

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 and 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 large increase in the number of infections reported daily to nearly 20,000 per day in late October which is the highest level recorded since the start of the pandemic. The rate is higher than that recorded earlier in the year mainly due to the significantly higher testing capacity now available. The rates for patients in hospital, patients in ventilator beds and deaths within 28 days of a positive test have also significantly increased. The rate of infection has spiked sharply since the beginning of September and the country is now considered to be in a second wave of infection.

The data and graphs below for Harrow show that the local position is reflecting the national trend with the 7-day average of laboratory confirmed cases showing a consistent increase over the same period of time. This has risen from about 10 per day at the beginning of September to about 40 per day in mid-October. In the week ending 11th October there were 291 new cases which is an incidence rate of about 116 per 100,000 population.

As a consequence, the government brought in a new tiered system of alert levels and restrictions in mid-October which is to be applied depending on the local circumstances and Councils in England have been placed on "medium", "high" or "very high" alert with different levels of restrictions required. London was put on high alert from 17th October and the additional restrictions include no mixing of households indoors, including pubs and restaurants, and the "rule of six" now only applies outdoors including private gardens and public spaces. This is additional to the existing 10pm curfew for pubs and restaurants and restriction to offering table service only. However, this will now be superseded by a national lockdown announced by the government on 30th October that will take effect from 5th November. The lockdown restrictions will cease all non-essential travel and close all non-essential businesses including leisure and hospitality but will not affect construction or manufacturing or schools.

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-

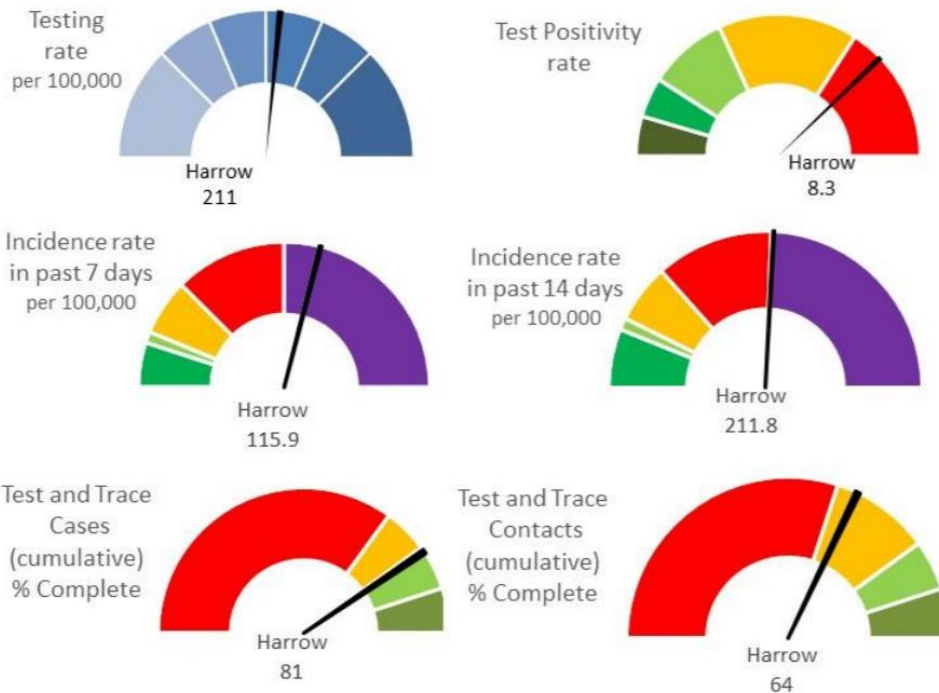
secure guidelines are legal obligations in retail, leisure and tourism and office workers will be asked to work from home unless they need to travel to work.

