

Traffic and Road Safety Advisory Panel (Special) Supplemental Agenda

Date: Monday 11 January 2021

Agenda - Part I

7. Information Item - Petitions (Pages 3 - 14)

Report of the Corporate Director of Community

8. Information Item - Harrow Streetspace Programme Review (Pages 15 - 62)

Report of the Corporate Director of Community

9. Information Item - Wealdstone Town Centre Improvement Scheme (Pages 63 - 82)

Report of the Corporate Director of Community

10. Information - Traffic and Parking Schemes Programme update (Pages 83 - 100)

Report of the Corporate Director of Community

Agenda - Part II

Nil

Note: In accordance with the Local Government (Access to Information) Act 1985, the following agenda item has been admitted late to the agenda by virtue of the special circumstances and urgency detailed below:-

Agenda item

7. Information item - Petitions

Special Circumstances/Grounds for Urgency

The four reports listed were not available at the time the agenda was published as the meeting was called at short notice just before the Christmas holiday period. The papers have therefore been prepared and statutory clearances sought during the holiday period when many staff

were on leave. Members are therefore requested to consider the papers, as a matter of urgency, in order to receive the updates.

8. Information item – Harrow
Streetspace Programme
Review

9. Wealdsone Town Centre
Implementation Scheme

10. Information Item – Traffic and
Parking Schemes
Programme Update

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

Date of Meeting: 11th January 2021

Subject: **INFORMATION REPORT**
Petitions

1. Cody Close and Waghorn Road, Kenton- Request for parking controls
2. Headstone South – Removal of road closures
3. Request removal of all Low Traffic Neighbourhoods in Harrow
4. Request to remove LTN -06 Southfield Park
5. Hilltop Way, Stanmore – Request for double yellow lines
6. Whitchurch Lane car park - Request for staff permits at reduced cost

Key Decision: No

Responsible Officer: Paul Walker – Corporate Director, Community

Portfolio Holder: Varsha Parmar – Portfolio Holder for Environment

Exempt: No

**Decision subject to
Call-in:** No, the report is for information

Wards affected: Headstone South, Belmont, Kenton
West. Greenhill

Enclosures: None

Section 1 – Summary and Recommendations

This report sets out details of the petitions that have been received since the last TARSAP meeting and provides details of the Council's investigations and findings where these have been undertaken.

Recommendations:

None, the report is for information only.

Reason (for recommendation):

None, the report is for information only.

Section 2 – Report

Introduction

- 2.1 The purpose of this report is to inform the Panel about any new petitions received since the last meeting of TARSAP and the current status of any investigations and findings undertaken.
- 2.2 No updates on the progress made with previous petitions will be reported because officers will liaise with the Chair of TARSAP and the Portfolio Holder directly regarding any further updates.

Options considered

- 2.3 This report is provided only to update members on the status of petitions received by the Council that are within the terms of reference of TARSAP.

Background

Petition 1 – Cody Close / Waghorn Road, Kenton - Request for yellow lines

- 2.4 A petition containing 70 signatures was received in October 2020. The petition states:

“We the undersigned residents (of Cody Close and Waghorn Road) refer to the junction of the Cody Close and Waghorn Road. This junction is very busy coupled with inconsiderate parking restricting access for emergency vehicles and refuse vehicles. The drivers coming off Cody Close really struggle to pass safely as they are completely blinded by the vehicles parked around the junction.

This results in abusive and aggressive behaviour of drivers disturbing peace and quiet of the area. In worst case scenario, emergency vehicles from Waghorn Road would be unable to gain access. This is a worrying thought, and we fear it may become a reality resulting in unwanted serious incident.

We the undersigned residents, beseech the Harrow Council to evaluate the situation and introduce appropriate measures / controls.”

- 2.5 The request for double yellow lines will be assessed as a part of the local safety parking schemes programme (LSPP) using an assessment criterion previously agreed by this Panel. If the threshold score required for intervention is met a scheme will be added to the programme and will be batched and then progressed through design, consultation and the implementation phase. Typically, this process takes between three to six months to complete.

Petition 2 – Headstone South – Removal of road closures

- 2.6 A petition signed by 64 residents was presented at the TARSAP meeting on 13th October regarding the above. The petition states:

“The following persons are requesting the Traffic and Road Safety Advisory Panel to cancel the proposed closures between Pinner View and Kingsfield Avenue and the closure between Beresford Avenue and Cunningham Park. We suggest you look at creating a one way system and implement the 20 mph zone”

- 2.7 All the schemes in the streetspace programme are reviewed on a monthly basis as recommended by this panel in August 2020. The outcome of the review is published on the council’s website. There is a separate item on the agenda to discuss the street space programme.
- 2.8 A 20 mph speed limit has already been introduced as part of the Headstone South LTN scheme.

Petition 3 – Request removal of all Low Traffic Neighbourhoods in Harrow

- 2.9 An online petition containing over 5,500 signatures was sent to the council in October. The petition states:

“Remove Low neighbourhood Traffic Roadblocks in Harrow”

- 2.10 In accordance with the Council procedures all petitions with over 2,000 signatures are referred to full Council for their consideration.
- 2.11 The petition was discussed at the full Council meeting held on 26th November and it was agreed that the petition be referred to the Corporate Director of Community for consideration.
- 2.12 At the meeting a motion to remove all the LTN schemes, cycle schemes and pedestrian space schemes was received on the basis that these temporary schemes were not working, however, the motion was lost.
- 2.13 Members will recall that at the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a review of the streetspace schemes would be conducted on a monthly basis and any recommendations made reviewed by the Corporate Director - Community and the Portfolio Holder for Environment to determine the future of the schemes.
- 2.14 There is an information report on the agenda for the streetspace schemes which includes the detailed review reports for all the streetspace schemes for consideration by the Corporate Director - Community and Portfolio Holder for Environment.

Petition 4 – Request to remove LTN-06 Southfield Park

- 2.15 A petition containing 523 signatures was received by the council in November 2020. The petition states:

“We, the residents of Manor Way and Priory Way and the surrounding roads in North Harrow object to Harrow Council’s Low Traffic Neighbourhood 06 scheme. We have united to oppose these plans and express grave concerns with regards to the closure of Southfield Park.

Whilst we support the overarching objective of reducing traffic, improving the environment and encouraging walking vs. driving, and whilst we also acknowledge that the residents of Southfield Park are our neighbours, it is clear to us that the LTN-06 scheme is NOT fit for purpose, and is actually making things worse.

The closure of Southfield Park has diverted traffic onto much narrower roads. The council actually (further) narrowed Manor Way significantly at the Parkside Way end not that long ago. The significant additional traffic since the introduction of LTN-06 has already led to reduced air quality and has added dangers to residents and their children. These two roads are not large enough to support the excess traffic. As a result, in the last few weeks we have witnessed vehicles coming to a standstill, drivers becoming irate, and drivers routinely speeding.

Multiple pieces of photographic and video evidence have been gathered of speeding, damage done to grass verges, parked vehicles and trees,

trucks mounting the pavements to move through traffic at a standstill on these roads, and even road rage occurring as a direct result of these incidents. This evidence has left us worrying about the safety of our residents, particularly the many small children that live here.

The extent of the proposals were not widely published for consultation and therefore we, the residents of these two roads, were not afforded the chance to consider the matter properly. We deem this to be non-transparent, and a complete failure of the Council to serve the community responsibly. This lack of transparency has created much fear and anger throughout Harrow.

The implemented plans are totally impractical and contravene the LTN objectives. The traffic at a standstill and increased engine idling with higher fuel consumption has a negative impact on air quality. In particular, the traffic lights at the Pinner Road end of Headstone Lane mean that traffic cannot turn out quickly from our roads on to Headstone Lane which adds to the queues. Traffic waiting to turn onto Manor Way and Priory Way is also causing tailbacks and associated disruption on the adjoining roads.

Furthermore, the traffic monitoring on Manor Way was undertaken before implementation of the LTN-06 scheme whilst Priory Way was closed to traffic due to water works. This is therefore false baseline data and cannot be used for comparison.

Manor Way and Priory Way are also used as the main route from the H9 and H10 bus stops on Parkside Way for Nower Hill students. Both roads have a considerable number of children crossing over them at peak times on their way to local schools. These were once safe roads for walking on. LTN06 makes these roads less safe and thus counter-productive to the main objective.

We understand that a review of this scheme is to be conducted post trial. This will cause six months of stress and chaos for a huge proportion of residents at a time when many are already suffering hugely due to COVID-19. We do not accept that it is democratic for consultations to start only after the scheme/trial has been implemented.

Finally, we believe that a scheme that is only partially complete such as this, i.e. one that closes Southfield Park whilst leaving Manor Way and Priory Way open, is demonstrably worse than no scheme having been implemented at all.

In summary, whilst we support the overall objective to reduce traffic and improve our environment, we demand an urgent review of the LTN-06 scheme as it has been extremely poorly thought out. There has been a severe deterioration in the safety of our residents and other users of the roads that surround the LTN scheme closure, not an improvement, as a result of its implementation."

- 2.16 All the schemes in the streetspace programme are reviewed on a monthly basis as previously agreed at this panel. The outcome of the review is published on the council's website. There is a separate item on tonight's agenda to discuss the street space programme.
- 2.17 Planters on Southfield Park, Kingsfield Avenue and Pinner View (by Bolton Road) were temporarily moved by the Council in response to residents' concerns about congestion caused by essential recent road works to replace gas mains on Station Road in order to alleviate the delays on the road network.

Petition 5 – Hilltop Way, Stanmore – Request for double yellow lines

- 2.18 A petition containing 26 signatures was received at the cabinet meeting in November and subsequently referred to the panel for consideration. The petition states:
- 2.19 *"We the undersigned residents of Hilltop Way, Stanmore and surrounding properties request the immediate introduction of additional yellow lines outside numbers 11 and 12 to allow residents safe access and exit from their properties and to prevent inappropriate parking which obstructs , hinders and prevents the accessibility of public service and emergency vehicles to all properties "*
- 2.20 The request for double yellow lines will be assessed as a part of the local safety parking schemes programme (LSPP) using an assessment criterion previously agreed by this Panel. If the threshold score required for intervention is met a scheme will be added to the programme and will be batched and then progressed through design, consultation and the implementation phase. Typically, this process takes between three to six months to complete.

Petition 6 – Whitchurch Lane car park - Request for staff permits at reduced cost

- 2.21 A petition containing 72 signatures was presented to cabinet in November 2020 and subsequently referred to this panel for consideration. The petition states:

"We, signatories of this petition urge you as our elected councillors to reconsider your proposed offer and come up with the solution that will truly reflect and satisfy all parties involved. It is strangely ironic and poignant that the previous 20p per hour tariff, which we thought for a long time was inconsiderate to us as key workers would now be a desirable solution, however we propose that even more affordable tariff is implemented."
- 2.22 Last year the Council refreshed its Transport Local implementation Plan (LIP) in response to the London Mayor publishing a new Transport Strategy. This plan contains all of the Council's transport policies including for one for parking. In addition, the Council also amended its

Parking Management and Enforcement Strategy which is complementary to the LIP and sets out the councils parking policies in more detail.

- 2.23 The overriding policy guiding parking and enforcement in the borough is driven by the requirement to help achieve the Mayor of London's transport goals and objectives as outlined in the Mayor's Transport Strategy. Fundamentally the strategy seeks to reduce the reliance on the private car and encourage more journeys to be undertaken using sustainable modes of transport. That is the overarching aim of the strategy. The introduction and cost of car parking charges therefore plays an important role in achieving the aim of the strategy.
- 2.24 Car parking charges across the borough are reviewed annually and are set according to the location of the car park. There are four different cost rates across the borough and rates are set depending on the extent of shopping characteristics, available car parks, existing public transport links and existing leisure facilities.
- 2.25 The parking charges in the car park were introduced in 2017 when Whitchurch School was a part of the school expansion programme. There was a requirement in the revised school travel plan that charges be introduced in the car park to mitigate the impact of the school run and long term parking and to encourage sustainable travel. These changes also were in conjunction with the opening of the Avanti House School which assessed parking levels within their transport assessment. It should also be noted that the car park also serves the playing fields and is also available for short term parking access rather than just all day parking.
- 2.26 The charges introduced in this car park have remained static until this year when they were increased. They have moved from 20p / hour to 50p / hour in the car park and from 10p / 20 minutes to 20p / 20 minutes on-street. This is the lowest tariff for car parks in the borough. Compared with other London boroughs this is still a very cheap charge and reflects the lower demand at a local centre. For example, Brent and Ealing charge is £1 an hour, Brent is £1 for 30 minutes and Hillingdon is £1.50 for 2 hours.
- 2.27 In light of the pandemic the council offered a temporary concession in recognition of the schools concerns of £2.50 for all day parking within Whitchurch Lane car park. This was a gesture of good willing on the part of the council in appreciation of the difficulties being faced currently by staff in light of the ongoing health crisis. We believe we have acted responsibly in this matter and have listened to their concerns.
- 2.28 Offering staff permits longer term at a reduced cost would not accord with the councils agreed policies as highlighted above and therefore for the reasons given above we would not be able to grant their request for lower parking charges.

Staffing/workforce

- 2.29 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Ward Councillors' comments

- 2.30 Ward councillor's comments have not been sought for this report because it is for information only.

Performance issues

- 2.31 The development of any schemes arising from petitions would support the wider aims, objectives and performance targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Implications

- 2.32 The development of any schemes arising from petitions would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.33 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

- 2.34 There are no data protection implications.

Risk Management Implications

- 2.35 The development of any schemes arising from a petition would be subject to separate risk assessments.
- 2.36 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.

Procurement Implications

- 2.37 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.38 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.39 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.40 There are no direct financial implications. Any suggested measures in the report that require further investigation would be taken forward using existing resources and funding.

Equalities Implications / Public Sector Equality Duty

- 2.41 The petitions raise issues about issues that affect the traffic and transportation programmes of work as well as identifying new areas of work for investigation. The officer's response to a petition will indicate a suggested way forward in each case.
- 2.42 If members subsequently suggest that officers should develop detailed schemes or proposals to address any of the concerns raised in the petitions these will accord with the Council's current Transport Local Implementation Plan which has been subject to a full Equalities Impact Assessment. These Equalities Impact Assessments have been identified as having no negative impact on any protected equality groups and demonstrate positive impacts on the disability and age equality groups.

Council Priorities

- 2.43 Any findings or investigations in response to petitions detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities listed below:
- 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

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 21 December 2020

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 04 January 2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 29 December 2020

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 06 January 2021

Mandatory Checks

Ward Councillors notified: **NO, as the report is for information only**

EqIA carried out: YES

EqIA cleared by: Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Infrastructure Manager -Transportation
E-mail: barry.philips@harrow.gov.uk

Background Papers:

None

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Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	11 th January 2021
Subject:	INFORMATION REPORT Harrow Street Spaces Programme 2020/21
Key Decision:	No as advisory panel, but the subject matter is a key decision
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No
Wards affected:	All
Enclosures:	Appendix A – Review of low traffic neighbourhoods Appendix B – Review of school streets Appendix C – Review of cycle schemes Appendix D – review of pedestrian space measures

Section 1 – Summary and Recommendations

This report updates members on the delivery of the London Streetspace Programme (LSP) in Harrow as a response to the COVID-19 public health pandemic.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Reason:

The Street Spaces schemes addresses the impact of the Covid 19 health crisis on travel and public transport and supports more active travel by walking and cycling and improving public health in line with current Department for Transport and Transport for London guidance.

Section 2 – Report

Introduction

- 2.1 The current Covid-19 health emergency has significantly affected the way we use public transport, and the ways in which we travel. The social distancing restrictions introduced by the Government to control the spread of the virus and rate of infection is having a severe impact on the use of public transport and on the way we travel.
- 2.2 The government issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England requiring local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing. In response to this the GLA / TfL developed the London Streetspace Programme which aimed to:
 - enable social distancing on street,
 - encourage Londoners to avoid unnecessary use of public transport,
 - focus on strategic movement to prioritise walking and cycling.
- 2.3 Harrow participated in the London Streetspace Programme (LSP) and subsequently made funding applications and secured funding in order to implement local proposals to support reallocating more road space on the road network to pedestrians and cyclists.

- 2.4 The public were encouraged to walk or cycle where previously they may have used the car and these improvements aimed to support those that are able to walk where distances are less than 2 km (a 10 minute walk) or cycle if the journey less than 5 km. Using active ways to travel is often cheaper and sometimes even quicker for the public and helps improve air quality avoiding using the car for short journeys.
- 2.5 These proposals address the immediate impact of the health crisis but can also allow the Council to make longer lasting changes in travel to improve the environment by tackling the causes of climate change and adapting our networks to changing travel patterns and to further increase the level of walking and cycling.
- 2.6 The evidence indicates that a third of people in Harrow do very little physical activity and two thirds are overweight and both these factors increase the risk of developing diseases such as diabetes and/or cancer. We are hoping that the changes being considered to the roads in Harrow will increase our levels of physical activity and help to improve our health and wellbeing. Harrow's Joint Strategic Needs Assessment highlights that the environment people live and work in significantly influences health inequalities and greater physical activity can have a positive impact on both physical and mental wellbeing.
- 2.7 The streetspace schemes developed have all been implemented and are now subject to monthly review. The reviews are an important part of helping us understand the impact of the schemes and include feedback from a wide variety of stakeholders including residents, businesses, ward councillors and the emergency services. An engagement portal on the commonplace platform allows residents to share their experiences of the schemes with us throughout the trial period.
- 2.8 The scheme reviews included in this report are for November 2020 and are the first opportunity to share the findings with the panel as detailed in the appendices.

Current Context

- 2.9 While this report provides details of the reviews undertaken in November there has been a number of things that have taken place during December which we felt it important to bring out in this report for TARSAP.
- 2.10 The low traffic neighbourhood (LTN) schemes have been a particular area of focus and a number of actions have been taken to address concerns raised during the review process. Three of the eleven closures have temporarily been removed as a consequence of road works on Parkside Way in November in order to reduce an excessive amount of congestion and delay on the main road network at that time.
- 2.11 Concerns were also raised about emergency services access and the Council has engaged extensively with the emergency services to review the

measures. At the time of writing this report a number of additional actions took place in December requiring additional amendments to the Headstone South LTN and Vaughan Road LTN closures by making adjustments to improve emergency services access. Amendments to the cycle scheme in honeypot Lane were also made to assist call outs from the Fire Station.

