



**Report for: Traffic & Road Safety  
Advisory Panel**

---

<b>Date of Meeting:</b>	12 July 2022
<b>Subject:</b>	Traffic Schemes 2022/23 Programme update
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Dipti Patel – Corporate Director, Place
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No
<b>Wards affected:</b>	All wards
<b>Enclosures:</b>	<b>Appendix A</b> – Traffic Schemes Programme 2022/23

**Section 1 – Summary and Recommendations**

This information report is presented to members to provide an update on progress with the 2022/23 Traffic and Transportation programme of works, including ongoing schemes from 2021/22.

**Recommendation:** That the report be noted and proposals be considered.

### **Resolved to RECOMMEND: (to the Portfolio Holder)**

- 1) That a new consultation with residents within the area of Marlborough Hill and Marlborough School is undertaken in order to gauge their views including suggested improvements or whether there is still support for this scheme. This would include writing to all residents in the defined catchment area of the scheme to seek their views on the impact of the scheme so far to see if improvements could be made and whether there is support for the continuation of the scheme.
- 2) The suspension of the Marlborough Hill School Streets scheme, which would have occurred during the School summer holiday, be extended until a decision has been made on the future of this scheme.

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

Due to the receipt of a number of complaints in relation to the Marlborough School Street Scheme, in repeating the consultation, efforts will be made to boost the resident return rate.

## **Section 2 – Report**

### **Introduction**

- 2.1 This report provides an update on the current programme of traffic and transport schemes and initiatives funded in 2022/23. This includes the Transportation Programme funded by external grant from Transport for London (TfL). Appendix A provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to Members.
- 2.3 This report also provides updates on schemes implemented in 2021/22 but are still under review post-implementation. In addition, it outlines a proposal to carry out consultation on the Marlborough School Street Scheme to see if an increased response rate can be achieved and improvements to the scheme made.

## **Scope of programme**

### **Options Considered**

- 2.4 This work programme fits within the scope of the Council's Transport Local Implementation Plan (LIP), which sets out the policies and objectives for taking forward a wide-ranging programme of investment.

### **TfL - Transportation LIP Programme 2022/23**

- 2.5 The coronavirus pandemic affected the reliability of funding from TfL since the start of the 2020/21 financial year. The loss of income from public transport created financial pressures within TfL and the government has intervened to provide negotiated funding support to ensure TfL can continue to deliver transport infrastructure and public transport systems in London. The involvement of the government has consequently affected the planned programme of works because TfL have had to agree how the funding support is used and to demonstrate how they will return to a more balanced and sustainable financial model over the next few years. This trend has continued into 2022/23 financial year which has affected funding to the London Boroughs through their LIPs.
- 2.6 In March 2022 the government approved an initial package of financial support to TfL to cover the period between March and June 2022 whilst discussions continued on a longer-term funding package.
- 2.7 Boroughs received LIP allocations for this period to allow project development work to commence and an allocation of £190k was granted to Harrow up to 24 June 2022. Only development and design work has been undertaken on new projects to date. The details of the LIP programme can be seen in **Appendix A**.

### **Howberry Road Area 20mph zone**

- 2.8 This scheme has been developed using the initial funding allocation provided by TfL. A public consultation on the proposed design has been undertaken and the result showed support for the scheme. £47k was secured from the Quarter 1 (Q1) funding from TfL for implementation in 2022/23.

### **Royston Park Road, Hatch End - Traffic Calming Scheme**

- 2.9 This scheme has been developed using the initial funding allocation provided by TfL.
- 2.10 £31k has been secured from TfL in Q1 to build the scheme in 2022/23.

### **Alexandra Avenue/Eastcote Avenue, South Harrow**

- 2.11 This is a local safety junction improvement scheme and currently at feasibility stage. An allocation of £10k was secured from TfL in Q1 2022/23 and it is not expected that the scheme will be implemented this financial year.