Weekly Harrow Public Health Covid update for 16/10/2020

Harrow COVID 19 Dashboard

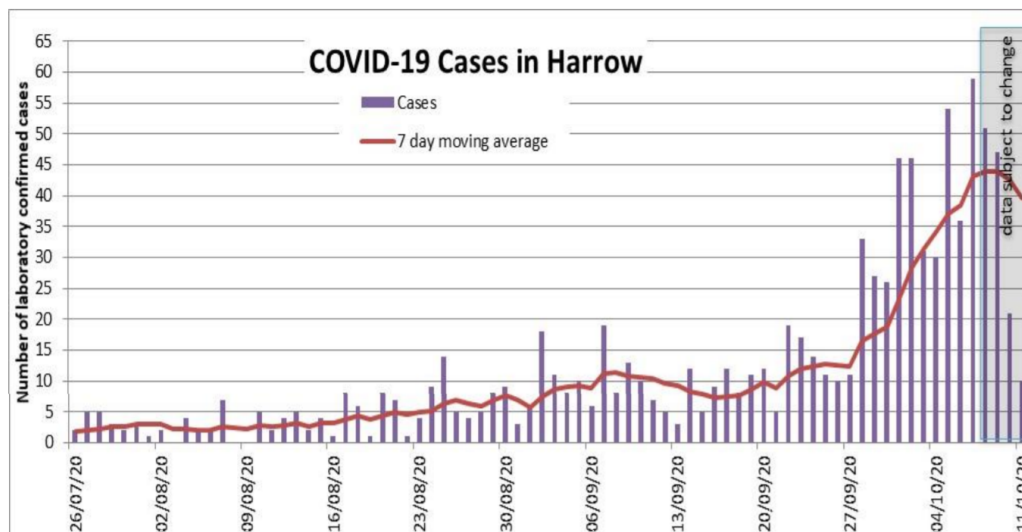
report date: 16/10/2020

Data from 05/10/2020 to 11/10/2020



Positive Cases in 7 days to 11/10/2020

291

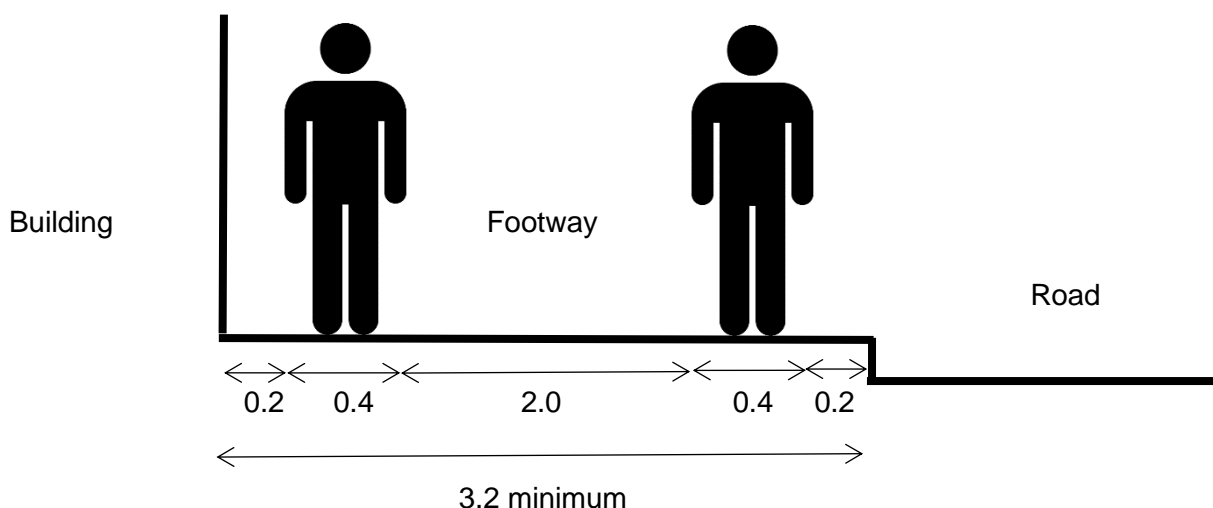


Physical constraints

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 nine 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 seeing a large increase across all age groups and where social distancing is the main strategy to slow the spread of the virus. Schools have reopened 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. Schools currently remain open under the high alert level. From 5th November under the national lockdown restrictions schools will remain open.

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

The table below gives details of all the pedestrian counts undertaken including the latest data collected in October.