- 2.12 The benefits of the LTNs to improve road safety and air quality are important but it is essential to address the negative aspects of the current schemes and how they affect local residents with additional delay and inconvenience. Some possible longer-term options to improve the schemes and address local concerns are currently being developed that will include options for virtual restrictions using CCTV automatic number plate recognition in order to minimise the use of physical obstructions and to provide access for residents living within the LTNs through the restrictions. And in January residents living within LTNs and school streets will be written to inviting them to give their views on the recent changes to schemes and on future proposals.
- 2.13 This public engagement will be essential to developing more suitable and acceptable schemes for the local community and assist in determining any next steps in the six-monthly review for the LTN schemes to be considered by the panel at a special meeting in March.
- 2.14 The future meetings of TARSAP currently arranged are on 2nd March and 23rd March 2021. The meeting on 2nd March is a planned meeting that will focus on reviewing and recommending work programmes for the 2021/22 financial year and the parking management programme in particular. The meeting on the 23rd March 2021 is a special meeting specifically to deal with the six-monthly review of the streetspace schemes and to determine the future of the schemes.
- 2.15 The methodology for undertaking the review of the streetspace schemes will be similar to the regular monthly reviews undertaken in terms of the technical analysis but will also include a detailed analysis of comments received during the statutory consultation period as well as specific engagement with ward councillors, emergency services and other key stakeholders. A summary of the review requirements is listed below:
- Technical analysis - include pedestrian / cycling / vehicle activity (measured by counts), Emergency services / TfL bus services / Schools comments during trials, Officer observations regarding operational performance, review of changes made to schemes.
 - Residents feedback – comments received during statutory consultation with analysis.
 - Engagement – meetings arranged with ward councillors, emergency services and key stakeholders on technical analysis and residents' feedback.
 - Options for consideration by the panel on the future of the schemes.

Options considered

- 2.16 Over many years the transport programmes in Harrow have used external funding from TfL to deliver the LIP. With the suspension by TfL of the annual LIP funding the only viable option realistically available to the Council to implement transport measures was to apply for funding from the London Streetspace Programme. The proposals were therefore developed and implemented in accordance with the TfL guidance.
- 2.17 TfL's "Healthy streets for London" guidance is a key part of the Mayor's Transport Strategy and highlights the following facts about travel and transport in the capital highlighting the potential for switchable trips.



London Streetspace Programme – Transport for London

- 2.18 Detailed guidance for the London Streetspace Programme was released to the London boroughs by TfL in mid May and can be found at <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>
- 2.19 Proposals were submitted against defined programme types that included pedestrian space, low traffic neighbourhoods, strategic cycling and school streets. Following public consultation and decisions on which schemes can proceed to implementation a final allocation of £563,000.00 was allocated to Harrow to deliver schemes as shown in the table below.

Type of scheme	Schemes approved	Total allocated
Pedestrian Space Measures	9	£248,000
Low Traffic Neighbourhoods	4	£180,000
School Streets	4	£135,000
	17	£563,000

- 2.20 TfL subsequently took a London wide strategic approach to cycling schemes across London and did not support any schemes being promoted by London boroughs. Therefore, no schemes in Harrow were approved by TfL as a consequence.

Pedestrian space measures (TfL)

- 2.21 A review of town centres, local high streets, shopping parades and transport hubs was undertaken to identify footway widths that are 3 metres or less in potentially high footfall areas where social distancing could become difficult. Schemes were identified on this basis.
- 2.22 Schemes introduced temporary measures to reallocate carriageway to pedestrians by suspending sections of parking and erecting barriers to extend pedestrian space.
- 2.23 These measures have been implemented in 9 locations in the borough and 3 of the schemes have subsequently been removed with 6 remaining in place. The list of schemes is shown in the table below:

Ref	Scheme	Budget
PS-01	Station Road, Harrow - Civic Centre, shops & Mosque	£30,000.00
PS-02	Harrow and Wealdstone Station	£20,000.00
PS-07	Streatfield Road, Queensbury – shops (removed)	£70,000.00
PS-08	Honeypot Lane, Canons Park – shops (removed)	£20,000.00
PS-09	Northolt Road, Northolt - shops	£20,000.00
PS-10	Kenton Road, Kenton – shops (removed)	£15,000.00
PS-11	Kenton Lane, Belmont - shops	£18,000.00
PS-12	High Road, Harrow Weald – shops / bus stop	£20,000.00
PS-13	Porlock Avenue, West Harrow – shops / school / bus stop	£35,000.00
	Total	£248,000

- 2.24 The latest review of the schemes can be seen in **Appendix D**.

Low traffic neighbourhoods (TfL)

- 2.25 These proposals were developed by identifying neighbourhoods with established problems with vehicular traffic cutting through estates and causing environmental and road safety problems for local residents. These are locations where there is a significant risk of traffic levels increasing and causing detrimental impacts on road safety and health. Creating reduced traffic levels is extremely important to making cycling and walking more pleasant, safer and attractive locally.
- 2.26 All the schemes introduced strategically placed modal filters within the residential estates to restrict vehicles which will permit pedestrians and cyclists only to pass through. This removed through traffic and reduced traffic volumes within the estates to a lower level by allowing local residents and visitors only.
- 2.27 These measures were introduced in 4 locations in the borough and the list of schemes is shown in the table below:

Ref	Scheme	Budget
LTN-02	Pinner View area, Headstone South	£100,000
LTN-03	Francis Road area, Greenhill	£20,000
LTN-04	Vaughan Road area, West Harrow	£40,000
LTN-06	Southfield Park area, North Harrow	£20,000
	Total	£180,000

2.28 The latest review of the schemes can be seen in **Appendix A**.

School streets (TfL)

2.29 The proposals for school streets measures were developed taking account of the severity of congestion and access problems at schools, impact on road safety, active travel and air pollution and also the receptiveness of the schools to work with the Council to implement and operate these types of schemes.

2.30 School streets are where the streets surrounding a school are restricted to traffic at opening and closing times except for local residents living in the street. They improve air quality, reduce congestion and improve safety and encourage more active travel. The restrictions would be implemented either by using temporary barriers to restrict access or CCTV cameras with automatic number plate recognition systems.

2.31 Three primary schools and one secondary school had schemes implemented as shown in the list below.

Ref	Scheme	Budget
SS-01	Grimsdyke School, Hatch End	£30,000
SS-02	Newton Farm School, Rayners Lane	£30,000
SS-03	Marlborough School, Wealdstone	£30,000
SS-04	Park High School, Stanmore, Middx.	£45,000
	Total	£135,000

2.32 The latest review of the schemes can be seen in **Appendix B**.

Emergency Active Travel Fund – Department for Transport

2.33 The Department for Transport provided Emergency Active Travel funding for temporary arrangements to encourage cycling and walking. The Council was allocated £100,000 under this fund which was used to implement three cycle routes.

Cycling (DfT)

2.34 The proposals implemented focussed on strategic cycling routes on busy important routes with wider roads or dual carriageways in order to connect with existing strategic cycle routes. The routes have multiple traffic lanes so that one lane can be dedicated to cyclists and the other to vehicles in each

direction and also provide a buffer zone to separate vehicles from cycles and keep cyclists safe.

- 2.35 The measures use temporary or low cost interventions that were introduced quickly. Mandatory cycle lane road markings were laid and traffic cones used to provide physical segregation. Some traffic and parking restrictions were introduced in parts of the cycle schemes to reduce speed limits for safety, to allow cyclists to use bus lanes.
- 2.36 These routes will be much more direct and convenient and re-allocate the road space to cyclists as required by the DfT. The locations are as follows:

Ref	Scheme	Budget
SC-01	Honeypot Lane, Queensbury	£33,000
SC-03	Sheepcote Road, Greenhill	£33,000
SC-09	Uxbridge Road, Harrow Weald	£34,000
	Total	£100,000

- 2.37 The latest review of the schemes can be seen in **Appendix C**.

Emergency services comments

- 2.38 The Metropolitan Police Service, London Fire Brigade and London Ambulance Service have been contacted to seek their views about the impact of streetspace schemes, and in particular the low traffic neighbourhood schemes, on their respective services as part of the design process. The local emergency services contacts are from the Metropolitan Police Harrow Acting Chief Inspector and Roads & Transport Policing Command based at Alperton, from the Fire Service Borough Commander and Station Commander based at Stanmore and Ambulance Service Station Support Manager based at Brent. Council Officers met with representatives from these three emergency services on Monday 21st December 2020, and the following sections highlights the feedback they gave, both from a general perspective and specifically about the impact of the schemes in Harrow on the operation of their services.

Fire Service

- 2.39 The Fire Service confirmed that they are meeting their statutory response requirements (6 minutes), and currently there are no significant issues with regards to LTN's in the borough affecting their service response. However, although their response times were all within their statutory targets, they did feedback that the LTNs did create some delays to their response times, albeit these delays did not at any time lead to a breach to their 6 minute target.
- 2.40 There were however some concerns raised about the northbound experimental cycle lane in Honeypot Lane which is close to the Fire Station. It was noted that the Fire Service has some concerns about this section of

Honeypot Lane because of congestion and the number of vehicles turning right at the Crowshott Avenue junction which impacted on their operations.

Metropolitan Police

- 2.41 No specific comments about the LTN schemes have been received from the Metropolitan Police but generic advice has been provided. The Police indicated that the LTN schemes in Harrow had not directly affected their ability to meet their statutory 15-minute response times and that they had not been delayed.

London Ambulance Service (LAS)

- 2.42 The LAS initially contacted the Council in July to indicate their general support for road layout changes to assist with Covid-19 recovery and promote active travel. In this letter, they requested all councils to engage with them at a local level on specific proposals to ensure any concerns they had on particular road layout changes could be addressed. In response, the Council shared details of Harrow's proposals with the local LAS contact. In the meeting on 21 December, the LAS confirmed that they had experienced some issues which meant they did not follow up on this initial communication from the Council.
- 2.43 The LAS confirmed that their reporting of any incidents has been low in recent months but has now improved due to a review of the crews operating processes. The LAS confirmed that the LTNs have not affected their statutory (7 minute) response times. As such, there had not been any adverse impacts on the safety of residents in Harrow as a result of the LTNs. They did, however, share that their crews had experienced some isolated problems with the fixed closures. This is because crews attend incidents from wherever resources are available so not all the crews have local knowledge of the area. Their use of satnav systems is limited by their available technology which to date has not been able to be updated for these changes to the road network.
- 2.44 As a result, they expressed a preference for virtual enforcement of LTNs via Automatic Number Plate Recognition (ANRP) cameras rather than fixed planters in situ. This is a London-wide position for the LAS. The use of cameras would allow emergency services vehicles to pass unhindered while stopping other, non-emergency through traffic. This has worked well in other parts of London.
- 2.45 Following the feedback from the three emergency services the following conclusions can be drawn:
- Response times for the three emergency services have not been adversely impacted by the Harrow Street Space Scheme;
 - That specific feedback from the LAS at the meeting on 21st December 2020 on the increasing pressure on the service from winter pressures

and the second wave of the Covid pandemic, coupled with their preference for cameras more so than fixed planters in situ, suggests the Council can be supportive to their service during this period of increased pressure by improving emergency vehicle access through the LTNs; and

- That the current operation of the cycle lane on Honeypot Lane is causing some delays to fire engines coming from Stanmore Fire Station and although not causing targets to be missed, making changes would support an improvement in response times for the Fire Service.

Monthly reviews

- 2.46 At the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a review of the schemes would be conducted on a monthly basis and a detailed review after the initial six month period of operation of the schemes in order to consider the future of the schemes.
- 2.47 The recommendations stated that:
- the Corporate Director of Community, following consultation with the Portfolio Holder for Environment, be delegated authority to undertake a regular review of the schemes and provide a monthly update to members of the Traffic and Road Safety Advisory Panel and Ward Councillors and determined whether any amendments were required for schemes, including ending any experimental scheme.
 - a report be submitted to the Traffic and Road Safety Advisory Panel following the initial 6 months of operation of schemes, to feed back the results of consultation and the equality impact assessments and to consider whether schemes should be ended, extended up to a maximum of 18 months or made permanent.
- 2.48 The most up to date reviews undertaken in November for the streetspace schemes are included as appendices with this report. There is one review report for each scheme type as follows:
- Appendix A** – Review of low traffic neighbourhoods
Appendix B – Review of school streets
Appendix C – Review of cycle schemes
Appendix D – Review of pedestrian space measures
- 2.49 As previously approved the monthly review recommendations will be considered by the Portfolio Holder – Environment and Corporate Director – Community and the future of the schemes decided.
- 2.50 A detailed six monthly review report with recommendations on the streetspace schemes will be prepared and presented to the planned special TARSAP meeting on 23rd March 2021.

Staffing/workforce

- 2.51 The delivery of the programme will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as necessary.

Ward Councillors' comments

- 2.52 Ward councillors' comments have not been sought for this report because all members are receiving a regular update on progress with the programme.

Performance Issues

- 2.53 The implementation of schemes in the programme will be monitored for traffic levels of different travel modes, operational performance of the road network and public opinion.

Environmental Implications

- 2.54 There are environmental and health benefits from delivering the street space programme. The main benefits are in improving air quality and public health.
- 2.55 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.56 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.

Data Protection Implications

- 2.57 There are no data protection implications

Risk Management Implications

- 2.58 A design risk assessment has been undertaken during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.
- 2.59 The delivery of each scheme in the programme has been subject to separate risk assessments.

Procurement Implications

- 2.60 Where needed, consultants and contractors have been procured to investigate, develop and deliver some proposals. This is business as usual. The work has been procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.61 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 2.62 The Statutory guidance -Traffic Management Act 2004: network management in response to COVID-19 is an additional statutory guidance issued by the Secretary of State for Transport. It sets out high-level principles to help local authorities to manage their roads and what actions they should take.
- 2.63 Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing.
- 2.64 Measures should be taken as swiftly as possible, but not at the expense of consulting local communities.
- 2.65 The traffic and parking restrictions in the schemes have been given effect by the making of experimental traffic management orders. The first 6 months of operation are a formal statutory consultation. Any representations and comments made during the statutory consultation will be reported to the March meeting of TARSAP for consideration and a review of the future of the schemes.

Financial Implications

- 2.66 TfL have confirmed funding for the London Streetspace programme up to a maximum of £563,000.
- 2.67 The emergency active travel fund of £100,000 provided by DfT is split into £25,000 capital and £75,000 revenue due to the temporary / experimental nature of the measures involved.

Equalities Implications / Public Sector Equality Duty

- 2.68 The measures proposed in the programme accord with the Council's Transport Local Implementation Plan 3 (LIP). The LIP underwent an Equalities Impact Assessment and 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.
- 2.69 All schemes have been subject to an equality risk assessment TfL have highlighted the need to assess these impacts on all protected characteristics and expect these impacts to be generally positive.

- 2.70 It is considered that the proposed programme will have positive benefits for the groups in the table below:

Protected characteristic	Benefit
Sex	Parents with young children will generally benefit most from schemes that prioritise walking and cycling because improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities. Mothers are more likely to have full time care of young children and are therefore more likely to be positively impacted by these proposals.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking 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. The wider benefits of active travel and more healthy lifestyles can reduce or prevent the affects of health conditions that affect mobility such as diabetes or heart disease and these proposals could in the long term reduce people developing disabilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking and cycling 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. Older children may benefit from enhanced cycling schemes as they provide a safer means of cycling to school and other activities. A number of the schemes are targeted around school areas and form part of wider school travel planning, which should see longer term health impacts for children and young people.

Council Priorities

- 2.71 The proposed programme detailed in the report supports the Harrow Ambition Plan and will contribute to achieving the administration's priorities:

Corporate priority	Impact
Building homes and infrastructure	Measures to control the level of traffic will reduce pollution from vehicle emissions and encourage a greater uptake of walking and cycling with wider public health benefits.
Improving the environment and addressing climate change	Measures to control the level of traffic will also benefit more vulnerable residents in residential estates by reducing air pollution and improving road safety and accessibility.
Addressing health and social care inequality	An improvement in public health will reduce pressure on health services particularly during the current health crisis.
Tackling poverty and inequality	Measures to support social distancing will help to reduce fear of the risk of infection and encourage more people to shop locally and thereby support the local economy.
Thriving economy	

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 21 December 2020

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 04 January 2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 29 December 2020

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 06 January 2021

Mandatory Checks

Ward Councillors notified: **NO**, as the report is for information only

EqIA carried out: YES

EqIA cleared by: Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Transportation Manager

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E-mail: Barry.Philips@harrow.gov.uk

David Eaglesham – Head of Traffic, Highways & Asset Management

Tel: 020 8425 - 1500

E- mail David.Eaglesham@harrow.gov.uk

Background Papers:

TfL Streetspace for London guidance - <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>

TfL Healthy Streets for London - <http://content.tfl.gov.uk/healthy-streets-for-london.pdf>

Transport Local Implementation Plan 3 –

<https://www.harrow.gov.uk/downloads/file/26428/harrow-transport-local-implementation-plan>

Walking, Cycling & Sustainable Transport Strategy -
<https://www.harrow.gov.uk/downloads/file/26432/harrow-walking-cycling-and-sustainable-transport-strategy>

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

NOT APPLICABLE

APPENDIX A

London Streetspace Programme (Harrow)

Low Traffic Neighbourhoods Review - November 2020

Introduction

We are making a real difference to our environment to encourage our residents to improve their health through active travel – all while reducing the chance of people catching Covid-19.

The Street spaces initiative will allow more space for people to safely walk or cycle in Harrow amid the coronavirus pandemic. Temporary cycle lanes and wider pavements and areas with reduced traffic flow are among the changes being made in many parts of the borough, thanks to Harrow Council working with TfL and DfT.

In May the Secretary of State for Transport issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England and the Secretary of State, Grant Shapps, describes the moment as:

“a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

The guidance says that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing due to the impact of social distancing on public transport capacity.

The Harrow Street Spaces programme took forward the government directive via Transport for London to deliver a range of active travel schemes including low traffic neighbourhoods. These schemes are implemented at locations where residential estates experience problems with through traffic creating environmental problems with road safety, pollution and nuisance.

The schemes consist of introducing modal filters to prevent through vehicular traffic using the residential estates as shortcuts in order to create safer conditions for pedestrians and cyclists and improve environmental conditions for residents. The Low Traffic Neighbourhoods have been implemented in 4 locations in the borough and the list of schemes is shown in the table below:

LTN-02	Pinner View area, Headstone South
LTN-03	Francis Road area, Greenhill
LTN-04	Vaughan Road area, West Harrow
LTN-06	Southfield Park area, North Harrow

Methodology

At the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a review of the schemes would be conducted on a monthly basis to test the need for the measures to address the health crisis. The methodology to be used to assess the need for the schemes will take account of the following information:

- Pedestrian / cycling / vehicle activity (measured by counts)
- Emergency services comments
- Bus services comments (TfL)
- Officer observations regarding operational performance
- Public engagement

All of these factors will be reviewed, and a course of action recommended in this report.

The recommendation will be reviewed by the Portfolio Holder – Environment and Corporate Director – Community and the future of the schemes decided.