### **Station Road / Pinner Road, North Harrow - junction improvement**

- 2.12 This scheme will involve (i) the widening of the southwestern arm of the junction near the library on Pinner Road to improve bus access/journeys times and (ii) the addition of pedestrian and cycle facilities to the junction.
- 2.13 We have commissioned a feasibility study to explore the junction improvements as a part of the Harrow High Street Fund programme.
- 2.14 Responses to the High Street Fund public consultation in 2021 highlighted the importance of pedestrian and cycle safety at the junction and this study will seek to identify suitable safety improvements.
- 2.15 Design options are currently being reviewed and have been submitted to TfL for consideration.

### **A404 George V Avenue/Headstone Drive**

- 2.16 This is a local safety junction improvement scheme and currently at feasibility stage. An allocation of £5k was secured from TfL in Q1 2022/23 and it is not expected that the scheme will be implemented this financial year.

### **Cycle training**

- 2.17 Harrow Council proposed to undertake a programme of cycle training for school children and adults in the borough similar to previous years.
- 2.18 TfL have released £20k to each London borough in Q1 for the purpose of the cycle training.

### **Other external funding and developer contributions**

#### **Electric Vehicle Charging Points (residential)**

- 2.19 The council was awarded a grant of £76k from the Department for Transport Office for Low Emission Vehicles (OLEV) to implement 24 on-street residential charging points across the borough. This scheme involved retrofitting charge points onto street lighting columns to serve residents with electric vehicles that do not have off-street parking.
- 2.20 Following the success of the first tranche a second bid has been submitted for another 40 sites to the Department for Transport Office for Zero Emission Vehicles (OZEV). The application has been successful

and an award of £109,900 made. The funding needs to be spent by August 2022 and works are currently being commissioned.

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

- 2.21 This scheme is funded from section 106 developer contributions from the Kodak development to mitigate the impact of development by improving the capacity of the junction and pedestrian safety.
- 2.22 A proposed scheme design was subject to consultation in autumn 2019 and several concerns were highlighted by the local community. A revised scheme option was subsequently developed to address those concerns and was expected to be put to further consultation in March 2020, however, this was suspended due to the onset of the coronavirus pandemic.
- 2.23 The pandemic in the meantime had significantly affected traffic flows and trends at the junction because of the government restrictions. Although these restrictions have now been suspended, a period of time has been allowed for traffic flows to normalise before undertaking traffic surveys at the junction to review the situation and consider if the current scheme designs are still suitable.
- 2.24 The surveys, consultation and review of the proposed design are to be undertaken in this financial year.

### **School Streets Scheme**

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.

Harrow participated in the London Streetspace Programme (LSP) promoted by Transport for London (TfL) 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. This included proposals for four school streets.

Proposals were submitted against the school streets programme and a final allocation of £135,000.00 was allocated to Harrow to deliver four school streets schemes.

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.

2.25 The School Streets Scheme operates on the principle that the streets surrounding a school are restricted to vehicular traffic at school opening and closing times except for local residents living in the street. This is aimed at improving air quality, reducing congestion, enhancing safety and encouraging more active travel. The restrictions are enforced by using either fixed or mobile CCTV cameras with automatic number plate recognition systems.

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

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

2.27 The 4 schemes were implemented in October 2020 on an experimental Traffic Order for a period of 18 months and were made permanent in March 2022.

2.28 Enforcement of the schemes commenced in October 2021, however following implementation, a number of complaints were received around enforcement and the issuing of permits exempting specific members of the public - in particular residents and school staff.

2.29 A number of these complaints have originated from residents within the Marlborough scheme.

2.30 In response to this, an action plan was initiated whereby officers would implement measures to address these concerns whilst maintaining the benefits of the schemes. These measures were:

- Install additional advisory signs at strategic locations to inform non-exempt drivers on approach to the scheme;
- Undertake parking, traffic volume and speed survey to determine the impact of the scheme on streets within the scheme;
- Discuss the issuing of permits with Marlborough Primary School with the view to granting full exemption.

2.31 It is proposed that a new consultation with residents within the area of Marlborough school is undertaken in order to gauge their views including

suggested improvements or whether there is still support for this scheme. The action plan will include door to door distribution timetable, the associated leaflet, the process and timetable for collation of comments/views. As Marlborough school will be closed for the summer consultation with the school including pupils will be undertaken in early September. Efforts will be made to boost the resident return rate.