Weekday 7am - 7pm both directions

Site Location	Station Road	H & W Station	Streatfield Rd north parade	Streatfield Rd south parade	Honeypot 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

Saturday 7am – 7pm both directions

Site Location	Station Road	H & W Station	Streatfield Rd north parade	Streatfield Rd south parade	Honeypot 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

It is important to note the impact of the introduction of the high alert status in London that took effect on the 17th October (Saturday). The latest surveys indicate that pedestrian activity was increasing at all the pedestrian sites, except PS-09, during the week prior to the high alert status and that at the weekend when the high alert status took effect the

levels of activity dropped. In most cases this reduced within a range similar to flows recorded between August and September but at sites PS-08 and PS-09 they reduced further to levels of activity shown in June. During the week it is clear that there is increased pedestrian activity caused by the opening of schools and greater use of public transport as demonstrated at sites PS-02 (station) and PS-13 (High school).

The announcement of a national lockdown will significantly reduce pedestrian activity at most sites from 5th November onwards.

Business Impact

A business engagement survey was carried out between 11th – 14th September with local businesses at sites PS-07, PS-08, PS-10 and PS-11 which had expressed concerns and the key findings were that:

- The pedestrian space measures remain unpopular with a majority of the businesses
- A majority of businesses have indicated difficulties with deliveries and access for customers.
- Some businesses didn't understand why the barriers have been put in place.

As a consequence of the survey some actions have been taken. A leaflet was dropped to all businesses at all sites to reinforce the purpose of the measures and explain what actions will be taken. In early October small sections of barrier were removed to open up 1m gaps at 25m spacings to allow easier passage through the barriers for pedestrians. In addition, an assessment of areas suitable for loading and short stay parking areas has also been undertaken.

At the TARSAP meeting on 13th October members approved a motion and recommended to remove the Honeypot Lane pedestrian scheme following a second deputation from one of the local businesses received at the meeting. This recommendation is being considered as a part of this review to inform the Portfolio Holder – Environment prior to making a decision.

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:

- Indicating difficulties for customers / visitors to park near the shops.
- 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.