Current situation with the pandemic

The national position has shown a decrease in the number of infections reported daily from a high of 25,000 per day at the start of November to approximately 15,000 per day in late November which shows that the second wave of the virus is starting to recede as a consequence of the lockdown that commenced on 5th November.

In Harrow the incidence rate peaked in the period 16th – 22nd November and has started to show a slight decrease. In terms of the number of cases, there has been a reduction of about 60 cases per week across the borough. This is the impact of lockdown, but it must be noted that the rates are still very high and a return to social mixing will lead to a rapid rise in cases. The rate in older adults remains high and the testing rate has been increasing.

From 2nd December when lockdown ends the tiered system of restrictions will return. Councils in England have been placed on "medium", "high" or "very high" alert with different levels of restrictions required. London is in the "high alert" tier 2 level.

Tier 2 restrictions include no mixing of households indoors, including pubs and restaurants, and the "rule of six" applies outdoors including private gardens and public spaces. Businesses and venues can continue to operate, in a COVID-Secure manner, pubs and bars must close, unless operating as restaurants. Hospitality venues can only serve alcohol with substantial meals, early closure (11pm) applies to most venues.

On 16th December London was put into the "very high" tier 3 alert level. The additional restrictions mean that the "rule of six" applies outdoors in some outdoor public places only, hospitality businesses, pubs, restaurants, hotels, entertainment venues must close travel is allowed for essential reasons only but must stay within tier 3 areas.

Pedestrian / cycling / vehicle activity (measured by counts)

Pedestrian and cycle activity counts and vehicle volume counts are being regularly undertaken at the sites. The pedestrian and cycle counts are taken at a mid-point in the scheme and repeat counts are undertaken at the same points for consistency. Both a weekday and weekend day are surveyed between 7am and 7pm to cover the busy periods. Surveys are undertaken by recording CCTV footage during the period of observation and later analysed by the survey company at their premises. Automatic traffic counters have also been used at each site to monitor traffic flows over the period of a week and calculate the average volume of daily vehicular traffic flow. The dates for data collection are as follows:

CCTV counts

- June 18th and 20th
- October 15th and 17th
- November 12th and 14th

Automatic traffic counters

- July 3rd – 9th
- October 12th – 18th

The surveys were undertaken at the following locations as follows:

- Victor Road by Harrow View (LTN-02)
- Kingsfield Avenue / Pinner View (LTN-02)
- Pinner View by Canterbury Road (LTN-02)
- Pinner View by Bolton Road (LTN-02)
- Gloucester Road by Station Road (LTN-02)
- Canterbury Road by Durham Road (LTN-02)
- Francis Road by Elmgrove Crescent (LTN-03)
- Vaughan Road by Bouverie Road (LTN-04)
- Blenheim Road by Bladon Gardens (LTN-04)
- Southfield Park by Pinner Road (LTN-06)

The table below gives details of all the pedestrian, cycle and vehicle counts undertaken at the points of closure. Vehicle counts are not done in the same locations after the roads are closed because vehicles are restricted. Alternative locations are used.

Weekday 7am - 7pm

Site location	LTN-02 Pinner View area			LTN-03 Francis Road area			LTN-04 Vaughan Road area			LTN-06 Southfield Park		
User type	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
July	1975	356	6728	346	64	1113	1497	316	2547	480	52	2799
October	3482	464	N/A	611	108	N/A	3536	338	N/A	956	72	N/A
November	4056	323	N/A	695	68	N/A	3451	229	N/A	1135	70	N/A

Weekend 7am - 7pm

Site location	LTN-02 Pinner View area			LTN-03 Francis Road area			LTN-04 Vaughan Road area			LTN-06 Southfield Park		
User type	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
July	2361	988	6274	293	120	972	1814	768	2297	529	164	2400
October	2526	564	N/A	343	80	N/A	1859	334	N/A	450	88	N/A
November	1729	96	N/A	216	20	N/A	1237	82	N/A	343	11	N/A

There are in excess of 10,000 vehicles per day that were using residential streets to make journeys which are now restricted. It is estimated that local journeys by residents with a destination or origin within the low traffic neighbourhoods accounts for only about 30% of that total.

The November surveys were undertaken during the second period of lockdown when non-essential journeys were restricted. The number of pedestrians has generally increased in the week but reduced at the weekend. The number cyclists have generally reduced during the week and more significantly at the weekend. This is clearly a consequence of the lockdown reducing the number of non-essential journeys.

Manor Way and Priory Way issues

The two streets parallel with Southfield Park (Manor Way and Priory Way) between Parkside Way and Headstone Lane have experienced some additional traffic as a consequence of the introduction of the low traffic neighbourhood because no measures had been introduced in these streets at the same time. The table below shows the vehicle flows recorded.

Site	Month	Weekday	Weekend
Southfield Park	July	2799	2400
	October	780	653
	November	655	481
Priory Way	July	1507	1359
	October	1864	1208
	November	1561	872
Manor Way	July	701	580
	October	1324	953
	November	1140	658

This indicates that in October during the week vehicle flows had increased in Priory Way by 24% and in Manor Way by 88% and by a lesser amount at the weekend. In November the level of traffic has reduced as a consequence of the second lockdown reducing non-essential journeys.

The Council has received a large volume of correspondence from residents of Manor Way and Priory Way about the increase in vehicles using their roads which is negatively affecting them. Whilst the actual vehicular flows are still relatively small, they have a disproportionate impact due to the level of on-street parking and narrow width of the roads. There is therefore a need to mitigate this by introducing some measures to restrict this traffic which will be considered as apart of reviewing alternative measures for the LTNs.

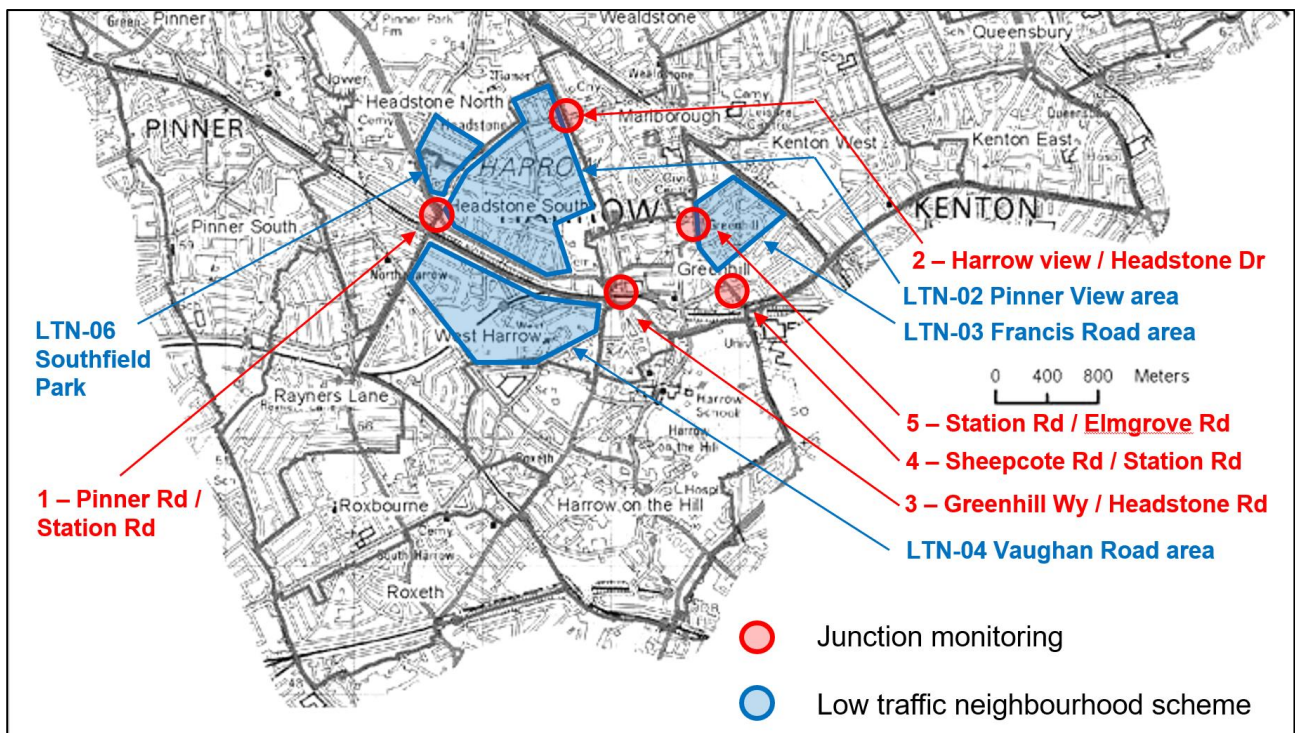
In addition both Manor Way and Priory Way had already been identified for road safety measures prior to the pandemic and now that TfL have provided funding for the Council's Local Implementation Programme in the second half of 2020/21 proposals for traffic calming in these roads is being taken forward. These proposals can help to address problems with speeding traffic and associated road safety issues. Any proposals will also be subject to public consultation in the near future.

At the time of writing this report roadworks undertaken by Cadent Gas on Station Road / Parkside Way in the middle of November did cause a significant level of congestion on this road corridor affecting many roads in the area and as a consequence a decision was taken to temporarily remove the closure in Southfield Park on 23rd November (see appendix 1). This has relieved any excess delay and congestion on the road network at the current time until the review of alternative LTN measures is concluded.

Queue length surveys

As a consequence of introducing the low traffic neighbourhoods some displacement of through journeys onto main roads was anticipated.

The plan below shows junctions on the main road network in close proximity to the low traffic neighbourhoods that are being monitored to assess any potential impact. Queue length surveys have been undertaken in order to assess any changes in congestion and delay.



The dates for data collection are as follows:

CCTV counts

- July 23rd and 25th and August 13th and 15th
- October 15th and 17th
- November 12th and 14th

The surveys were undertaken at the following locations as follows:

- A404 Pinner Road / Station Road
- Headstone Drive / Harrow View / Headstone Gardens
- Greenhill Way / Headstone Road
- A409 Sheepcote Road / Station Road
- A409 Station Road / Elmgrove Road / Hindes Road

The table below gives details of the surveys.

Junction Maximum queue lengths (all vehicles / all arms)	Month	Week-day			Week-end		
		AM	Inter peak	PM	AM	Inter peak	PM
1 - A404 Pinner Road / Station Road	July	84	120	45	66	148	116
	October	178	163	198	84	198	181
	November	195	163	145	58	158	150
2 - Headstone Drive / Harrow View / Headstone Gardens	July	97	132	175	99	129	152
	October	202	162	200	127	172	165
	November	174	114	186	59	123	133
3 - Greenhill Way / Headstone Road	August	87	100	139	60	120	113
	October	99	108	126	85	107	129
	November	125	105	140	87	160	160
4 - A409 Sheepcote Road / Station Road	July	43	56	69	29	57	53
	October	69	57	68	42	70	71
	November	61	54	63	25	56	56
5 - A409 Station Road / Elmgrove Road / Hindes Road	July	96	93	126	63	98	111
	October	105	76	120	73	95	95
	November	141	105	129	58	113	105

The queue lengths recorded in July and August are marginally lower than prior to the start of the pandemic. The November surveys are variable and show changing traffic patterns as a consequence of the second lockdown and roadworks on the network. During the week increased delays can be seen at sites 1, 3 and 5 in the AM peak whilst there is less congestion at sites 2 and 4. Delays were generally reduced at the weekend except for sites 3 and 5 in the inter peak and PM peak periods.

Emergency services comments

The Metropolitan Police, Fire & Rescue Service and Ambulance service have been contacted to seek their views about the impact of the low traffic neighbourhood schemes on their respective services.

The Fire Service are reviewing the impact of the schemes carefully which are in close proximity to Harrow Fire Station located in Pinner Road. Whilst attendance times are currently within the statutory requirements (6 minutes), due to the proximity of the station, any future increase in delays could affect call outs generally. Currently there are no significant issues.

No specific comments about the schemes have been received from the Metropolitan Police but generic advice has been provided.

A meeting was organised by Harrow with the London Ambulance Service (LAS) on 15th December regarding the LTN schemes to check on any impact of the schemes because no comments had been received beforehand. The LAS confirmed that their reporting of any incidents has been low in recent months but has now improved due to a review of the crews operating processes. They are experiencing some problems with the fixed closures because crews attend incidents from wherever resources are available and so the crews may not have local knowledge of the area. In addition, their use of satnav systems is limited by their available technology. It was agreed that the use of virtual closures with CCTV enforcement is preferred as LAS crews would be exempt from these. This has worked well in other parts of London.

TfL bus services comments

Transport for London oversee the commissioning and operation of bus services in London and they have been contacted to seek their views about the impact of the low traffic neighbourhood schemes on bus services.

TfL have noted that traffic levels are still generally lower than prior to the pandemic and their bus operators are not experiencing any negative impacts on bus journey times in the area.

Officer observations regarding operational performance

Officers have undertaken on-site observations periodically to check on the operation of the schemes.

Incidents where vehicles have tried to bypass the points of closure by driving on the footway have now ceased because physical measures have been taken to stop such behaviour.

Issues with vehicles getting caught out by the restrictions have become less of a problem since additional signing has been implemented to highlight the points of closures and restricted access to residential estates. There are less instances of motorists being unaware of the restrictions.

The increase in pedestrian movement in the areas is noticeable particularly at school journey times.

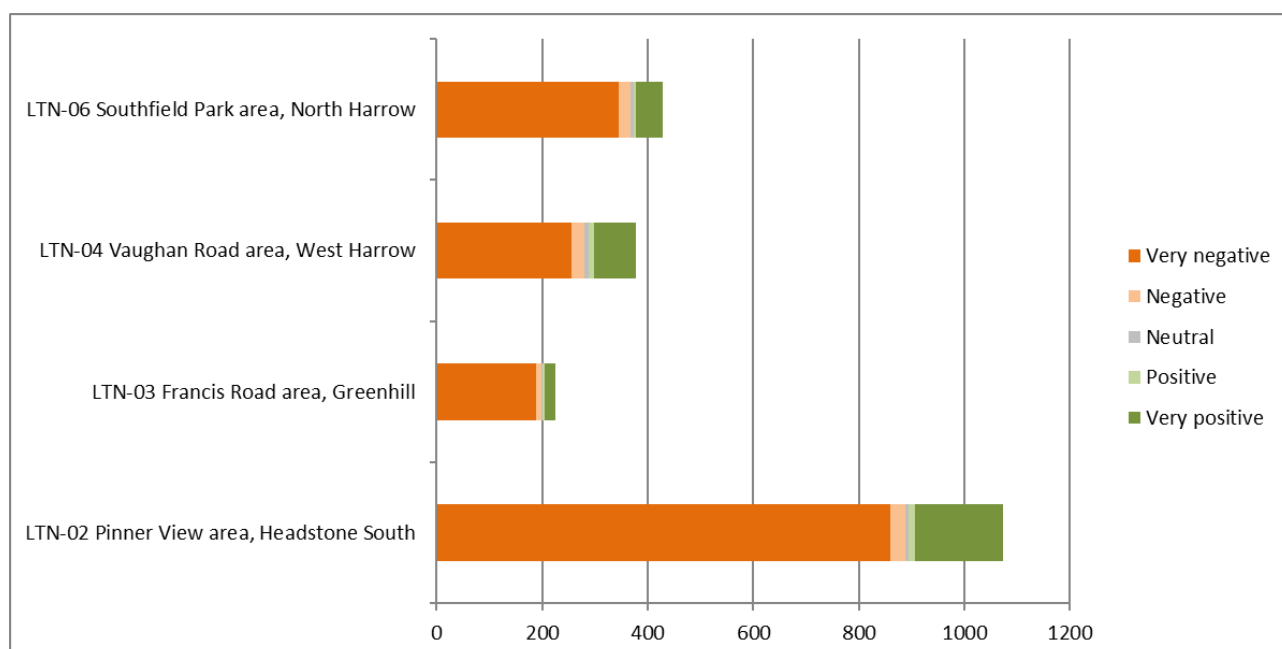
The introduction of a lockdown from the 5th November with restrictions on all non-essential travel has initially reduced pressures on the road network from congestion and delay.

However, at the time of preparing this report roadworks were being undertaken by Cadent Gas at the junction of Parkside Way and Southfield Park with temporary traffic management measures using 4-way traffic signals. This had caused a significant amount of congestion and delay on the main road network and adversely affected local residents and as a consequence road closures within the LTNs were temporarily opened up from 23rd November to relieve the level of congestion. Closures were removed at Southfield Park, Kingsfield Avenue and Pinner Way (by Bolton Road). This is shown in Appendix 1.

This action was intended as a temporary measure, however, given the current situation with reviewing the LTNs any decision to put back the closures may be held until communications and engagement with the local communities has been undertaken.

Public engagement

An engagement portal was setup at the beginning of October to facilitate the receipt of public comments for all of the on-going streetspace schemes trials. A summary of the feedback for low traffic neighbourhood schemes in October can be seen in the table below.



The engagement feedback indicates a continuing level of unpopularity amongst the community towards these schemes. A more detailed analysis of the free comments received highlighted the following common issues:

- The measures were considered more positive by cyclists although they represent a smaller proportion of the responses received (7%).
- The largest groups of responses were from residents (70%) and motorists (23%) and a larger proportion of these groups expressed more negative sentiments.
- Many views indicated that there is increased congestion and queuing at busy times on the main road network.
- Many views indicated that the restricted access to residential estates is inconvenient and increases journey times.
- A proportion of residents clearly support the measures and the benefits for public health, active travel, road safety and for children.

- Some comments concerning the removal of road closures were variable with some people supportive and other critical of the decision.
- There were many generally derogatory comments that were not substantiated with any reasons.

Most comments are a reaction to changes that affect lifestyles that rely heavily on using the private car and it is expected that making changes is something that will happen over a longer period of time. This is the experience of other London boroughs that have introduced similar schemes. The initial reaction to the schemes is understandably more negative as a consequence.

