	<p>Phase 1 has been completed.</p> <p>Arrangements in hand with implementation team to build project expected late Autumn 2009</p>

		entry treatments to improve alignment/safety. Together with associated signing/lining.	
Link 89 Kenton Road/A404 Watford Road.	£75K	Scheme designed in 2007/8, works entail an off road segregated cycle facility along the underpass across Watford Road A404 and to the west of the underpass a shared facility is proposed due to limited footway width linking up with the southern end of the proposed toucan crossing which is to replace the existing pelican crossing. Also proposed are on road advisory cycle lanes as well as a short section of segregated cycle track on the north side of Kenton Road linking to the toucan crossing.	Consultation was carried out in 2007/8 Arrangements in hand with implementation team to build project expected late Winter 2009/10
Link 89 Lowlands Road to Tyburn Lane	85k	Carriageway widening south east corner of signalised junction. Re location of signal head and stats diversions.	DTO already aware and scheme is on their programme. Arrangements in hand with implementation team to build project expected late Winter 2009/10

Officers will continue to seek further funding during the year where the opportunity arises.

19 Parking Programme

Scheme	Indicative Timescales	Progress
Edgware (Canons Park Estate only) Zone TB Stage 1 Review	Feb 09 Statutory Consultation Autumn 09 Revised completion:	. Re-consultation leaflets sent out to Lakeview residents following receipt of petition against CPZ proposals. Results to be reported to Panel meeting on 25 th November 2009
Pinner Road, Harrow -	Spring 2009	Scheme approved at Panel

<p>County Roads area CPZ including shopper P&D parking.</p>	<p>Advertise traffic orders June 2009 Consider any objections Autumn 09 Target completion:</p>	<p>meeting 17th June 2009. Modifications to draft traffic orders being made prior to implementation in Autumn 2009. Some delay due to involvement in un-programmed work on West Harrow CPZ</p>
<p>Burnt Oak – new CPZ to address possible displaced parking from Barnet.</p>	<p>March 2009 Consultation June 09 Consultation results Autumn 09 Advertise traffic orders and consider any objections Spring 2010 Target completion:</p>	<p>Scheme approved to go forward to statutory consultation. at Panel meeting 17th June 2009 Barnet have not announced any formal date to implement the CPZ proposals north of Burnt Oak Broadway. Some delay due to involvement in un-programmed work on West Harrow CPZ</p>
<p>Harrow zone S – missing 2 roads (Rufford Close and Woodway Crescent) probably also consider Carlton Avenue</p>	<p>Spring 2009 Agree proposal: Summer 09 Consultation November 09 Advertise traffic orders and consider any objections Spring 10 Target completion:</p>	<p>Site Survey undertaken. Consultation leaflet prepared to be issued in September. Results of consultation to be reported to Panel meeting 25th November 2009</p>

<p>Bessborough Road, Harrow area- Possible new zone</p>	<p>April 09 Consultation</p> <p>June 09 Consultation results</p> <p>Summer 09 Advertise traffic orders</p> <p>November 09 Consider any objections</p> <p>Spring 10 Target completion:</p>	<p>Results of joint consultation with West Harrow Station reported to Panel on 17th June 2009. Recommended to proceed to statutory consultation with two separate CPZ,.Zone proposed in Vaughan Road (part) and Butler Avenue Mon-Sat 10-11am and 2-3pm .Portfolio Holder (PH) decision subject to call-in on 30th July 2009 by 150+ residents 2009.Call-in sub committee rejected call in so PH decision agreed to be implemented.</p> <p>Modifications to extent of yellow lines subject to further checks. Draft Traffic Orders being prepared and further consultation timed to coincide with statutory consultation due to commence end of September. Results to be reported to Panel meeting on 25th November 2009</p>
<p>West Harrow Station – Possible new zone</p>	<p>April 09 Consultation.</p> <p>June 09 Consultation results</p> <p>Summer 09 Advertise traffic orders</p> <p>November 09 Consider any objections</p> <p>Spring 10 Target completion</p>	<p>Results of joint consultation with area west of Bessborough Road reported to Panel on 17th June 2009. Recommended to proceed to statutory consultation with two separate CPZ,.Zone proposed around Harrow Station Mon-Fri 10-11am Portfolio Holder (PH) decision subject to call-in on 30th July 2009 by 150+ residents 2009.Call-in sub committee rejected call in so PH decision agreed to be implemented.</p> <p>Modifications to extent of yellow lines subject to further checks. Draft Traffic Orders being prepared and further consultation timed to coincide with statutory consultation due to</p>