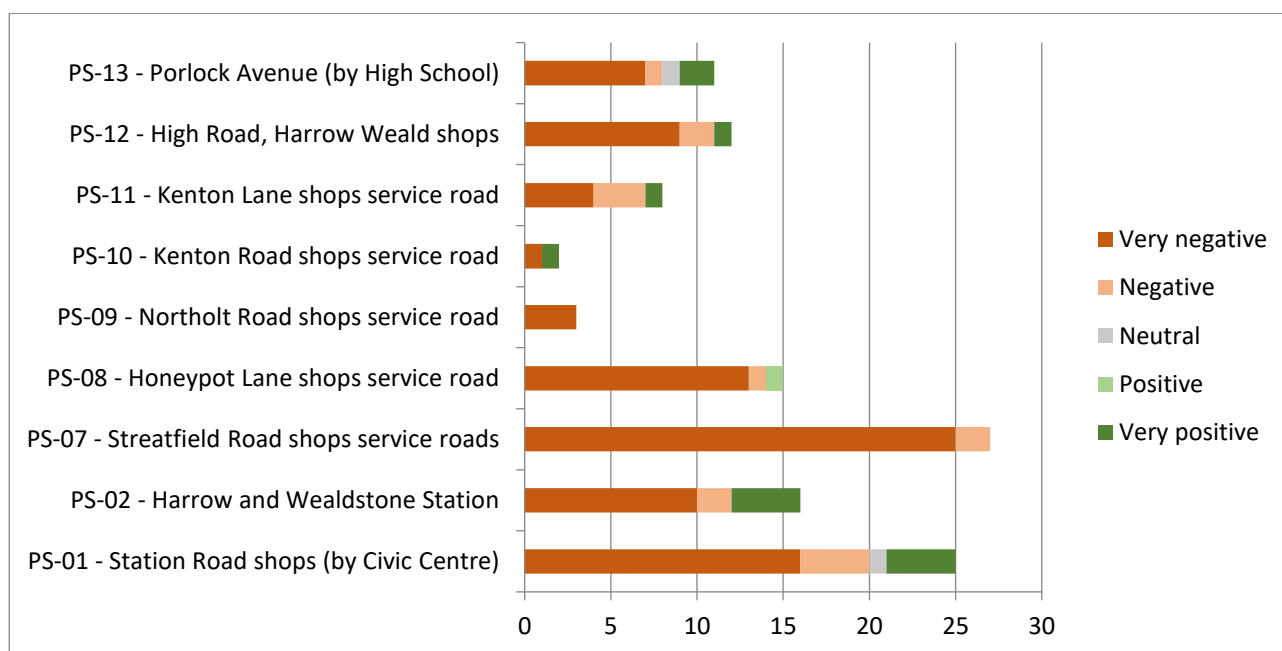


Table: Respondents sentiments towards pedestrian spaces measures

The Economic Development team have also reviewed the impact on local businesses during the period of the pandemic. They noted that under high alert level restrictions, retail businesses can remain open, as can hospitality businesses (with 10pm closing and table service) and this does not make much difference to the overall ability to trade. The footfall figures recorded are still much lower than the situation pre covid-19 and the likelihood of walking past a large crowd of people is low. With regard to the number of people walking past businesses in the area it is clear that the low footfall will cause significant issues for traders that do not provide on-line services. The rise in September footfall compared to July and August is largely due to schools reopening rather than an increase in local trade.

Appendix 1 provides a breakdown of the types of businesses that are likely to be affected by the measures at PS-07 (Streatfield Road), PS-08 (Honeypot Lane), PS-10 (Kenton Lane) and PS-11 (Kenton Road). The spreadsheet provides the address, type of business, business name and the likelihood of the business being dependent on customers driving to park and then shop. Those businesses that do not depend on passing trade will include businesses where heavy items are likely to be bought, businesses whose catchment area is not within a 15 minute walking distance and businesses where customers may not wish to walk home after making a purchase, for example a hair and beauty treatment. The number of businesses likely to be adversely impacted by the barriers due to restricted parking are as follows

- PS-07 Streatfield Road 9 out of 35 (25%)
- PS-08 Honeypot Lane 9 out of 20 (45%)
- PS-10 Kenton Lane 1 out of 4 (25%)
- PS-11 Kenton Road 5 out of 11 (45%)

An annual count is taken of empty premises in the 9 district centres. The count is usually taken in June. Due to lockdown the count was taken this year between July and August. The table below compares vacancy rates between June 2019 and July / August 2020.

Frontage Vacant (%)		
2018/19	2019/20	Centre
4.02%	8.27%	Kenton (part)
1.66%	4.41%	Belmont
0%	1.21%	Queensbury

Although the percentage of empty frontages is not high, it does show a dramatic increase in the Harrow part of Kenton and in Belmont. Both of these areas show a higher percentage of vacant units than the borough average. It should be noted that businesses were likely to hang on trading in the period after lockdown to assess their ability to survive. As time goes on, no increase in spend is likely to generate a decision to close.

An intelligent parking system adjacent to clusters of businesses that are dependent on customers arriving by car could assist by introducing a system of parking charges to ensure a turnover of shoppers with relaxations after 6pm for those visiting hospitality businesses.

The sudden announcement of a national lockdown between 5th November and 2nd December will have a significantly detrimental impact on local businesses at one of the more important trading periods in the year. The immediate impact will be to suppress trade and reduce pedestrian activity in the area. However, when the lockdown is eased, and trading conditions resume the situation will probably continue as outlined above with a potential spike in trade just before Christmas.

Assessment

The following assessment takes account of 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	The local mosque has opened with reduced patronage but still contributes to continuing moderate pedestrian flows in this area. Alternative P&D parking and waiting restrictions for loading are available in nearby side roads for customers and deliveries to shops. The measures should be retained.
PS-02	Harrow and Wealdstone Station	More people are using the station and pedestrian flows have increased significantly since September. Space for taxis pick up and drop off is maintained. The measures should be retained.
PS-07	Streatfield Road, Queensbury - shops	There is a moderate pedestrian flow continuing in this area. The main business concerns are access to parking although only 25% of shops are likely to rely on customers driving to this location. Issues with deliveries are also highlighted. As a consequence of businesses concerns in this area two options could be considered for this site (i) retain the measures and introduce loading bays and P&D parking as shown in Appendix 2 or (ii) remove the measures and introduce an advisory one way system on the footways
PS-08	Honeypot Lane, Canons Park - shops	There is a low pedestrian flow continuing in this area. The main business concerns are access to parking and 45% of shops are likely to rely on customers driving to this location. Issues with deliveries are also highlighted. Permit parking for residents is also affected and a temporary dispensation has