Options

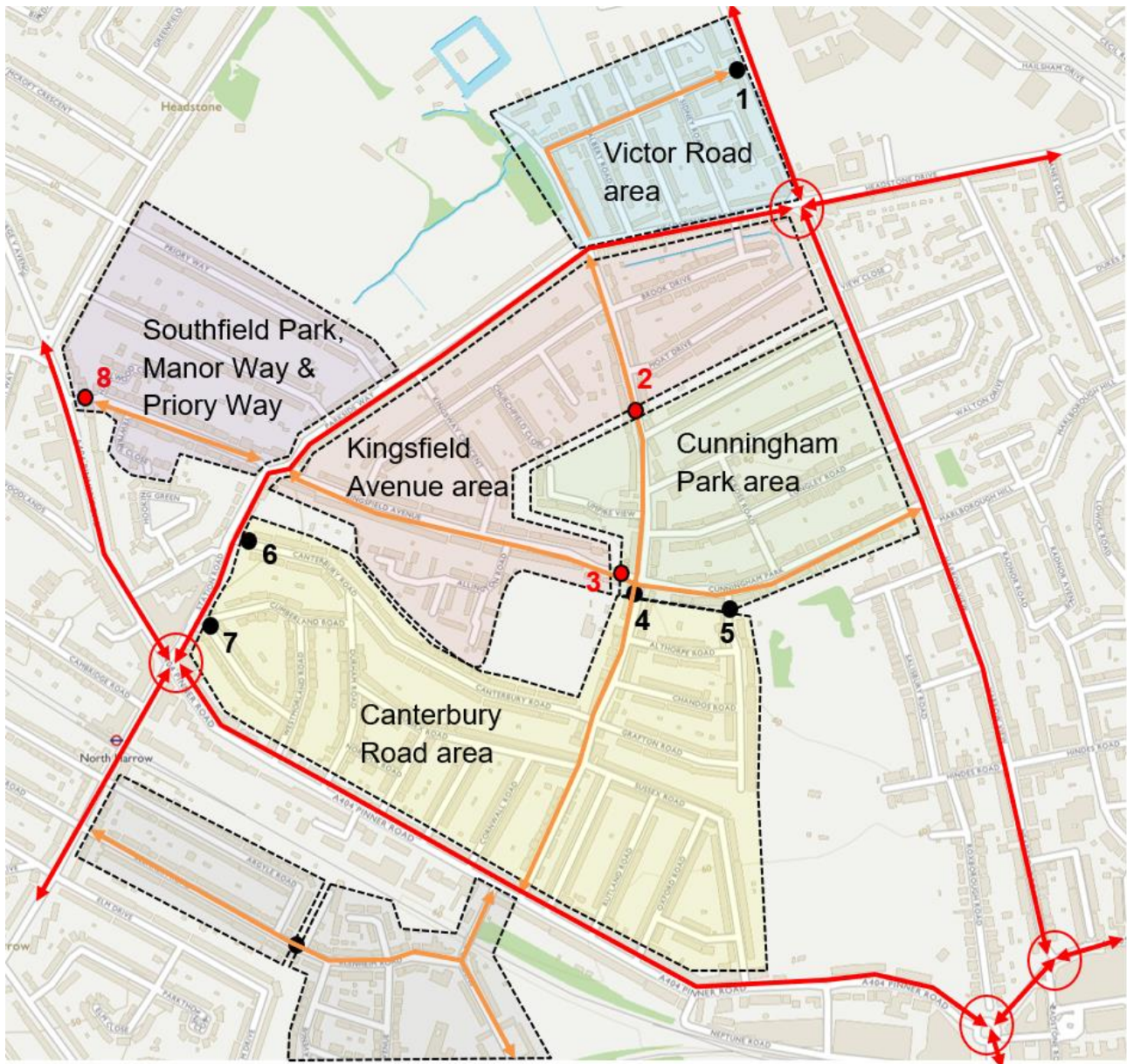
Detailed below are the options for consideration:

- That the concerns about the scheme by local residents, levels of congestion and delay on the main road network and temporary action to remove some road closures be noted.
- That proposals for traffic calming in Manor Way and Priory Way as a part of the LIP programme are noted.
- The next review of the schemes is undertaken before the end of December.

Decision:

To be determined.

APPENDIX 1 – TEMPORARY REMOVAL OF CLOSURES (23rd November 2020)



Red lines (solid) – Main road network

Orange lines (solid) – short cuts on residential streets before LTN introduced

Black dots – closures (planters)

Red dots – closures (planters) temporarily removed to ease network congestion

APPENDIX B

London Streetspace Programme (Harrow)

School Streets Schemes - November 2020

Introduction

We are making a real difference to our environment to encourage our residents to improve their health through active travel – all while reducing the chance of people catching Covid-19.

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In May the Secretary of State for Transport issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England and the Secretary of State, Grant Shapps, describes the moment as:

“a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

The guidance says that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing due to the impact of social distancing on public transport capacity.

The Harrow Street Spaces programme took forward the government directive via Transport for London to deliver a range of active travel schemes including school streets schemes. These schemes are implemented on residential access roads to schools in order to create walking and cycling zones at the school opening and closing times in the week.

The schemes consist of restrictions on vehicular access at the morning and afternoon school drop off and pick up times. Exceptions are granted for vehicles belonging to residents and school staff in the zone. The school streets schemes have been implemented in 4 locations in the borough and the list of schemes is shown in the table below:

SS-01	Grimsdyke School, Hatch End
SS-02	Newton Farm School, Rayners Lane
SS-03	Marlborough School, Wealdstone
SS-04	Park High School, Stanmore, Middx.

Methodology

At the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a review of the schemes would be conducted on a monthly basis to test the need for the measures to address the health crisis. The methodology to be used to assess the need for the schemes will take account of the following information:

- Pedestrian / cycling / vehicle activity (measured by counts)
- Emergency services comments
- Bus services comments (TfL)
- Officer observations regarding operational performance
- Schools feedback
- Public engagement

All of these factors will be reviewed, and a course of action recommended in this report.

The recommendation will be reviewed by the Portfolio Holder – Environment and Corporate Director – Community and the future of the schemes decided.

Current situation with the pandemic

The national position has shown a decrease in the number of infections reported daily from a high of 25,000 per day at the start of November to approximately 15,000 per day in late November which shows that the second wave of the virus is starting to recede as a consequence of the lockdown that commenced on 5th November.

In Harrow the incidence rate peaked in the period 16th – 22nd November and has started to show a slight decrease. In terms of the number of cases, there has been a reduction of about 60 cases per week across the borough. This is the impact of lockdown, but it must be noted that the rates are still very high and a return to social mixing will lead to a rapid rise in cases. The rate in older adults remains high and the testing rate has been increasing.

From 2nd December when lockdown ends the tiered system of restrictions will return. Councils in England have been placed on "medium", "high" or "very high" alert with different levels of restrictions required. London is in the "high alert" tier 2 level.

Tier 2 restrictions include no mixing of households indoors, including pubs and restaurants, and the "rule of six" applies outdoors including private gardens and public spaces. Businesses and venues can continue to operate, in a COVID-Secure manner, pubs and bars must close, unless operating as restaurants. Hospitality venues can only serve alcohol with substantial meals, early closure (11pm) applies to most venues.

On 16th December London was put into the "very high" tier 3 alert level. The additional restrictions mean that the "rule of six" applies outdoors in some outdoor public places only, hospitality businesses, pubs, restaurants, hotels, entertainment venues must close travel is allowed for essential reasons only but must stay within tier 3 areas.

Pedestrian / cycling / vehicle activity (measured by counts)

Pedestrian and cycle activity counts and vehicle volume counts are being regularly undertaken at the sites. The pedestrian and cycle counts are taken at a mid-point in the scheme and repeat counts are undertaken at the same points for consistency. Both a weekday and weekend day are surveyed between 7am and 7pm to cover the busy periods. Surveys are undertaken by recording CCTV footage during the period of observation and later analysed by the survey company at their premises. Automatic traffic counters have also been used at each site to monitor traffic flows over the period of a

week and calculate the average volume of daily vehicular traffic flow. The dates for data collection are as follows:

- | | |
|--|--|
| <p><u>CCTV counts</u></p> <ul style="list-style-type: none"> • August 19th • September 16th • October 14th • November | <p><u>Automatic traffic counters</u></p> <ul style="list-style-type: none"> • July 8th – 14th • September 16th – 22nd • October 12th – 18th • November |
|--|--|

The surveys were undertaken at the following locations as follows:

- Sylvia Avenue - east of Lyndon Avenue (SS-01)
- Sylvia avenue – north of Colburn Avenue (SS-01)
- Drake Road – east of Kings Road (SS-02)
- Drake Road – west of Alexandra Avenue (SS-02)
- Ravenswood Crescent – east of Kings Road (SS-02)
- Marlborough Hill – west of Badminton Close (SS-03)
- Marlborough Hill – east of Harrow View (SS-03)
- Burnell Gardens – south of Crowshott Avenue (SS-04)
- Thistlecroft Gardens – south of Crowshott Avenue (SS-04)

The table below gives details of all the pedestrian, cycle and vehicle counts undertaken at the survey points.

Morning	SS-01 Grimsdyke School			SS-02 Newton Farm School			SS-03 Marlborough School			SS-04 Park High School		
	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
July / August	12	5	125	35	1	161	175	11	306	11	0	74
September	874	3	159	398	15	254	1003	23	605	315	5	113
October	983	3	88	600	18	153	1087	13	365	48	2	77
November	1019	8	70	604	16	201	1113	12	258	297	7	68

Afternoon	SS-01 Grimsdyke School			SS-02 Newton Farm School			SS-03 Marlborough School			SS-04 Park High School		
	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
July / August	3	1	80	5	3	153	69	4	269	5	0	80
September	713	2	104	343	14	226	896	10	569	284	5	58
October	938	1	47	511	20	116	1060	6	299	32	4	49
November	963	3	65	531	11	171	1070	11	268	232	4	47

The counts in July / August reflect conditions prior to the schools opening, in September the conditions when the schools opened without a school streets scheme and thereafter the conditions with a school streets scheme operating.

The vehicle flows at all sites clearly show an increase in September when the schools opened and then a reduction from October when the school streets scheme was introduced. Significantly the volume of pedestrians has increased at primary school sites in conjunction with a reduction in vehicles since September. This is likely to be as a consequence of more local walking to school. For Park High School the October data is not showing many pedestrians as the school was not open to students on that particular survey date. The flows in November are slightly lower than for September. The volume of cyclists has remained low despite the introduction of the school streets. This is probably due to the school street only improving conditions in the immediate vicinity of the school rather than over the whole of the route being used by cyclists between home and school. The overall journey experience is important to successfully increasing the uptake in cycling.

It will take much longer to change the uptake of cycling and this was likely to be the case early on in the trial. The weather conditions are also not favourable for cycling as the trial runs into autumn and winter.

Emergency services comments

The Metropolitan Police, Fire & Rescue Service and Ambulance service have been contacted to seek their views about the impact of the school streets schemes on their respective services. No operational issues have been highlighted.

TfL bus services comments

Transport for London oversee the commissioning and operation of bus services in London and they have been contacted to seek their views about the impact of the school streets schemes on bus services. No operational issues have been highlighted.

Officer observations regarding operational performance

Officers have undertaken on-site observations periodically to check on the operation of the schemes.

There is generally good compliance by vehicles within the restricted areas. Fixed CCTV enforcement is in place at Park High school and Grimsdyke school. The other sites are being enforced by the deployment of the camera cars. Currently enforcement is soft with only warning letters being issued to vehicles not complying with the restrictions. The introduction of hard enforcement with the issue of penalty charge notices will be considered at a later date.

The issue of permits to residents and school staff exempt from the restrictions has gone smoothly and there have been very few operational issues. The web portals setup for applications are functioning well.

An on-going review of any potential parking and traffic issues caused by displaced drop off and pick up of pupils / students is being undertaken on neighbouring roads surrounding

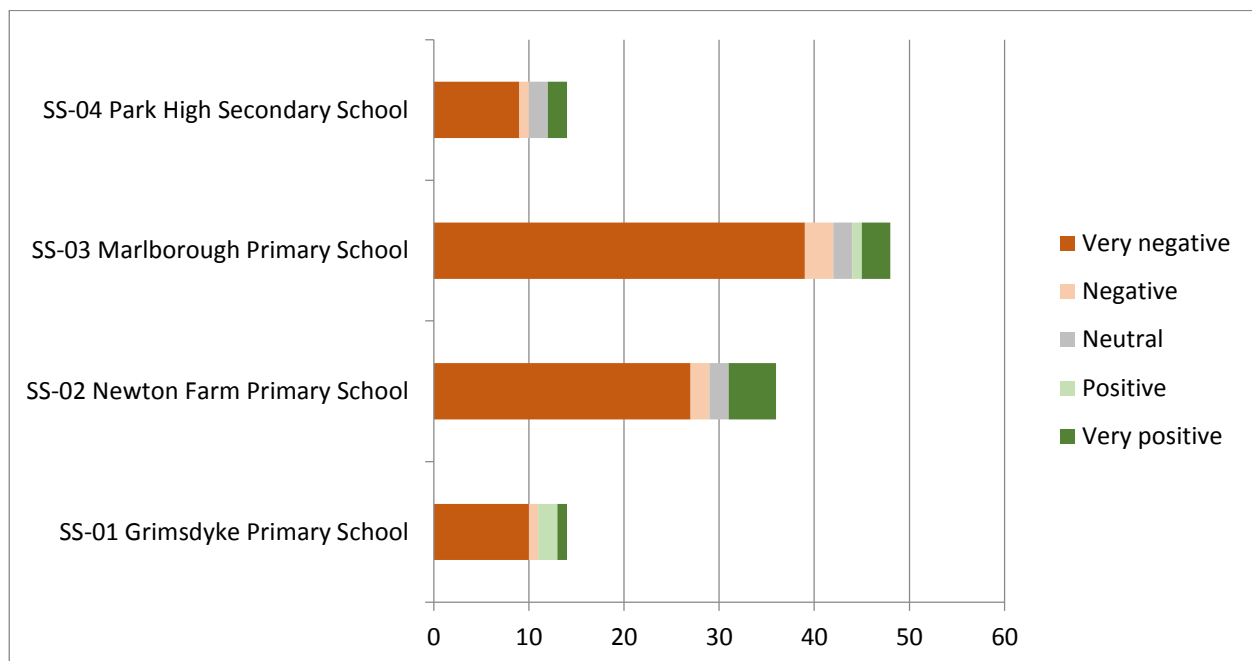
the restricted streets. This is a known potential consequence of school street schemes and will be regularly monitored.

Schools feedback

The Schools have been contacted to seek their views about the impact of the school streets schemes on the schools. No operational issues have been highlighted.

Public engagement

An engagement portal was setup at the beginning of October to facilitate the receipt of public comments for all of the on-going streetspace schemes trials. A summary of the feedback for school streets schemes in October can be seen in the table below.



The engagement feedback indicates a continuing level of unpopularity amongst the community towards these schemes. A more detailed analysis of the free comments received highlighted the following common issues:

- About 44% of responses were from residents, the remainder were non-residents travelling in the area.
- Some concerns were expressed that working parents can't adjust to the changes easily.
- Some concerns were expressed that traffic and parking has just been displaced away from the school and affects traffic congestion.
- There is an impact on tradesman or visitors needing to visit premises in restricted streets.
- Students being picked up and dropped off by car takes longer because of having to park further away.
- There were many derogatory comments that were not substantiated with any reasons.

Most comments are a reaction to changes that affect lifestyles that rely heavily on using the private car and it is expected that making changes is something that will happen over a longer period of time. This is the experience of other London boroughs that have introduced similar schemes. The initial reaction to the schemes is understandably more negative as a consequence.

Options

Detailed below are the options for consideration:

- That the school streets schemes are retained until the next review is undertaken.
- The next review of the schemes is undertaken before the end of December.

Decision

To be determined.

APPENDIX C

London Streetspace Programme (Harrow)

Strategic Cycling Schemes Review - November 2020

Introduction

We are making a real difference to our environment to encourage our residents to improve their health through active travel – all while reducing the chance of people catching Covid-19.

The Street spaces initiative will allow more space for people to safely walk or cycle in Harrow amid the coronavirus pandemic. Temporary cycle lanes and wider pavements and areas with reduced traffic flow are among the changes being made in many parts of the borough, thanks to Harrow Council working with TfL and DfT.

In May the Secretary of State for Transport issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England and the Secretary of State, Grant Shapps, describes the moment as:

“a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

The guidance says that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing due to the impact of social distancing on public transport capacity.

The Harrow Street Spaces programme took forward the government directive via Transport for London to deliver a range of active travel schemes including strategic cycling schemes. These schemes are implemented on multi lane major routes in the borough where they provide direct routes for cyclists that connect with the existing cycle network.

The schemes consist of introducing dedicated nearside cycle lanes, with an offside vehicular traffic lane, to allow sufficient space and segregation between cyclists and vehicles and to keep cyclists safe in conjunction with reducing speed limits to 30mph. The strategic cycle schemes have been implemented in 3 locations in the borough and the list of schemes is shown in the table below:

SC-01	Honeypot Lane, Queensbury
SC-03	Sheepcote Road, Greenhill
SC-09	Uxbridge Road, Harrow Weald

Methodology

At the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a review of the schemes would be conducted on a monthly basis to test the need for the measures to address the health crisis. The methodology to be used to assess the need for the schemes will take account of the following information:

- Pedestrian / cycling / vehicle activity (measured by counts)

- Emergency services comments
- Public transport services comments
- Cycle groups comments
- Officer observations regarding operational performance
- Public engagement

All these factors will be reviewed, and a course of action will be recommended in this report.

The recommendation will be reviewed by the Portfolio Holder – Environment and Corporate Director – Community and the future of the schemes decided.

Current situation with the pandemic

The national position has shown a decrease in the number of infections reported daily from a high of 25,000 per day at the start of November to approximately 15,000 per day in late November which shows that the second wave of the virus is starting to recede as a consequence of the lockdown that commenced on 5th November.

In Harrow the incidence rate peaked in the period 16th – 22nd November and has started to show a slight decrease. In terms of the number of cases, there has been a reduction of about 60 cases per week across the borough. This is the impact of lockdown, but it must be noted that the rates are still very high and a return to social mixing will lead to a rapid rise in cases. The rate in older adults remains high and the testing rate has been increasing.

From 2nd December when lockdown ends the tiered system of restrictions will return. Councils in England have been placed on "medium", "high" or "very high" alert with different levels of restrictions required. London is in the "high alert" tier 2 level.

Tier 2 restrictions include no mixing of households indoors, including pubs and restaurants, and the "rule of six" applies outdoors including private gardens and public spaces. Businesses and venues can continue to operate, in a COVID-Secure manner, pubs and bars must close, unless operating as restaurants. Hospitality venues can only serve alcohol with substantial meals, early closure (11pm) applies to most venues.

On 16th December London was put into the "very high" tier 3 alert level. The additional restrictions mean that the "rule of six" applies outdoors in some outdoor public places only, hospitality businesses, pubs, restaurants, hotels, entertainment venues must close travel is allowed for essential reasons only but must stay within tier 3 areas.