The Marlborough school scheme will not be operational including enforcement from the school holidays period and until all the results of the consultation have been completed in September and a decision made on the future of the scheme. The consultation will commence from mid-July and run until the end of September (this is a longer than usual consultation period as it will go across the summer holiday and will therefore give all stakeholders the opportunity to participate). The results will be reported back to ward councillors for their comments and discussed at a TARSAP meeting in October and recommendations made to the Portfolio Holder as to the proposed next steps for the Marlborough School Street scheme.

### **Staffing/workforce**

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

### **Ward Councillors' comments**

- 2.33 No, because this report impacts all wards. Marlborough Ward Councillors will be invited to make comments on the Consultation Plan. The results of the consultation will be reported back to them for their comments, these comments will then be presented as part of the report to TARSAP.

### **Environmental Implications**

- 2.34 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.
- 2.35 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 help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

### **Data Protection Implications**

- 2.36 There are no data protection implications.

### **Risk Management Implications**

- 2.37 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.38 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**

- 2.39 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**

- 2.40 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**

- 2.41 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2021/22 and 2022/23 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

### **Equalities Implications / Public Sector Equality Duty**

- 2.42 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.
- 2.43 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. 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, convenience, 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 vulnerable.

### **Council Priorities**

2.44 This report supports 'putting residents first'.

### **Section 3 - Statutory Officer Clearance**

**Statutory Officer: Jessie Man**

Signed on behalf of the Chief Financial Officer

**Date: 29 June 2022**

**Statutory Officer: Kevin Breslin**

Signed on behalf of the Monitoring Officer

**Date: 30 June 2022**

### **Section 3 - Procurement Officer Clearance**

**Statutory Officer: Nimesh Mehta**

Signed by the Head of Procurement

**Date: 30 June 2022**

### **Section 3 –Corporate Director Clearance**

**Statutory Officer: Tony Galloway**

Signed on behalf of the Corporate Director - Place

**Date: 7 July 2022**

### **Mandatory Checks**

**Ward Councillors notified:**

No, because this report impacts all wards.

**EqlA carried out: YES, as a part of LIP3**

**EqlA cleared by: Community - Equality Task Group (DETG)  
Chair**

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

**Contact:** Transportation@harrow.gov.uk

### **Background Papers:**

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

## Appendix A – Transport Local Implementation Plan programme update - 2022/23

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). An allocation of £190k has been awarded to develop projects generally but no funding has been provided for implementation.

**Table 1 - TfL LIP programme 2022/23 – list of schemes / interventions**

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Budget</b>	<b>Contact officer</b>
Vision Zero - 20mph zone - Howberry Road area, Canons Park	Introduce 20mph zone in Howberry Road area, Stanmore	Scheme to be implemented in 2022/23.	£47,000	Akin Akinrujomu
Vision Zero - speed reduction – Royston Park Road, Hatch End	Royston Park Road – Speed reduction measures	Scheme to be implemented in 2022/23.	£31,000	Akin Akinrujomu
Vision Zero - Safety Scheme - Alexandra Ave, South Harrow	Alexandra Ave / Eastcote Lane - Local Safety Scheme junction improvement	Feasibility study / design commissioned.	£10,000	Akin Akinrujomu
Bus Priority - Station Road / Pinner Road, North Harrow - junction improvement	Bus schemes – Station Road / Pinner Road - widening scheme	Statutory undertaker's equipment diversions on-going, implementation on hold.	£12,000	Akin Akinrujomu
A404 George V Avenue/ Headstone Drive	Junction improvement	Feasibility study / design commissioned.	£5,000	Akin Akinrujomu

<b>Scheme</b>	<b>Description</b>	<b>Status</b>	<b>Budget</b>	<b>Contact officer</b>
Cycle Training	Cycle training - Programme of cycle training for school children and adults in the borough.	Separate funding from TfL provided.	£20,000	Jefferey Sarpong
Core Staff Fees			£65,000	Akin Akinrujomu
			£190,000	