		been allowed for permit holders to use the car park by Whitchurch Lane. It is suggested that the scheme is removed and an advisory one-way system on the footways introduced instead to mitigate any risks from social contact.
PS-09	Northolt Road, Northolt - shops	There is a moderate pedestrian flow in this area that has reduced in October. Only a short section of the service road is affected by the restrictions where the footway is narrower, and parking is available further along. The measures should be retained.
PS-10	Kenton Road, Kenton - shops	There is a moderate pedestrian flow continuing in this area. The main business concerns are access to parking and 45% of shops are likely to rely on customers driving to this location. Issues with deliveries are also highlighted. As a consequence of businesses concerns in this area two options could be considered for this site (i) retain the measures and introduce loading bays and P&D parking as shown in Appendix 2 or (ii) remove the measures and introduce an advisory one way system on the footways
PS-11	Kenton Lane, Belmont - shops	There is a moderate pedestrian flow continuing in this area mainly due to the supermarket in this location. The main business concerns are access to parking and 25% of shops are likely to rely on customers driving to this location. Issues with deliveries are also highlighted. This is a very short service road with a narrow footway and there is access to alternative parking on-street and in the car park at Belmont Circle in close proximity. Loading is facilitated on the main road on existing waiting restrictions. The measures should be retained.
PS-12	High Road, Harrow Weald – shops, bus stop	There is a moderate pedestrian flow continuing in this area. The footway width is very narrow at 1.2 metres with a bus stop and so the measures should be retained.
PS-13	Porlock Avenue, West Harrow – shops, school, bus stop	More people are using the bus stop and footway and pedestrian flows have increased significantly since September due to the school. The measures should be retained.

The proposals shown in appendix 2 are as follows:

- PS-07 Streatfield Road – Introduce 4 loading bays (2 in each service road) and 4 banks of 5 short stay “pay and display” parking bays (2 banks in each service road).
- PS-10 Kenton Road - Introduce 1 loading bay and 1 bank of 4 short stay “pay and display” parking bays.

The “pay and display” parking bays do not use all the available kerbside space in the service roads and are intended to provide a short stay parking alternative with easier access to spaces due to a higher turnover of parking. The bays will only operate with cashless payment via Pay by Phone and no ticket machines will be provided. The remaining kerbside space will remain uncontrolled.

The loading bays are located in positions that allow delivery vehicles the ability to manoeuvre into the bays as easily as possible.

The national lockdown will significantly reduce pedestrian activity between 5th November and 2nd December and is intended to bring the virus under control prior to Christmas. Should the shops reopen from the 2nd December there is the likelihood of heightened shopping activity just before Christmas with more pedestrian footfall and a need to keep barriers in place. On that basis it is important to introduce the parking proposals suggested above by that date in order to facilitate a likely increase in demand for parking access. It is expected that 4 weeks would be required to undertake the legal process of introducing experimental traffic management orders.

The balance between managing public health and the local economy is a difficult one nationally, regionally and locally and there is a lot of opposition from businesses at sites PS-07 Streatfield Road, PS-08 Honeypot Lane and PS-10 Kenton Road in particular. If supporting the businesses becomes a greater priority than supporting social distancing, then the option to remove the barriers could be considered. In this instance it is recommended that an advisory one-way system on the footways is introduced instead to mitigate any risks from social contact. However, the risk with this approach is that potentially more crowding will occur if there is a post lockdown Christmas surge.

Summary

The infection rates in Harrow are increasing in all age groups and are following the national trend and therefore the need to maintain social distancing measures is essential. The second peak of the virus in London has necessitated additional restrictions under the high alert level status introduced from 17th October. The main change is that no mixing of households is now permitted indoors and there is no additional impact on commercial premises ability to trade.