Pedestrian / cycling / vehicle activity (measured by counts)

Pedestrian and cycle activity counts and vehicle volume counts are being regularly undertaken at the sites. The pedestrian and cycle counts are taken at a mid-point in the scheme and repeat counts are undertaken at the same points for consistency. Both a weekday and weekend day are surveyed between 7am and 7pm to cover the busy periods. Surveys are undertaken by recording CCTV footage during the period of observation and later analysed by the survey company at their premises. Automatic traffic counters have also been used at each site to monitor traffic flows over the period of a week and calculate the average volume of daily vehicular traffic flow. The dates for data collection are as follows:

CCTV counts

- June 18th and 20th
- September 10th and 12th
- October 15th & 17th
- November 12th & 14th

Automatic traffic counters

- June 2nd – 8th
- September 9th – 15th
- October 10th – 16th
- November 7th – 13th

The surveys were undertaken at the following locations as follows:

- Honeypot Lane by Crowshott Avenue (SC-01)
- Sheepcote Road by Nightingale Court (SC-03)
- Uxbridge Road west of roundabout with Courtenay Avenue (SC-09)

The table below gives details of all the pedestrian, cycle and vehicle counts undertaken. The schemes were implemented in July and so the counts in June were undertaken prior to implementation.

Weekday 7am - 7pm	SC-01 Honeypot Lane			SC-03 Sheepcote Road			SC-09 Uxbridge Road		
	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
June	628	77	14717	598	65	12367	297	67	15984
September	1020	139	15481	1178	114	13818	325	94	17602
October	943	98	15417	1008	77	14052	331	61	17430
November	1158	110	14414	1075	96	13439	342	123	15394

Weekend 7am - 7pm	SC-01 Honeypot Lane			SC-03 Sheepcote Road			SC-09 Uxbridge Road		
	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles	Pedestrians	Cyclists	Vehicles
June	792	245	13597	745	136	12325	431	348	16111
September	639	144	15162	689	102	12945	292	163	16959
October	709	117	14637	615	66	12851	342	101	17098
November	412	47	12407	332	40	10609	202	32	13205

In Harrow it is important to note that cycling has the lowest travel mode share and has been highlighted in the Borough Transport Local Implementation Plan as a priority for interventions and improvements to increase the mode share. The base levels of cycling are therefore at a low level and the surveys demonstrate that cycling levels are still currently low.

The surveys indicate that travel by motor vehicle is the dominant travel mode consistent with Harrow having a very high mode share of travel by car. Travel by motor vehicle has reduced during the lockdown by about 5% - 10% on these principal roads.

The number of pedestrians and cyclists travelling during the week has increased since the summer and may be linked to opening of schools and some local journeys to work or local shops and amenities. The cycle levels during lockdown in November showed moderate increases.

The number of pedestrians and cyclists travelling at the weekend has steadily declined and because it is generally more recreational in nature it may be influenced by more favourable weather conditions in the summer than in the autumn / winter. During the lockdown in November the restrictions on non-essential travel has reduced all travel modes.

Emergency services comments

The Metropolitan Police, Fire & Rescue Service and Ambulance service have been contacted to seek their views about the impact of the cycle schemes on their respective services. No operational issues have been highlighted generally with the exception of Honeypot Lane.

Stanmore fire station is located in Honeypot Lane and the fire service has reported issues with congestion and delay being caused on Honeypot Lane going north towards Stanmore due to traffic queuing to turn right at the signals junction. It is recommended that the traffic situation at the traffic signals be reviewed and any potential mitigations identified. In the short term the cones on the northbound cycle lane of Honeypot Lane on the approach to the signals junction will be removed for approximately 100m – 150m to facilitate improved access for emergency services vehicles on call.

No specific comments about the schemes have been received from the Metropolitan Police or London Ambulance Service but generic advice has been provided.

Public transport services comments

The bus services operating on these roads are as shown in the table below.

SC-01	Honeypot Lane, Queensbury	Route 79 - Edgware to Alpertons - every 12 mins Route N98 - Stanmore to Holborn – night bus
SC-03	Sheepcote Road, Greenhill	Route 114 - Mill Hill Broadway to Ruislip – every 10 mins Route 183 - Pinner to Golders Green – every 7/8 mins Route H9/H10 – Harrow Circular – every 10 mins
SC-09	Uxbridge Road, Harrow Weald	Route 182 - Bannister Playing Fields (Hatch End) to Brent Cross – every 8 mins Route R17 – Hatch End Station to Carpenders Park Station (Hertfordshire County Council)

Transport for London oversee the commissioning and operation of bus services in London and they have been contacted to seek their views about the impact of the cycle schemes on bus services. No operational issues have been highlighted.

Cycle groups comments

The schemes are supported by local cyclists and the Harrow Cyclists group, represented on TARSAP, who agree with the introduction of the schemes.

In general cycle groups would like to see these proposals go further in order to improve connectivity with the wider cycle network and to improve cycle safety at main road junctions.

Officer observations regarding operational performance

Officers have undertaken on-site observations periodically to check on the operation of the schemes. Some weekday congestion has been observed in the morning and evening busy periods and is considered normal because these are main routes carrying more traffic. This is similar to levels of congestion that existed prior to the pandemic.

The loss of one lane along these routes has had a negligible impact on overall journey time reliability for most vehicle journeys on the road network. This is because single lane roads with lower capacity are used for a significant proportion of most journeys and the use of higher capacity multi lane roads over short lengths therefore has a negligible impact on vehicle journey times. Where roads are reduced from two lanes to one lane the queue becomes longer due to the space available but the number of vehicles in the queue is similar. A recent example of this is the section of Uxbridge Road leading to Hatch End station where a bus lane was introduced reducing traffic lanes from two to one lane.

Physical segregation of vehicles and cycles is provided by a hatched separation zone with traffic cones placed inside. The traffic cones need to be monitored regularly to check for any movement or displacement of the cones so this can be corrected as necessary. Initially cones were being moved accidentally and sometimes deliberately but now there is less interference.

Queensbury ward councillors expressed concerns about the Honeypot Lane cycle scheme in respect of motorists using the service roads to bypass congestion on the dual carriageway. Site observations have not indicated a particular problem with this issue, however, ward councillors have requested that the residential service road on the western side be subject to a 20mph speed limit and officers have agreed to introduce this measure experimentally. The proposal can be seen in appendix 1.

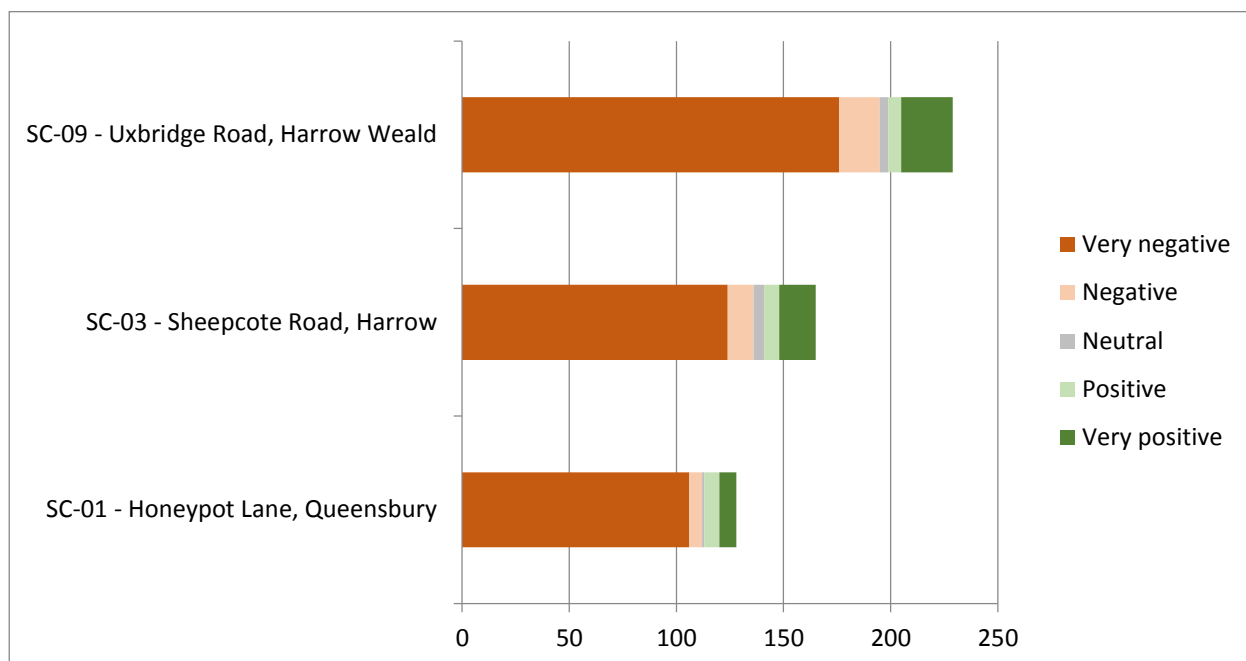
Public engagement

An engagement portal was setup at the beginning of October to facilitate the receipt of public comments for all of the on-going streetspace schemes trials. A summary of the feedback for strategic cycle schemes in October can be seen in the table below.

The engagement feedback indicates a continuing level of unpopularity amongst the community towards these schemes. A more detailed analysis of the free comments received highlighted the following common issues:

- The measures were considered more positive by cyclists although they represent a smaller proportion of the responses received (19%).
- The largest group of responses was from motorists (62%) that expressed more negative sentiments expressing the view that there is increased congestion and queuing at busy times.
- The local residents / businesses made up 25% of responses and sentiments and were generally negative for the same reasons as motorists.

- Many negative responses expressed the view that the measures are unnecessary or unjustified because cycle volumes are low.
- There were many generally derogatory comments that were not substantiated with any reasons.



Most comments appear to be due to a feeling that dedicating road space to cyclists is affecting road capacity and causing more congestion and delays coupled with the low usage of the cycle lanes making them seem unjustified. The reality is that these main roads experienced congestion and delay at peak times prior to the crisis and that any delays are probably similar to those previously experienced. The loss of a lane over a short length of the overall journey actually has a negligible impact on journey times. The initial reaction to the schemes, however, is understandably more negative as a consequence.

Options

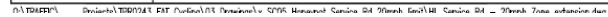
Detailed below are the options for consideration:

- That the cycle schemes are retained until the next review is undertaken.
- That the Honeypot Lane service road (western side) proposal for a 20mph speed limit be introduced as an experimental trial.
- That a section of the cones on the northbound cycle lane of Honeypot Lane on the approach to the signals junction with Whitchurch Lane be removed to facilitate improved access for emergency services vehicles on call.
- A review of reported congestion by the Fire Service at the Honeypot Lane / Whitchurch Lane traffic be undertaken and any mitigations considered.
- The next review of the schemes is undertaken before the end of December.

Decision

To be determined.

54



APPENDIX D

London Streetspace Programme (Harrow)

Pedestrian Space Measures Review - October 2020

Introduction

We are making a real difference to our environment to encourage our residents to improve their health through active travel – all while reducing the chance of people catching Covid-19.

The Street spaces initiative will allow more space for people to safely walk or cycle in Harrow amid the coronavirus pandemic. Temporary cycle lanes and wider pavements and areas with reduced traffic flow are among the changes being made in many parts of the borough, thanks to Harrow Council working with TfL and DfT.

In May the Secretary of State for Transport issued statutory guidance under Section 18 of the Traffic Management Act 2004 to all highway authorities in England and the Secretary of State, Grant Shapps, describes the moment as:

“a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities. According to the National Travel Survey, in 2017-18 over 40% of urban journeys were under 2 miles – perfectly suited to walking and cycling.”

The guidance says that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling to encourage active travel and enable social distancing due to the impact of social distancing on public transport capacity.

The Harrow Street Spaces programme took forward the government directive via Transport for London to deliver a range of active travel schemes including pedestrian space measures. These schemes are implemented at locations such as shopping parades or transport hubs where the width of the footway is insufficient to maintain the required social distancing specified by the government and where higher levels of pedestrian activity are expected.

The schemes consist of temporary pedestrian barriers to reallocate carriageway space to pedestrians by suspending sections of carriageway for vehicle access. This provides more space for pedestrians to use. At shopping parades these are located in service roads and have reduced space for car parking. The pedestrian space measures have been implemented in 9 locations in the borough, three have now been removed (shaded), and 6 remain. The list of schemes is shown in the table below:

PS-01	Station Road, Harrow - Civic Centre, shops
PS-02	Harrow and Wealdstone Station
PS-07	Streatfield Road, Queensbury - shops
PS-08	Honeypot Lane, Canons Park - shops
PS-09	Northolt Road, Northolt - shops
PS-10	Kenton Road, Kenton - shops
PS-11	Kenton Lane, Belmont - shops
PS-12	High Road, Harrow Weald – shops / bus stop
PS-13	Porlock Avenue, West Harrow – shops / / school / bus stop

Methodology

At the special meeting of TARSAP on 10th August it was recommended and subsequently agreed by the Deputy Leader on the 19th August that a review of the pedestrian schemes would be conducted on a monthly basis to test the need for the measures to address the health crisis. The methodology to be used to assess the need for the schemes will take account of the following information:

- Incidence of the virus in the area (public health data) and current Government social distancing requirements
- Pedestrian activity (measured by counts)
- Physical constraints (footway widths)
- Business impact (engagement and assessment)

All of these factors will be reviewed, and a course of action recommended in this report.

The recommendation will be reviewed by the Portfolio Holder – Environment and Corporate Director – Community and the future of the schemes decided.

Incidence of the virus and Government guidance

The national position has shown a decrease in the number of infections reported daily from a high of 25,000 per day at the start of November to approximately 15,000 per day in late November which shows that the second wave of the virus is starting to recede as a consequence of the lockdown that commenced on 5th November.

The data for Harrow shown below gives the local position which is following the national trend towards a decrease in infections. The incidence rate peaked last week and has started to show a slight decrease. In terms of the number of cases, there has been a reduction of about 60 cases per week across the borough. This is the impact of lockdown, but it must be noted that the rates are still very high and a return to social mixing will lead to a rapid rise in cases. The rate in older adults remains high and the testing rate has been increasing.

Latest COVID-19 figures in Harrow	
Report date: 25th November 2020.	
Data range: 16th November 2020 to 22nd November 2020	
Positive cases in the last week in Harrow	429
Testing rate per 100,000	351.6
Test positivity rate	8.1
Incidence rate (all ages) in the last 7 days per 100,000	170.8
Incidence rate (aged 60 and over) in the last week per 100,000	119.5
Test and Trace cases (cumulative) % complete	82
Test and Trace contacts (cumulative) % complete	60

From 2nd December when lockdown ends there will be a return to the tier system of restrictions. Councils in England have been placed on "medium", "high" or "very high" alert with different levels of restrictions required. London is in the "high alert" tier 2 level.

From 2nd December when lockdown ends the tiered system of restrictions will return. Councils in England have been placed on "medium", "high" or "very high" alert with different levels of restrictions required. London is in the "high alert" tier 2 level.

Tier 2 restrictions include no mixing of households indoors, including pubs and restaurants, and the "rule of six" applies outdoors including private gardens and public spaces. Businesses and venues can continue to operate, in a COVID-Secure manner, pubs and bars must close, unless operating as restaurants. Hospitality venues can only serve alcohol with substantial meals, early closure (11pm) applies to most venues.

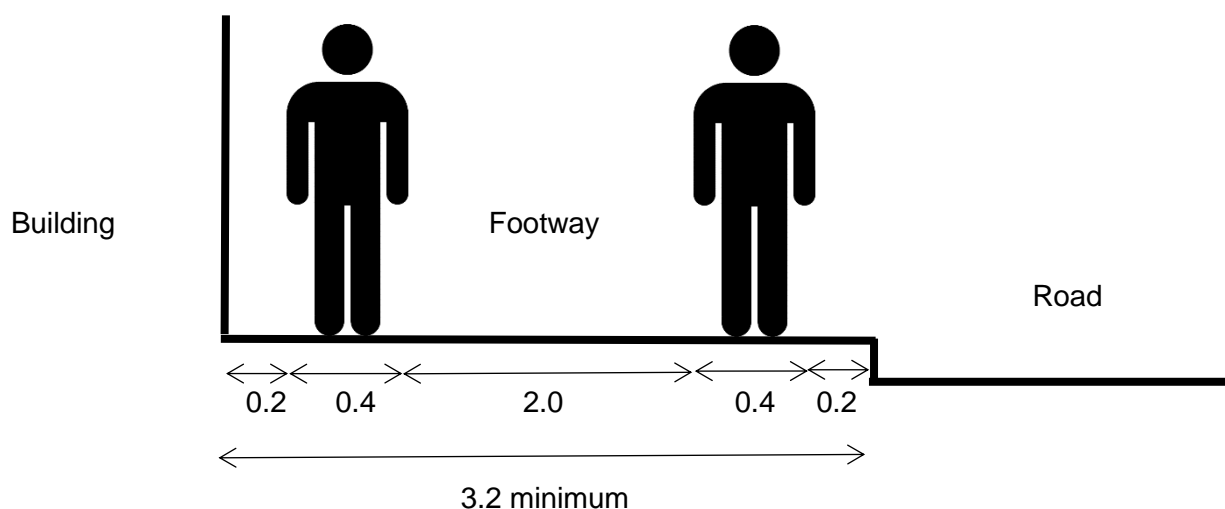
On 16th December London was put into the "very high" tier 3 alert level. The additional restrictions mean that the "rule of six" applies outdoors in some outdoor public places only, hospitality businesses, pubs, restaurants, hotels, entertainment venues must close travel is allowed for essential reasons only but must stay within tier 3 areas.

Physical constraints

The current government guidance remains to keep 2 metres apart with relaxations to 1 metre plus other mitigations permitted where 2 metres is not possible. The use of masks / face coverings is compulsory in shops. Fines for first offences concerning masks or gatherings is £200 and for those breaking self-isolation rules, up to £10,000. COVID-secure guidelines are legal obligations in retail, leisure and tourism and office workers will be asked to work from home unless they need to travel to work.

All the pedestrian sites chosen were selected on the basis that the footways were not wide enough for pedestrians to be able to adhere to the 2m rule when people pass each other. The provision of more space therefore allows people to pass each other safely at busy periods. During the health crisis these locations will still be areas where there will be concentrations of people from time to time and require 2 metres distancing to be observed effectively between people of different households.

The footway space requirements to enable social distancing safely are as shown below (dimensions in metres).



The footway widths at the sites are set out below in the table.