		commence end of September. Results to be reported to Panel meeting on 25 th November 2009
South Harrow –Phase 2 localised areas	<p>Summer 09 Consultation</p> <p>November 09 Consultation results</p> <p>Winter 10-11 Advertise traffic orders</p> <p>Feb 10 Consider any objections</p> <p>Spring 10 Target completion:</p>	<p>Requests received for review of some areas following main scheme implementation Spring 2008.</p> <p>On site surveys carried out some traffic count data awaited. Email sent to ward councillors requesting identification of any problem sites known to them. Local consultation to be carried out and results reported to Panel meeting on 25th November 2009</p>
Wealdstone Zone C Extension Review and possible further extension	<p>Autumn 09 Consult peripheral area:</p> <p>Winter 09-10 Advertise orders and consider any objections</p> <p>Spring 2010 Target completion</p>	<p>Main Zone C Extension implemented March/April 2009.</p> <p>Consultation leaflets issued in July/August on possible removal of bays on part of north arm of Spencer Road, residents parking in The Broadway and removal of residents bays in Oxford Road. Consultation period longer than normal due to summer holiday period. Results to be analysed.</p>
Stanmore review to mitigate the impact of event day parking for Wembley Stadium – Phase 2 Review	<p>Autumn 2009 Consultation</p> <p>February 10 Consultation results</p> <p>Spring 10 Advertise traffic orders</p> <p>Summer 10 Consider any objections</p> <p>Autumn 10 Target completion</p>	<p>Considerable number of requests for changes received from residents and businesses already received. Request for change of Zone time for Zone H received from Watling Medical Centre, currently Mon-Fri 10-11am and 3-4pm. Suggestion is for lunchtime restriction when surgery closed. Request for reconsideration of pay & display outside shops on London Road</p>
Rayners Lane Review possible Extension	<p>Summer 2009 Stakeholders meeting</p> <p>Autumn 09</p>	<p>Stakeholders Meeting to be arranged. Some delay due to involvement in un-programmed work on West</p>

	<p>Consultation</p> <p>November 09 Consultation results</p> <p>Spring 10 Advertise traffic orders</p> <p>Summer 10 Consider any objections</p> <p>Autumn 10 Target completion</p>	Harrow CPZ
<p>Hatch End Shopping Centre Service Roads “Pay and Display”</p> <p>(Potential displaced of parking likely to necessitate investigation of possible Hatch End CPZ)</p>	<p>Summer 2009 Stakeholders meeting</p> <p>Autumn 09 Consultation</p> <p>February 10 Consultation results</p> <p>Summer 10 Advertise traffic orders</p> <p>September 10 Consider any objections</p> <p>Winter 10/11 Target completion</p>	<p>Parking Survey undertaken in Service Road and Grimsdyke Public Car park in July prior to school holidays. Results being analysed.</p> <p>Stakeholders meeting to be arranged shortly.</p> <p>Some delay due to involvement in un-programmed work on West Harrow CPZ</p>

Stafford Road-inset parking bays

At the panel meeting in June £50K was agreed for this project from the £100K allocated to boroughs for schemes of their choice which accorded to the Mayor for London’s Transport Strategy. A design has been produced and initial consultation has taken place with housing and local resident and the tenants association. Housing officers have agreed in principle that the necessary housing land can be used for parking. Local consultation is to take place with residents during September. The funding will allow inset parking for 18 vehicles in 3 separate bay locations. A plan of the proposals is shown in **(Appendix E)**.

SECTION 3 – FURTHER INFORMATION

Appendix A - Honeypot Lane/Marsh Lane local safety scheme

Appendix B - St John Fisher School travel plan scheme

Appendix C - Headstone Lane zebra crossing

Appendix D - Norbury School 20 mph zone proposals

Appendix E - Stafford Road inset parking bays

SECTION 4 – Financial Implications

Name: Sheela Thakrar



on behalf of the
Chief Financial Officer

Date: 2 Sept 09

SECTION 5 - CONTACT DETAILS AND BACKGROUND PAPERS

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Background Papers:

LSS Annual report 2009/10
LCN+ programme