Pedestrian levels have generally increased since September on the weekday survey but have been affected by the high alert level status as shown by the slight decrease shown on the weekend survey. There is evidence of increasing flows near transport hubs and schools. The Honeypot Lane site has consistently maintained low flows through all the surveys and on balance this particular scheme should be removed because of the on-going impact on both local businesses and residents.

However, a national lockdown will be brought in from 5th November that will cease all non-essential travel and close non-essential businesses and will therefore significantly reduce pedestrian activity at the pedestrian scheme locations.

The business engagement survey in September highlighted difficulties with pedestrian access and facilitating deliveries. The public engagement portal feedback has also highlighted issues with parking access and a generally negative sentiment towards the measures.

Businesses do not support the measures due to their concerns about parking for customers and deliveries and the impact on trade, however, there is no guarantee that removing the barriers will actually improve trading conditions because that is being affected by the wider economic impact of the government restrictions. However, there are a proportion of businesses that do rely on customers driving to their shops and issues with receiving deliveries and so some provision for loading / unloading and short-term parking should be made to improve access. The locations at Streatfield Road and Kenton Road are identified as locations that could benefit from additional measures and the proposals are shown in appendix 2.

If the lockdown restrictions are removed from 2nd December, then there may be a surge in activity prior to Christmas and there will be a need for barriers in this situation. The parking proposals should be introduced to accommodate a likely increase in demand for parking access. These measures could be taken forward as an experimental traffic management order within 4 weeks and businesses consulted on the proposals in advance.

The balance between managing public health and the local economy is a difficult one nationally, regionally and locally and therefore for the more contentious sites at PS-07 Streatfield Road and PS-10 Kenton Road options are provided for consideration that reflect this dilemma. This provides a degree of discretion over which factors are considered to have more priority.

The next review period will be in November and a report will be prepared by the end of the month for consideration.

Recommendations

It is therefore recommended that:

- That the pedestrian space measures at PS-01, PS-02, PS-09, PS-11, PS-12 and PS-13 are retained until the next review is undertaken.
- The PS-08 Honeypot Lane scheme is removed and an alternative advisory one-way scheme on the footways be introduced to reduce social contact.
- That in respect of PS-07 Streatfield Road the following options are available:
 - The proposals outlined in Appendix 2 to introduce loading bays and short-term parking bays be taken forward and the measures retained until the next period of review.
 - The measures are removed and an alternative advisory one-way scheme on the footways be introduced to reduce social contact.
- That in respect of PS-10 Kenton Road the following options are available:
 - The proposals outlined in Appendix 2 to introduce loading bays and short-term parking bays be taken forward and the measures retained until the next period of review.
 - The measures are removed and an alternative advisory one-way scheme on the footways be introduced to reduce social contact.
- The next review of the schemes is undertaken before the end of November.

Decision:

That the pedestrian space measures at PS-01, PS-02, PS-09, PS-11, PS-12 and PS-13 are retained until the next review is undertaken. The PS07, PS-08 and PS10 schemes are removed and an alternative advisory one-way scheme on the footways be introduced to reduce social contact.