Ref	Location	Footway widths
PS-01	Station Road, Harrow - Civic Centre, shops	The footways adjacent to the two inset parking areas vary between 2.3 and 2.6 metres wide.
PS-02	Harrow and Wealdstone Station	The footway between the cycle racks and taxi rank is 3.4metres wide, this is located close to the station entrance in a high footfall area.
PS-07	Streatfield Road, Queensbury - shops	The footways adjacent to the shops vary between 2.2 and 2.7 metres wide.
PS-08	Honeypot Lane, Canons Park - shops	The footways adjacent to the shops vary between 2.3 and 2.5 metres wide.
PS-09	Northolt Road, Northolt - shops	The footways adjacent to the shops vary between 2.4 and 2.6 metres wide.
PS-10	Kenton Road, Kenton - shops	The footways adjacent to the shops vary between 2.5 and 2.7 metres wide.
PS-11	Kenton Lane, Belmont - shops	The footways adjacent to the shops vary between 2.0 and 2.3 metres wide.
PS-12	High Road, Harrow Weald – shops, bus stop	The footways between the shop forecourts and bus stop layby vary between 1.2 and 2.2 metres wide.
PS-13	Porlock Avenue, West Harrow – shops, school, bus stop	The footways adjacent to the bus stop layby vary between 2.0 and 3.4 metres wide, this is a high footfall area next to Whitmore School.

Providing additional space is particularly important in the current circumstances when infection levels across the country are still high across all age groups and where social distancing is the main strategy to slow the spread of the virus. Schools have remained open during lockdown and the tier 2 restrictions and children are being encouraged to walk or cycle to school and this is likely to increase the risks on the school journey particularly at shopping areas and transport hubs.

Pedestrian Activity

Pedestrian activity counts are being regularly undertaken at the sites to estimate the amount of pedestrian footfall. Pedestrian counts are taken at a particular point in the scheme where most activity takes place and repeat counts are undertaken at the same points for consistency. Both a weekday and weekend day are surveyed between 7am and 7pm to cover the main period of business activity. Surveys are undertaken by recording CCTV footage during the period of observation and later analysed by the survey company at their premises. The dates for data collection are as follows:

- June 11th & 13th - PS01, PS02, PS12 & PS13.
- June 26th & 27th - PS07, PS08, PS09, PS10 & PS11.
- August 6th & 8th.
- September 3rd & 5th.
- October 15th & 17th
- November 12th & 14th - PS01, PS02, PS09, PS11, PS12 & PS13.

The table below gives details of all the pedestrian counts undertaken.

Weekday 7am - 7pm both directions

Site Location	Station Road	H & W Station	Streatfield Rd north parade	Streatfield Rd south parade	Honeypt Lane	Northolt Road	Kenton Road	Kenton Lane	High Road	Porlock Avenue
Site Ref	PS01	PS02	PS07	PS07	PS08	PS09	PS10	PS11	PS12	PS13
June	1564	1508	1823	1865	541	1021	1744	1215	603	467
August	1946	2283	1844	1927	475	1220	1537	1209	690	730
September	2026	2515	2152	2576	682	1257	1626	1403	954	1531
October	2067	3284	2389	2679	780	1006	1872	1378	1031	2845
November	1740	2871	N/A	N/A	N/A	1445	N/A	1490	930	3092

Saturday 7am – 7pm both directions

Site Location	Station Road	H & W Station	Streatfield Rd north parade	Streatfield Rd south parade	Honeypt Lane	Northolt Road	Kenton Road	Kenton Lane	High Road	Porlock Avenue
Site Ref	PS01	PS02	PS 07	PS07	PS08	PS 09	PS10	PS11	PS12	PS13
June	1539	1471	2110	1911	390	937	1606	1212	608	413
August	1917	1925	1978	1940	412	1545	1694	1546	633	544
September	2103	2172	2334	2407	353	1631	1823	1473	896	710
October	1916	2118	2189	2353	369	994	1634	1413	797	618
November	1103	1375	N/A	N/A	N/A	1406	N/A	1283	530	352

It is important to note the impact of the lockdown that took effect on 5th November. The latest surveys indicate that pedestrian activity has varied at all the pedestrian sites and the main points to note are:

- PS01 & PS12 – closure of non-essential retail has reduced pedestrian activity at shops
- PS02 - Restrictions on non-essential travel has reduced pedestrian activity by the station
- PS09 – increases in pedestrian activity likely due to a number of supermarkets located in this part of Northolt Road
- PS11 – increase in pedestrian activity in the week due to supermarket in this location.
- PS13 – Increase in pedestrian activity due to travel to school by Whitmore High School

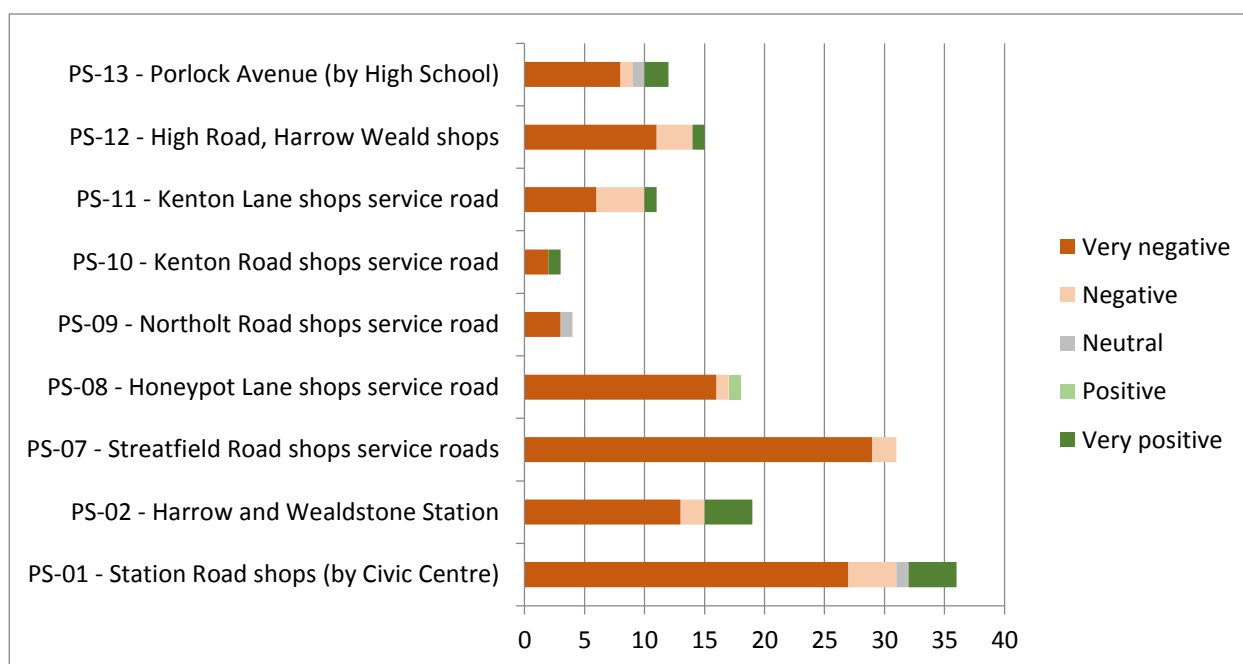
The return to the “high alert” tier 2 level will mean non-essential travel and retail shopping can recommence as allowed by the restrictions with a likely increase in pedestrian activity.

Public engagement

An engagement portal was setup at the beginning of October to facilitate the receipt of public comments on all of the on-going streetspace schemes trials. A summary of the feedback for pedestrian space schemes in October can be seen in the table below.

The engagement feedback indicates a continuing level of unpopularity amongst the community towards these schemes. A more detailed analysis of the free comments received highlighted the following common issues:

- Businesses indicating difficulties for customers / visitors to park near the shops.
- Businesses indicating difficulties with receiving deliveries.
- Expressing the view that the measures are unnecessary and are not convinced that they contribute to improving public health.
- Many generally derogatory comments that were not substantiated with any reasons.



Assessment

In October three schemes were removed at PS-07 Streatfield Road, PS-08 Honeypot Lane and PS-10 Kenton Road. The temporary measures were replaced by an advisory one way system marked on the footway and by signs erected reinforcing the “hands, face and space” message.

The following assessment takes account of the other sites and all the different factors and suggests an action for each of the sites as shown in the table below.

Ref	Location	Assessment
PS-01	Station Road, Harrow - Civic Centre, shops	Pedestrian flows have reduced during lockdown, restrictions on parking affect access to shops and may affect trade for businesses, remove temporary measures and introduce a temporary advisory one way on the footway to support the local economy.
PS-02	Harrow and Wealdstone Station	Pedestrian flows have decreased slightly during lockdown but there is still significant public transport usage. Space for taxis pick up and drop off is maintained. The measures should be retained.
PS-09	Northolt Road, Northolt - shops	Pedestrian flow in this area has increased possibly due to supermarkets being a focus for trade during lockdown.

		Restrictions on parking affect access to shops and may affect trade for businesses, remove temporary measures and introduce a temporary advisory one way on the footway to support the local economy.
PS-11	Kenton Lane, Belmont - shops	Pedestrian flow in this area has increased in the week possibly due to the supermarkets being a focus for trade during lockdown. Restrictions on parking affect access to shops and may affect trade for businesses, remove temporary measures and introduce a temporary advisory one way on the footway to support the local economy.
PS-12	High Road, Harrow Weald – shops, bus stop	The footway width is very narrow at 1.2 metres and therefore a permanent widening of the footway and relocation of the bus stop should be considered as a long term solution. The temporary measures can be removed after amendments are completed and a temporary advisory one way on the footway introduced. This will help to support the local economy.
PS-13	Porlock Avenue, West Harrow – shops, school, bus stop	More people are using the bus stop and footway during the week and pedestrian flows have increased due to the school. The measures should be retained.

Options

Detailed below are the options for consideration:

- That the pedestrian space measures at transport hubs by PS-02 Harrow & Wealdstone Station and PS-13 Porlock Avenue are retained until the next review is undertaken.
- That the pedestrian space measures by shopping areas at PS-01 Station Road, PS-09 Northolt Road and PS-11 Kenton Lane are removed and an alternative advisory one-way scheme on the footways be introduced to reduce social contact.
- That in respect of PS-12 High Road, Harrow Weald a permanent widening of the sub-standard footway from 1.2m to 2.0m and relocation of the bus stop should be undertaken.
- That the temporary measures at PS-12 High Road, Harrow Weald be removed when the permanent amendments are completed and a temporary advisory one way introduced on the footway to reduce social contact.
- The next review of the schemes is undertaken before the end of December.

Decision

To be determined.

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Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	11 th January 2021
Subject:	INFORMATION REPORT Wealdstone Town Centre Improvement Scheme – Update
Key Decision:	No as advisory panel, but the subject matter is a key decision
Responsible Officer:	Paul Walker, Corporate Director - Community
Portfolio Holder:	Councillor Varsha Parmar, Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	No, an information report
Wards affected:	Marlborough, Wealdstone
Enclosures:	Appendix A – Detailed plans of proposed scheme

Section 1 – Summary and Recommendations

This report provides an update on the town centre improvement scheme for Wealdstone and the delivery programme.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

The investment in this scheme will improve journey times on bus routes and the road network in the town, improve the public realm, support active travel modes and give a boost to the local economy.

Section 2 – Report

Introduction

- 2.1 Wealdstone has been identified by the Council and the Mayor of London as a priority area for regeneration and is designated in the Harrow Core Strategy and the London Plan as an Opportunity Area. The vision for the area as described in the Harrow and Wealdstone Area Action Plan and updated in the draft Regeneration Strategy 2014 – 2026 is to deliver 5,500 new homes, a new school and health centre and around 3,000 additional new jobs.
- 2.2 The redevelopment of a number of key development sites in the area will change travel patterns and increase travel demand on the network which will have implications for transport infrastructure in Wealdstone. In order to help unlock the wider development potential of Wealdstone a transport study was undertaken in 2017 to assess the impact of all known and committed development on the transport network and to identify opportunities to enhance the transport network and public realm to support growth. This included the three Council-owned sites in the regeneration programme, Poets corner (existing civic centre site), Byron Park (leisure centre site) and Peel House car park (potential new civic centre).
- 2.3 The study showed that the background growth in vehicular traffic would remain relatively static over the 5 year study period and that most of the expansion in journeys from the growing population would be via sustainable transport with an increasing mode share of walking, cycling and bus trips in particular. It is therefore essential that the transport infrastructure of Wealdstone is improved to accommodate these additional journeys. A large proportion of these additional trips will be by bus and so the road network will need to be designed to

enable better bus journey time reliability and to facilitate future expansion of bus services.

2.4 The study recommended two major infrastructure initiatives to support regeneration as follows:

- A town centre scheme to improve the reliability and expansion of buses on the High Street, two options were identified for further analysis.
- A liveable neighbourhood to create healthy streets around the town centre and enable more walking, cycling and better access to bus networks in the wider Wealdstone area. This requires a bid to be submitted to TfL.

2.5 Since the transport study was completed TfL have recognised the merits of a town centre scheme in this location and over the last three years have funded detailed transport modelling and scheme design work to assess the benefits on bus services. In November 2019 TfL confirmed that the expected benefits for bus services and the wider High Street were significant and agreed to take forward the scheme.

Options considered

2.6 The transport study proposed two options for a town centre improvement scheme as follows:

- Bus routes retain their existing routes and junctions and road layouts on the network are improved to maximise performance.
- Southbound bus services are diverted along a central bus lane in George Gange Way and both southbound and west bound bus services enter the town via Canning Road and junctions and road layouts on the network are improved to maximise performance.

2.7 The transport modelling work demonstrated that diverting some bus routes would allow significant improvements to bus journey times and would address wider network performance issues along the A409 corridor when compared with retaining the existing bus routes. This was therefore the preferred option. The existing bus stops on the routes will remain in the same locations with only minor variations.

2.8 The scheme has a validated cost benefit ratio (BCR) of 7.8. Schemes are normally required to exceed a BCR of 2 to be considered by TfL and so the benefits of this scheme are considered very significant and will have a beneficial impact for bus passengers and for the movement of traffic generally.

Proposed Scheme

2.9 The proposed scheme layout plans can be seen in Appendix A. The main features of the scheme are as follows:

- The diversion of southbound bus services along a central bus lane in George Gange Way and a new traffic signal junction at George Gange Way / Canning Road. This will allow this part of the A409 corridor to flow more freely and provide a dedicated lane for buses. The new traffic signals will facilitate buses to turn right into the town centre via Canning Road and also provide a dedicated pedestrian crossing phase for pedestrians to cross George Gange Way safely. The possible future location of a Civic Centre on the corner of this junction will benefit from improved access to buses and a pedestrian crossing facility.
- Canning Road will be made one way towards the High Street and facilitate southbound and west bound buses from the A409 entering the town centre. The existing east / west cycle route will be accommodated on the northern side of the road and a new bus stop located on the southern side.
- The bus stops arrangement outside the Wealdstone Centre, directly opposite each other, will be revised to prevent the current problem with obstruction of through traffic when buses are stopped at both stops at the same time. The southbound bus stop will be relocated to Canning Road in very close proximity to the existing stop. This will improve traffic flow in this part of the High Street.
- The High Street will be made one way between Canning Road and George Gange Way for northbound buses and general traffic. Entry into the High Street from the A409 corridor is currently restricted to general traffic and so this arrangement will have a negligible impact. Provision will be made for a future north / south cycle route that will pass along the western side of the road between Canning Road and Gordon Road. The proposed cycle route is a TfL sponsored initiative that will provide a high specification cycle route between Harrow Weald and Kenton via Wealdstone. It is important that this scheme and the proposed cycle route integrate effectively.
- All of the traffic signals on the A409 north / south corridor currently operate independently which is very inefficient for controlling traffic flow and movement. The scheme will introduce a SCOOT urban traffic control system which will link, control and optimise the performance of all the traffic signals to improve the overall throughput of traffic and reduce congestion and delay.

- Palmerston Road will be made one way for traffic entering the town from the A409 corridor. The surface level and multi storey car parks entrances and exits will operate in the same way as existing. Bus standing bays will be provided in Palmerston Road and improve the current situation in which there is no bus standing provision available in the town. Bus stands allow buses to lay over for short-term parking to allow driver changes and driver rest breaks which are important for ensuring the efficient and effective operation of bus services.
- The High Street public realm between George Gange Way and the Station will be refurbished with wider footways narrower carriageways, new street lighting and street furniture and revised arrangements for parking and loading. This will be very similar to the improvements made in Station Road in Harrow Town Centre some years ago. This will transform the appearance of the street and provide better conditions for people passing through and shopping in the High Street.
- The station entrance area will be redesigned to provide more space for pedestrians and create an enhanced public realm that will create an attractive gateway into the town from the station.

2.10 The scheme is expected to have significant benefits for the town centre and the local economy. In particular the main benefits will be as follows:

- Faster more pleasant and reliable journeys for bus passengers and an increase in the uptake of bus travel locally.
- A greater potential to expand bus services to meet the demands of a growing population.
- An increase in bus patronage and pedestrian footfall in the High Street shopping area that will provide a boost for the local economy with a potentially beneficial impact on trade for local businesses.
- A general improvement of the movement of traffic on the A409 corridor (High Street / George Gange Way).
- An improved street environment and public realm along the High Street that will encourage more walking and cycling activity in the area and provide a more pleasant experience for people spending time in the centre and develop a sense of civic pride in the town.
- An opportunity to design out any crime from the street environment where possible in collaboration with the Police and other key stakeholders.

Consultation and approvals

- 2.11 Cabinet on 9th January 2020 approved the scheme in principle and authorised the Portfolio Holder for Environment, following consultation with the Corporate Director – Community, to:
- consider the responses to public consultation and approve the final scheme to be taken forward,
 - undertake statutory consultation on traffic regulation orders required to implement the scheme,
 - consider representations received from the statutory consultation and agree the traffic regulation orders to be implemented for the scheme.
- 2.12 The overall cost of implementing the scheme is estimated at £2.4 million. TfL will fund £1.5 million and the remaining £900k will be funded by the borough as a match fund. An allocation for the match fund has been made in the Capital Programme.
- 2.13 A full public consultation on the scheme was undertaken in January 2020 and involved distributing leaflets across 3000 premises in the town to publicise the proposals. The Council's consultation portal was used to receive feedback and public exhibitions were organised to show the proposals and answer public questions.
- 2.14 The results demonstrated that the scheme was received positively and on 16th March the Portfolio holder for Environment subsequently approved the consultation results and allowed the scheme to proceed to statutory consultation. The results of consultation were shared with TfL who confirmed that the results were satisfactory, and the scheme would be funded and could proceed to implementation.
- 2.15 The statutory consultation for the traffic and parking restrictions involved with the scheme was undertaken in March / April and advertised on the Council's website, on street notices placed in the affected streets and publicised in the Harrow Times and London Gazette. Leaflets were also posted widely across Wealdstone to advertise the statutory consultation.
- 2.16 There were four objections received during the statutory consultation period and these have now been considered by the Portfolio Holder for Environment on 17th December as well as officer comments addressing the representations received and has approved the traffic regulation orders being made and the implementation of the scheme.