Appendix 1 – Assessment of businesses relying on customers driving to shops

PS-07 Streatfield Road, Queensbury

Number	Type of Business	Name	Drive to shops
179	Newsagent	News & Wine Off Licence Tobacconist Confectionery Magazines	
181	DVD Shop	Bollywood Paan Centre Bright Stars Entertainment & talent hunt	
183	Hair & Beauty	Style Nish Unisex Hair & Beauty Salon	✓
185	Funeral Directors	W H Putnam Funeral Directors Established in 1935	✓
187	Public House	Buckley's Free House	
189	Chemist	Honeypot Pharmacy NHS	
191/193	Phone Shop	A to Z Mobile Junction	
191/193	Supermarket	Londis Sukhdeep Sukhmeet Welcome 6am - 11pm	
195	Betting Shop	William Hill	
197	Off-licence	Merci Off License Whenever, whatever	
199	Photo Shop	Kenton Photographic Services Digital Photo Print Centre Keeping You in the Picture	
201	Domestic Appliances	AV Lounge the home for home entertainment	✓
205	Sandwich Shop	Meera's Xpress	
207	Betting Shop	Betfred	
209	Hairdresser	Beauty World Virtually Painless Laser Hair Removals Hair Nails Beauty Sunbed	
211	Dry Cleaners/Laundrette	Wash Dry Cleaning & Laundry Services Key Cutting Shoe Repairs Alterations	✓
213	Estate Agents	Haart Harrow	
215	Cake Shop	Cake Box Eggfree	✓
217-219	Grocers	Triple A Retail & Wholesale Indian Grocers	
246	Hairdresser	Fusion hair design & beauty	
248	Restaurant/Bar	Satya Narayan Pure Vegetarian Gujarati Kitchen Indian Restaurant & Bar	
250	Bakers	Wenzel's The Bakers	
252-254	Clothes Shop	Trendy Togs Ladies Wear/Trendy Togs Boutique	✓
256	Restaurant/Take-away	Warsi Charcoal Restaurant & Takeaway	
258-260	Vacant	was Mobile Phone Shop	✓
258-260	Watch Repairs/Clothes Shop	The Watch Doctor/Clothes Shop	
262	Grocers/Off-licence	Casco Super Store Off Licence Grocery Polskie Produkty Profuse Din Romania	
264	Household Goods Shop	Multi Choice Pound Plus	

266	Estate Agents	BJE Playfield Chartered Surveyors Property Management	✓
268	Restaurant	Skip Jacks eat in	
270	Take-away	Skip Jacks take away	
272	Estate Agents	Ellis & Co Sales & Lettings	✓

PS-08 Honeypot Lane, Canons Park

Number	Type of Business	Name	Drive to shops
843	Hair & Beauty	Hair Corner Unisex Hair & Beauty Salon Acum Coafeza Romanca Femei & Barbati	✓
845	Estate Agents	Oyster Properties Residential & Commercial Sales Letting Property Management	✓
847	Trophies/Awards	Awards 4U Trophies Engraving Gaelic Sports Glass Engraving Medals Glassware golf Awards Corporate Awards	✓
849	Nail Salon	Magical Nails Nail Care For Ladies & Gents	✓
851	Restaurant	Omizz Shish Turkish Kitchen Grill - Meze - fish - Soup	
853	Betting Shop	Coral	
853a	Office Access		
855	Cafe	Workers Cafe & Restaurant Breakfast - Home-made Dishes - Grills - Panini - Salads	
857	Funeral Directors	Stanmore Funeral Service 24 Hour Service Dignity Caring Funeral Services	✓
859	Supermarket	Prahova Supermarket Food From Eastern Europe	
861	Grocers	Honeypot Superstores Ltd Your Local Store	
863	Doors	Next Door	✓
865	Restaurant	Bnova Restaurant & Bar	
897	Bar/Restaurant	Fusion Vibes Sports Bar & Restaurant	
899	Shisha Restaurant	Jumeirah Garden Shisha Coffee Paninis Milkshakes Smoothies	
901	Hire Shop	Karcher Center Chemtec	✓
903	Chemist	Kings Pharmacy Travel and Vaccination Clinic NHS services available here	
905	Restaurant	Chilli Lovers So Delicious So Indian	
907	Education	Kumon Maths English	✓
909	Launderette	The Launderette Dry Cleaning and Ironing Centre of Stanmore	✓

PS-10 Kenton Lane, Belmont

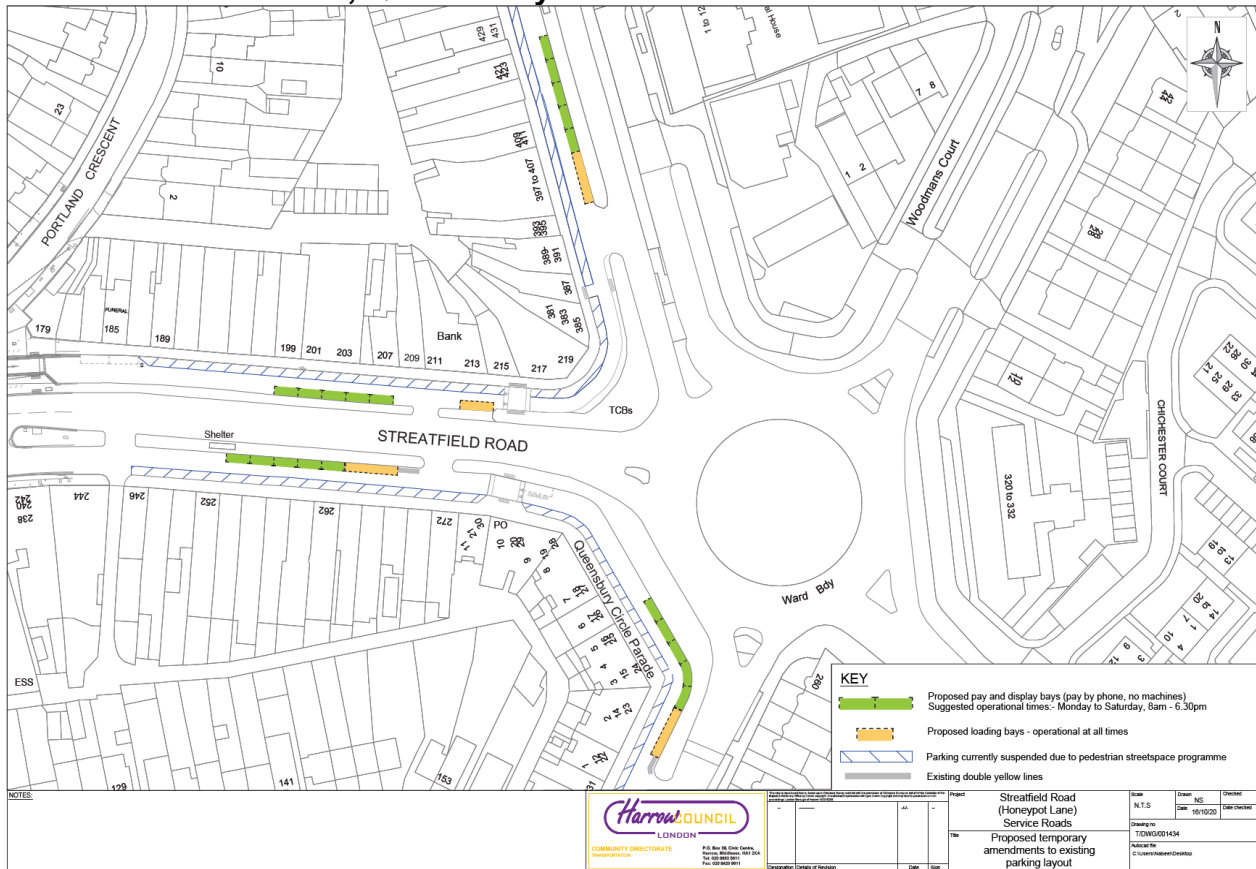
Number	Type of Business	Name	Drive to shops
404	Supermarket	Tesco express Kenton Lane Est. 1968	
408	Vacant	was The Washing Well	
410	Take-away	Papa John's Pizza Better Ingredients Better Pizza	
412	General Goods	Pound £ Saver Homewares Stationery Gifts Toys Electrical Accessories	✓

PS-11 Kenton Road, Kenton East

Number	Type of Business	Name	Drive to shops
704	Hair & Beauty	Jeffrey Hair, Unisex Hair Salon	✓
706	Sweets shop	Supreme Sweets, Indian sweets and savouries	✓
708	Pharmacy	Bachu's dispensing chemists	
710	Take-away	Pizza Village	
714-716	Bank	BOI Bank of India	
718	Travel agent	Sonatours	
722	Hair & Beauty	Nila's Hair & Beauty	✓
724	Clothes	Neeltree Fashion	✓
726	Grocers/Off-licence	Kingsbury Food & Wine	
730-732	Supermarket	VB & Sons	
734	Estate agent	Sonia Estates Ltd	✓

Appendix 2 – Proposed scheme amendments

PS-07 Streatfield Road, Queensbury



PS-10 Kenton Road, Kenton East