Implementation

- 2.17 The detailed design of the scheme has been on-going since late 2019 and is already complete. Funding for implementation was expected at the start of the 2020/21 financial year, however, the Coronavirus health crisis delayed the award due to the financial crisis in TfL. With the support of government financial assistance in November TfL have now confirmed a £1m allocation for 2020/21 to start the implementation of the scheme. With only a short time remaining to the

end of the financial year officers have acted quickly to organise work and mobilise resources to start construction early in 2021.

2.18 The proposed phasing of the construction works has taken account of a wide range of factors:

- Minimising disruption to traffic.
- Access requirements for businesses, including deliveries.
- Maintaining access to the town centre car parks.
- The diversion of bus services and bus stops temporarily and permanently as a part of the scheme.
- Statutory undertaker's diversionary works.
- Ensuring acceptable public health and safety.
- Taking account of other roadworks and activities on the network that can affect traffic flow during this period.
- Any new traffic and parking restrictions will be introduced on a phase by phase basis.

The provisional construction phasing plan developed with the Council's highways contractor and other delivery partners is shown below:

Stage	Date
Phase 1 - A409 High Street / George Gange Way & Canning Road (Gladstone Way to George Gange Way)	Feb – Mar 2021
Phase 2 – Canning Road (Gladstone Way to High Street) & High Street (Canning Road to Palmerston Road)	Apr - May
Phase 3 – High Street (Canning Road to George Gange Way)	Jun – Jul 2021
Phase 4 - High Street (Palmerston Road to Masons Avenue) west side	Aug – Sep 2021
Phase 5 – High Street (Palmerston Road to Masons Avenue) east side	Oct – Nov 2021
Phase 6 – Palmerston Road	
Phase 7 – Harrow & Wealdstone Station area	Jan – Feb 2022

2.19 This is a provisional programme and is therefore subject to change. Construction projects by their nature can have unforeseen complications and inevitably the programme will need to adapt. Ensuring that any changes and implications are informed to the public will be a key consideration.

2.20 The project will require extensive communications to keep local people advised of the access requirements of each construction phase in order to minimise disruption and inconvenience. Key user groups affected are businesses, people with disabilities, pedestrians, cyclists and bus passengers. Any communications will be targeted accordingly to the most affected user groups to ensure they are aware of the latest plan.

Staffing/workforce

- 2.21 The scheme will be project-managed using existing staff resources within the Traffic, Highways & Asset Management Service and also utilising the resources of the Council's engaged transport consultant and highways contractor.

Ward Councillors' comments

- 2.22 Ward councillors have been briefed with regard to the Wealdstone Transport Study and the major transport infrastructure projects recommended, including the town centre scheme detailed in this report. Regular reports have also been provided to the Traffic & Road Safety Advisory Panel. Ward councillors have provided feedback during these briefings.

Performance Issues

- 2.23 Implementing this scheme will help to meet the borough outcome indicator targets identified in the Transport Local Implementation Plan (LIP). The shorter term targets in the LIP are as follows:

Objective	Borough target	Year
<u>Overarching mode share aim – changing the transport mix</u>		
Londoners' trips to be on foot, by cycle or by public transport	50%	2021
Healthy Streets and healthy people		
<u>Outcome 1: London's streets will be healthy and more Londoners will travel actively</u>		
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	34%	2021
Londoners have access to a safe and pleasant cycle network	10%	2021
<u>Outcome 2: London's streets will be safe and secure</u>		
Deaths and serious injuries from all road collisions to be eliminated from our streets	38KSIs	2022
<u>Outcome 3: London's streets will be used more efficiently and have less traffic on them</u>		
Reduce the volume of traffic in London.	568 million annual vehicle km miles	2021
Reduce the number of freight trips in the central London morning peak.	N/A	N/A
Reduce car ownership in London.	100,600	2021
<u>Outcome 4: London's streets will be clean and green</u>		
Reduced CO ₂ emissions.	124,800 tonnes	2021
Reduced NO _x emissions.	210 tonnes	2021
Reduced particulate emissions.	43 tonnes PM ₁₀ 21 tonnes PM _{2.5}	2021
A good public transport experience		
<u>Outcome 5: The public transport network will meet the needs of a growing London</u>		
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	125,000 trips	2021
<u>Outcome 6: Public transport will be safe, affordable and</u>		

accessible to all

Everyone will be able to travel spontaneously and independently. 5 mins 2041

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Bus journeys will be quick and reliable, an attractive alternative to the car 11.5mph 2021

New homes and jobs

Outcome 8: Active, efficient and sustainable travel will be the best options in new developments

Outcome 9: Transport investment will unlock the delivery of new homes and jobs

Delivery of Section 106 agreements 100% 2021

CIL funding allocations used for strategic transport initiatives 100% 2021

Environmental Implications

- 2.24 The third transport LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the policies and programme of investment included. The main benefits on the population are in improving air quality and human health. No negative environmental issues were identified as part of the SEA.
- 2.25 The proposed scheme fully accords with the principles of LIP3 and will encourage modal shift to walking, cycling and public transport and promote healthier lifestyles, reduce accidents and improve road safety, reduce congestion, pollution and improve air quality.

Data Protection Implications

- 2.26 There are no data protection implications.

Risk Management Implications

- 2.27 There are risks to delivery of the scheme associated with public acceptance of the scheme, impact on bus passengers during changes to bus services, ensuring a safe and serviceable design and a safe method of construction that mitigates hazards to the public. These risks are addressed through the established risk management procedures within the Traffic, Highways & Asset Management Service.
- 2.28 Full public consultation and engagement has already been undertaken to ensure that public acceptance of the scheme is supported by a majority of the community affected.
- 2.29 Under the Construction (Design and Management) Regulations 2015 a design risk assessment has been undertaken as a part of developing the scheme to assess any potential risks from proposed changes to the street environment in terms of construction, future operation and maintenance. As far as practicable, risks have been designed out of the proposed scheme.

- 2.30 The Council's client team and highways contractor are developing a construction health and safety plan to ensure that any risks associated with building the scheme are fully mitigated and that there is a clear plan with construction phasing and sequencing in place which ensures public safety.
- 2.31 There will be on-going engagement with TfL in order to coordinate the diversion of bus routes and the sequencing of construction work on the highway to ensure that bus passengers are not adversely disrupted by the works.

Procurement Implications

- 2.32 Where needed, consultants and contractors have been procured to investigate, develop and deliver proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal Implications

- 2.33 The Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 2.34 The proposed amendments to traffic and parking restrictions will require the appropriate legal process to be undertaken before they can be physically implemented.
- 2.35 Subject to statutory consultation requirements, the Council has powers to introduce and amend the operational provisions for traffic and parking restrictions under the Road Traffic Regulation Act 1984, the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and the Traffic Signs Regulations and General Directions 2016 as amended by the Traffic Orders Procedure (Coronavirus) (Amendment) (England) Regulations 2020 which came into effect on 23 May 2020 and will remain in force until 30 April 2021.

Financial Implications

- 2.36 The cost of implementing the scheme is £2.4 million. TfL will fund £1.5 million and Harrow will provide a match fund of £900k to undertake scheme implementation. The project will span two financial years and the funding is split between them.
- 2.37 In the 2020/21 capital programme there is £1m allocated from TfL external grant funding.
- 2.38 In 2021/22 £1,400k is allocated in the capital programme made up of £900k Harrow CIL funding and £500k external grant funding from TfL.

- 2.39 As a consequence of the financial position of TfL negotiations between government and TfL are currently ongoing to agree financial assistance for 2021/22 and future years. This will be based on TfL submitting an acceptable management plan to improve their financial security by 2023. Their deadline for doing this is 11th January. There therefore remains a small risk over the agreement of any plan and the allocation of funds by TfL for the scheme in 2021/22. As a consequence, consideration has been given to how to ensure the delivery of the project in such an event and it is expected that the Highways Capital Programme would be used as a contingency in order to avoid any further capital borrowing. It is, however, very unlikely that this will be required.

Equalities implications / Public Sector Equality Duty

- 2.40 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.
- 2.41 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

- 2.42 The following table show the key inputs from the strategy that will support the Council priorities.

Council Priorities	Impact
Building homes and infrastructure	The town centre scheme and improved bus services will help the Council's regeneration programme by supporting population growth and facilitating the increasing number of journeys on the transport network
Improving the environment and addressing climate change	The improved public realm will reduce obstructions to walking journeys to the town centre and public transport connections particularly for the mobility and visually impaired.
Supporting Those Most in Need Addressing health and social care inequality	The scheme will support healthier lifestyles which will improve public health and the burden on health services and social care.
Thriving economy Tackling poverty and inequality	The improvements to the public realm and public transport services will support the local economy and help to make the town centre a more pleasant place to spend time in and to do shopping and support more local employment.

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 21 December 2020

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 04 January 2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 29 December 2020

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 06 January 2021

Mandatory Checks

Ward Councillors notified: **NO**, as the report is for information only

EqlA carried out: YES

EqlA cleared by: Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

David Eaglesham, Head of Traffic, Highways & Asset Management, 020 8424 1500, david.eaglesham@harrow.gov.uk

Background Papers:

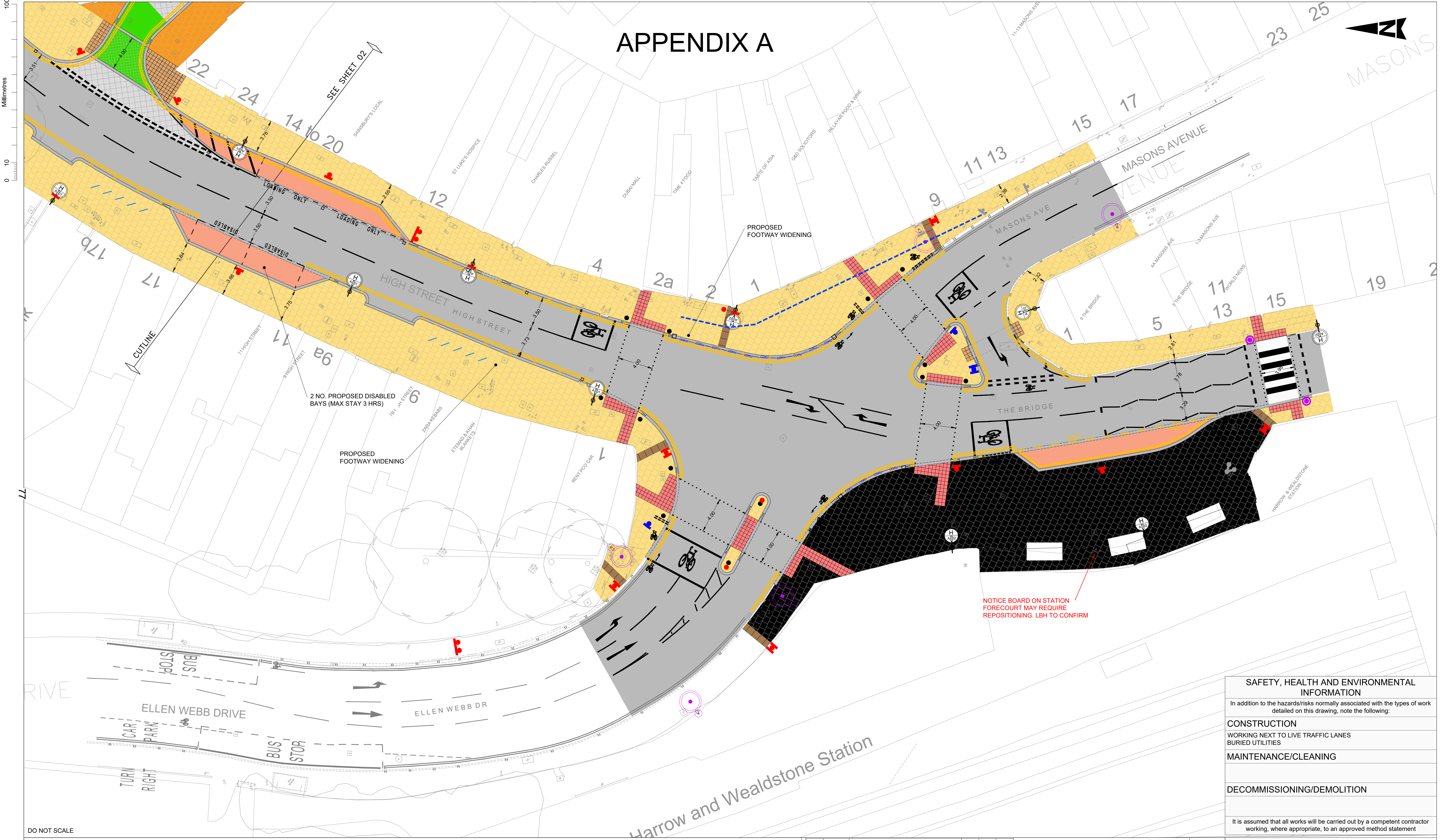
Transport Local Implementation Plan

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

Wealdstone Transport Study (2017)

<https://www.harrow.gov.uk/road-maintenance-travel/wealdstone-transport-plan>

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DO NOT SCALE

GENERAL KEY:
IT IS THE CONTRACTORS RESPONSIBILITY TO CHECK THE LOCATION OF THE EXISTING STATUTORY SERVICES PRIOR TO CONSTRUCTION

THIS DRAWING IS INTENDED AS A GENERAL ARRANGEMENT AND IS NOT FOR CONSTRUCTION PURPOSES.

REFER TO THE DRAWING REGISTER FOR FULL LIST OF DETAILED DRAWINGS

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED

EXTENTS OF RESURFACING TO BE AGREED WITH LBH

- GENERAL KEY:**
- PROPOSED KERB
 - PROPOSED DROPPED KERB
 - PROPOSED CYCLE SEGREGATION KERB
 - PROPOSED CYCLE SEPARATION ISLAND
 - PROPOSED LINEAR DRAIN
 - PROPOSED COMBINED DRAINAGE KERB UNIT
 - PROPOSED ROAD MARKINGS TO TSRGD 2016
 - RE USED FOOTWAY PAVING
 - PROPOSED PAVED FOOTWAY/CYCLEWAY - HIGH STREET SPEC
 - PROPOSED PAVED FOOTWAY/CYCLEWAY - SIDE ROAD SPEC
 - PROPOSED PAVED FOOTWAY - CHURCH GRANITE SPEC
 - PROPOSED PAVED FOOTWAY/CYCLEWAY AT STATION
 - PROPOSED PAVED FOOTWAY AT ROAD JUNCTION

- PROPOSED ON CARRIAGEWAY CYCLEWAY
- PROPOSED CYCLEWAY ON FOOTWAY
- PROPOSED CARRIAGEWAY RESURFACING AND WIDENING
- PROPOSED FOOTWAY TYPE 2
- PROPOSED RAMP IN CARRIAGEWAY
- PROPOSED LOADING/PARKING/DISABLED BAY
- PROPOSED RAISED TABLE
- PROPOSED CROSSING ON RAISED TABLE
- PROPOSED ASPHALT FOOTWAY/TRAFFIC ISLAND
- PROPOSED TACTILE PAVING (CHARCOAL BLISTER)
- PROPOSED TACTILE PAVING (BUFF BLISTER)
- PROPOSED TACTILE PAVING (BUFF LADDER/TRAMLINE)

- PROPOSED LIGHTING COLUMN
- EXISTING LIGHTING COLUMNS
- PROPOSED TREES
- PROPOSED TREE WITH BENCH
- PROPOSED TRAFFIC SIGNAL POLE
- PROPOSED BELISHA BEACON
- PROPOSED SIGN
- PROPOSED SIGN AND POST
- PROPOSED BOLLARD
- RELOCATED SIGN ON NEW POLE
- EXISTING SIGN AND POLE TO REMAIN
- PROPOSED GULLY/KERB OUTFALL
- PROPOSED CYCLE STAND
- PROPOSED CYCLE STORAGE
- PROPOSED PEDESTRIAN GUARD RAIL
- PROPOSED LITTER BIN
- PROPOSED BENCH

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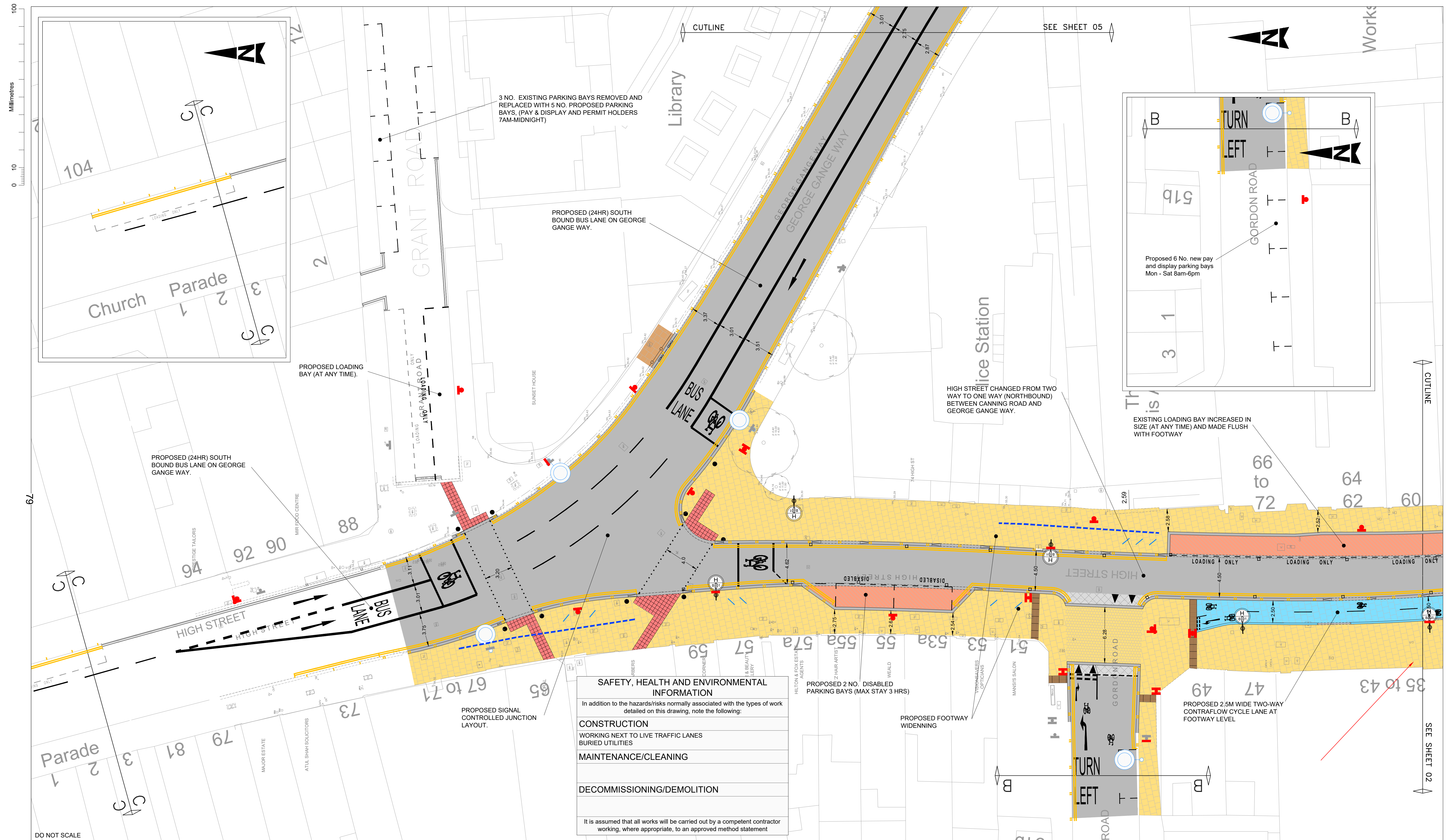
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Project Title					
WEALDSTONE TOWN CENTRE BUS PRIORITY SCHEME					
Drawing Title					
DETAILED DESIGN GENERAL ARRANGEMENT SHEET 1 OF 5					
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- PROPOSED ON CARRIAGEWAY CYCLEWAY
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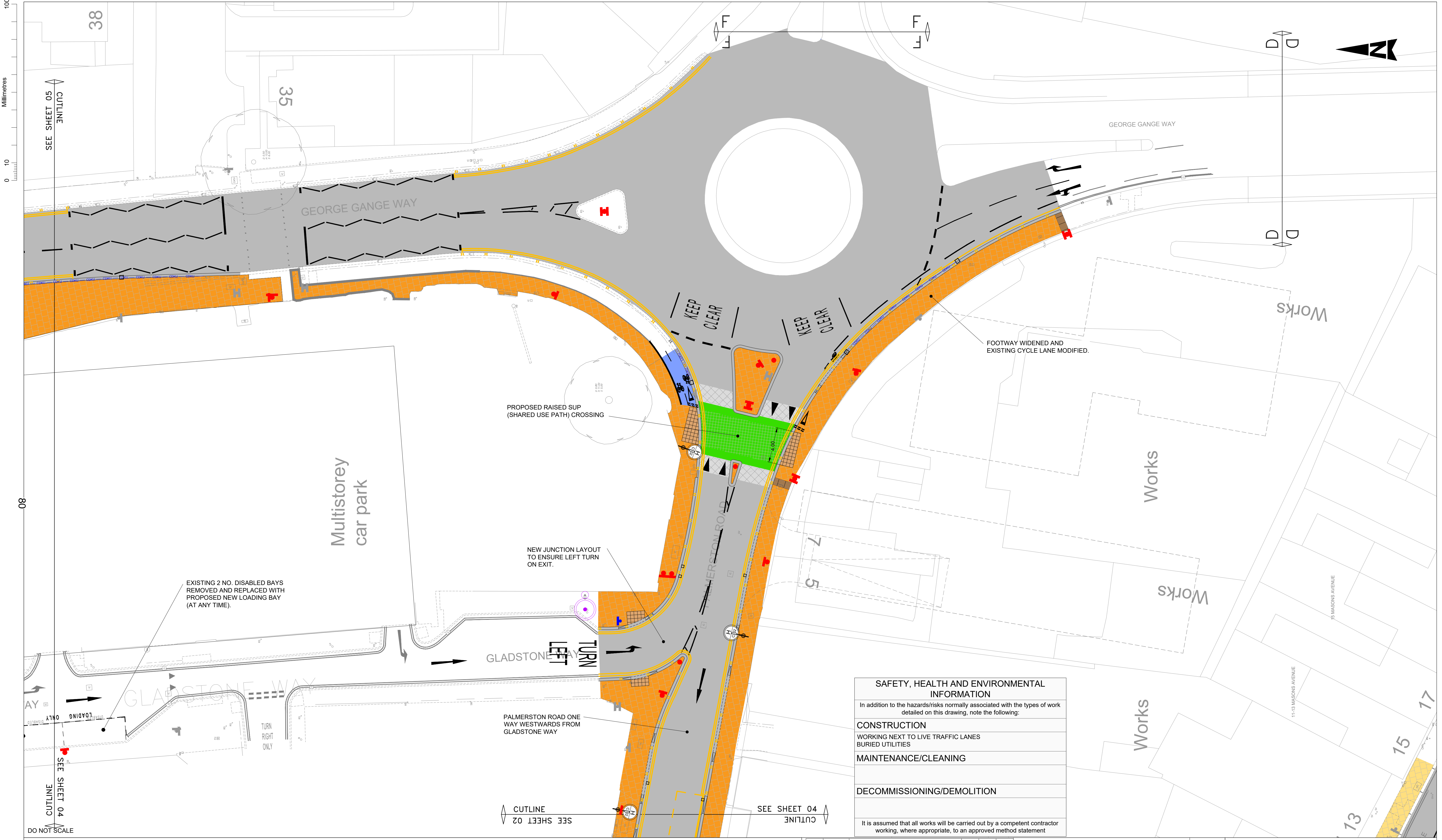
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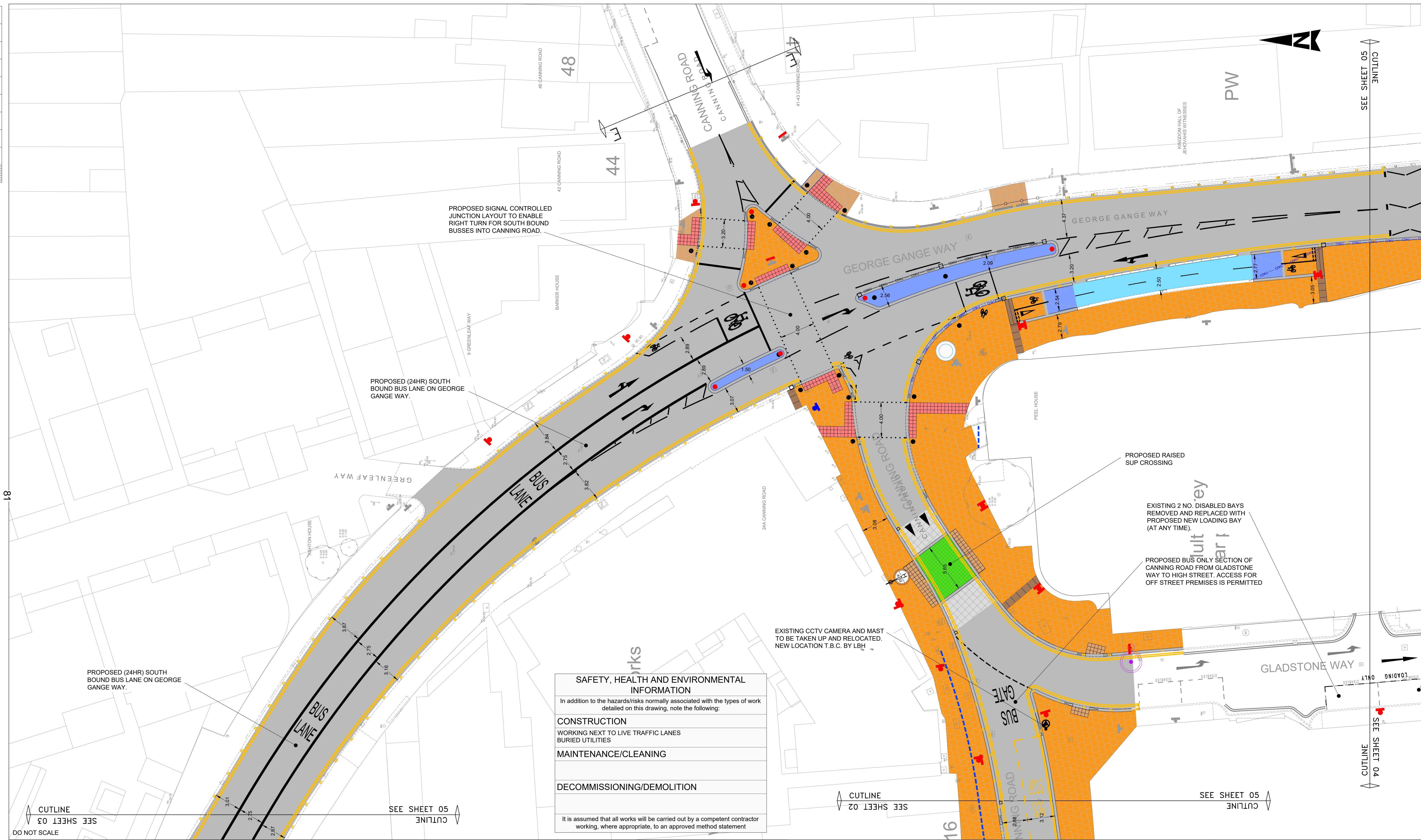
**WEALDSTONE TOWN CENTRE
BUS PRIORITY SCHEME**

Drawing Title

**DETAILED DESIGN
GENERAL ARRANGEMENT
SHEET 4 OF 5**

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

Date of Meeting: 11 January 2021

Subject: **INFORMATION REPORT**
Traffic and Parking Schemes
Programme update

Key Decision: No

Responsible Officer: Paul Walker – Corporate Director,
Community

Portfolio Holder: Varsha Parmar – Portfolio Holder for
Environment

Exempt: No

Decision subject to No, the report is for information
Call-in:

Wards affected: Headstone South, Belmont, Kenton
West. Greenhill

Enclosures: **Appendix A** - Parking management
programme 2019/20
Appendix B - Transport for London
programme 2019/20
Appendix C - Streatfield Road
pedestrian crossing scheme
Appendix D – 20mph zone schemes

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2020/21 Parking and Local Implementation Plan Transportation programmes of works.

Recommendations:

None, the report is for information only.

Reason: (For recommendations)

None, the report is for information only.

Section 2 – Report

Introduction

- 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.

Options considered

- 2.2 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.

Parking management programme

- 2.3 The Parking Management Schemes Programme for 2020/21 was recommended by TARSAP in February 2020 and approved by the Portfolio Holder, Environment. The current status of each scheme in the programme can be seen in **Appendix A**.

Local Implementation Plan (LIP) Transportation Programme

- 2.4 The LIP programme was suspended at the start of the year due to the onset of the Coronavirus health crisis. This was caused by a financial crisis at Transport for London (TfL) as a consequence of reduced public transport income.

- 2.5 The government provided financial support to TfL up to mid-October to maintain transport services and also funded an alternative London Streetspace Programme (LSP) up to October in place of the LIP programme which London Boroughs participated in. This was designed to introduce short term interventions to support travel during the health crisis. Harrow's streetspace programme is included on a separate report on the agenda which provides more details.
- 2.6 In October TfL agreed to a second financial support package up to the end of 2020/21 which included awarding LIP funding. TfL confirmed an allocation of £523k. A revised programme of investment based on the reduced level of funding has been agreed with the Portfolio holder – Environment.
- 2.7 In addition to the LIP funding allocation discretionary bus priority funding has also been awarded for the Wealdstone town Centre improvement scheme. A funding award of £1m has been allocated to commence this project this year. There is a separate report on the agenda regarding this scheme which provides more details.
- 2.8 The current status of each scheme in the programme can be seen in **Appendix B**.
- 2.9 Schemes designs have been completed for a “zebra” pedestrian crossing in Streatfield Road and for four 20mph zones. Details can be seen in **Appendix C** and **Appendix D**.

Other external funding

Electric Vehicle charging infrastructure

- 2.10 The council was awarded a grant of £76k from the Office for Low Emission Vehicle (OLEV) for 24 on-street charging points across the borough. The charging points will be retrofitted onto street lighting columns to serve residents that do not have off-street parking. This work was due to be completed in March 2020 but was delayed due to the health crisis. This work is expected to be completed early in 2021.
- 2.11 A funding award of £50k in tranche 2 of the Go Ultra Low City Scheme has been awarded for a rapid charge point near Hatch End car park on Uxbridge Road. This is scheduled to be implemented by the end of the 2020/21 financial year.

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

- 2.12 This scheme is funded from section 106 developer contributions from the Kodak development.
- 2.13 Following a public consultation exercise in May /June 2019 further investigation work to develop options was required to address concerns expressed by the public. The original option proposal involved introducing

3 right turn bans at the junction. A further option has now been developed that has only 2 right turn bans proposed. In March 2020 following engagement with members it was proposed to undertake further public consultation on these two options, however, that was suspended due to the onset of the pandemic.

- 2.14 It is proposed to discuss with ward councilors and the Portfolio Holder – Environment early in the new year how to proceed with the public consultation.

Staffing/workforce

- 2.15 The review of petitions has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

Ward Councillors' comments

- 2.16 Ward councillor's comments have not been sought for this report because it is for information only.

Performance issues

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

Environmental Implications

- 2.18 The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.19 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles are reduced diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

- 2.20 There are no data protection implications.

Risk Management Implications

- 2.21 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.

- 2.22 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.

Procurement Implications

- 2.23 Where needed, consultants and contractors will be procured to investigate, develop and deliver proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.24 There are no particular legal implications to be noted as the report is for information purposes only.
- 2.25 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.26 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

- 2.27 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.
- 2.28 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Sex	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

2.29 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

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 21 December 2020

Statutory Officer: Jimmy Walsh
Signed on behalf of the Monitoring Officer

Date: 04 January 2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 29 December 2020

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker
Signed by the Corporate Director - Community

Date: 06 January 2021

Mandatory Checks

Ward Councillors notified: **NO**, as the report is for information only

EqlA carried out: YES

EqlA cleared by: Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Transportation Manager
Tel: 020 8424 1649, Fax: 020 8424 7662,
E-mail: Barry.Philips@harrow.gov.uk

Johann Alles – Deputy Team Leader
Tel: 020, Fax: 020 8424 7662,
E- mail: Johann.Alles@Harrow.gov.uk

Background Papers:

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

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 2020/21 this comprises of allocations of £275K for controlled parking schemes and £25K for the local safety parking schemes programme.

Scheme	Details	£	Status	Contact officer	Planned finish
Harrow on the Hill – new CPZ	Scheme carried over from 2019/20 New zone (HH) operational Mon-Fri 10am-2pm	£40,000	Scheme complete. Operational Dec 21 st , 2020.	Barry Philips / Sajjad Farid	Dec 2020
Gordon Road, Wealdstone	Scheme carried over from 2019/20 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 and statutory consultation was undertaken in February 2020	£40,000	PH report has been approved to extend zone (C1). works pack being prepared to issue works instruction to proceed to implementation.	Barry Philips / Sajjad Farid	Feb 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' Results will be reported/ discussed with members and PH to agree measures to be taken forward.	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 by	£40,000	Public consultation undertaken in September 2020. Results being collated and will be reported/ discussed with members	Barry Philips / Sajjad Farid	March 2021

Scheme	Details	£	Status	Contact officer	Planned finish
Woodside Close	non-residents that creates a safety hazard by restricting carriageway width. Undertake surveys, public consultation, statutory notification and implementation		and PH to agree measures to be taken forward.		
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.	£40,000	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	£10,000	Public consultation undertaken results show no support for introduction of parking controls. However, officers will take forward proposals to introduce 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 to be approved to proceed to statutory consultation.	Barry Philips / Sajjad Farid	March 2021
Courtenay Avenue (service roads) between Uxbridge Road	The investigation of proposals to introduce a new CPZ with residents parking in the service roads to address inconsiderate long term commuter and	£10,000	Public consultation undertaken results show no support for introduction of parking controls. However, officers will take forward	Barry Philips / Sajjad Farid	April/May 2021

Scheme	Details	£	Status	Contact officer	Planned finish
and Secker Crescent	other non -residential parking. Undertake surveys, public consultation, statutory notification and implementation.		proposals to introduce 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 to proceed to statutory consultation.		
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	March 2021
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. Parking review in the area has been on hold during health crisis due to temporary barriers being erected.	£40,000	Public consultation will be undertaken between February/March 2020.	Barry Philips / Sajjad Farid	March 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.	£25,000	On-going prioritisation / implementation of requests for yellow lines.	Barry Philips / Sajjad Farid	March 2021

Appendix B - Transport for London, Local Implementation Plan (LIP) programme update – 2020/21

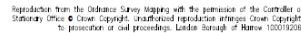
This is the main traffic and transportation programme funded by Transport for London to deliver the programme of investment in the Transport Local Implementation Plan (LIP). The overall allocation for traffic and transportation works and initiatives related to the LIP in 2020/21 is £523k. This is allocated as either capital or revenue within Harrow's financial system depending on the nature of the work undertaken.

A separate allocation of £1m has been allocated under discretionary bus priority funding for the Wealdstone Town Centre Improvement Scheme.

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Corridors	Road Safety Schemes Vision Zero	20mph zones programme (£150k) at following locations: <ul style="list-style-type: none"> Merrion Avenue Roxborough Park area Weald Lane area Westfield Drive / Gdns 	150	Schemes designed (see Appendix D) and ready for consultation	Barry Philips/ Johann Alles	Mar 2021
		Local safety schemes development and identify locations	50	To design and consult on schemes in 2020/21 ready for implementation in 2021/22		
Corridors	Walking & Cycling Schemes	Walking / cycling schemes development at following locations: <ul style="list-style-type: none"> Streatfield Rd ped xing, George V Ave cycle scheme, Eastcote Lane northern cycle route 	150	To design and consult on schemes in 2020/21 ready for implementation in 2021/22 Streatfield Road scheme designed (see Appendix C) and ready for consultation	Barry Philips / Tushar Patel	Mar 2021

TFL programme	Scheme	Details	£k	Status	Contact officer	Planned finish
Corridors	Bus priority schemes	North Harrow signals - junction improvement – statutory undertakers works (in advance of junction improvement)	50	Liaison with statutory undertakers on-going	Barry Philips / Tushar Patel	Mar 2021
Corridors	ULEV infrastructure and Air Quality schemes	Harrow TC neighbourhood of the future - electric street	25	Complete existing project, finalising design, reviewing results of engagement with businesses	Barry Philips/ Annabelle Fosu	Mar 2021
Corridors	Travel Plans	Travel planning - sustainable transport promotion / travel plans	48	On-going programme	Barry Philips / Annabelle Fosu	Mar 2021
Local Transport fund	Local Transport Fund schemes	Schemes recommended by TARSAP Feb 2020 TfL cycleway along Station Road to the Kenmore Avenue underpass, via Elmgrove Road	50	To design and consult in 2020/21 ready for implementation in 2021/22	Barry Philips	Mar 2021
Bus Priority Portfolio	Wealdstone town centre improvement scheme	Wealdstone town centre and bus priority improvements – major scheme	1,000	Construction phasing currently being planned, possible start in Feb 2021, works duration between 9 – 12 months and will continue into 2021/22	David Eaglesham	Mar 2021

99



Appendix D – 20mph zone schemes

