

**REPORT FOR: Traffic and Road Safety
Advisory Panel**

Date of Meeting:	5 June 2013
Subject:	TfL Local Transport Fund schemes 2013/14
Key Decision:	No
Responsible Officer:	Caroline Bruce, Corporate Director for Environment & Enterprise
Portfolio Holder:	Councillor Asad Omar - Deputy Leader and Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes (following consideration by the Portfolio Holder)
Enclosures:	Appendix A: Proposed schemes Appendix B: Mollison Way – outline proposals Appendix C: Grange School, Welbeck Road – 20 mph zone Appendix D: Yeading Walk - Cycle Improvements Appendix E: Vernon Drive to Wemborough Road - Cycle improvements Appendix F: Sherwood Road to Northolt Road - Cycle improvements

Section 1 – Summary and Recommendations

This report outlines the proposed programme of schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London in 2013/14.

Recommendation:

The Panel is requested to consider the contents of **Appendix A** to this report and to recommend to the Portfolio Holder those schemes which are a priority.

Reason: (For recommendation)

In order for the Council to spend the £100k allocated by Transport for London on prioritised local transport schemes within the 2013/14 financial year.

Section 2 – Report

Introduction

- 2.1 The highway network has a significant impact on the quality of life of Harrow's residents and on the viability of Harrow's businesses and transport issues are one of the main concerns reported to the Council. This report sets out how local transport issues raised in the borough are being addressed in order to support local residents and businesses.

Options considered

- 2.2 A range of schemes which have a local transport benefit have been suggested for TARSAP to consider. The impacts on corporate priorities, equalities, the environment and the Local Implementation Plan objectives have been provided to assist members with prioritising the implementation priorities for 2013/14 within the available budget.

Background

- 2.3 The Transport for London (TfL) award for funding in 2013/14 included a local transport funding allocation of £100,000. This money is allocated to boroughs through the Local Implementation Plan (LIP) funding process. This is the final year of the currently agreed programme of investment contained in the LIP.
- 2.4 The local transport fund is to be used by the borough for any local transport schemes they wish to implement. The funds must be used for transport purposes broadly consistent with the Mayor's Transport Strategy and the borough's LIP but no other criteria apply to this allocation. The purpose of this freedom is to give greater independence to the boroughs. Funds can be used for separate projects or to supplement other TfL LIP funded projects.

- 2.5 The option to use funding to support other LIP projects was not supported because the fund is too small to have a significant impact on the LIP programmes of work and it would be difficult to see these elements as clearly identifiable pieces of work that support local initiatives. The proposed programme therefore focuses on a small number of specific individual projects that address issues not included in the current 3 year LIP programme of investment.
- 2.6 A proposed programme of local schemes which officers consider to be of transport benefit to Harrow has been prepared for consideration by the panel. This involved a review of local issues of interest to members, public and other key stakeholders where the schemes will contribute to the Mayoral objectives and Harrow's LIP objectives. The evaluation of the issues involved consideration of the following factors:
- Cost
 - Corporate priorities
 - Equalities
 - Public support
 - Timeframe for completing work (within 2013/14)
 - Impact
 - Available resources – staff time
- 2.7 The proposed programme developed has been discussed with the Portfolio Holder for Environment and Community Safety who has agreed that this programme be presented to TARSAP for consideration.
- 2.8 Programme of schemes for consideration in 2013/14
- 2.9 The proposed local transport schemes that could be considered for inclusion in the 2013/14 programme can be seen summarised in the table below.

Ref	Location	Description of works	Cost Estimate
1)	Mollison Way - inset parking bays	To relieve congestion and improve access for buses in Mollison Way by creating inset parking bays between Turner Road and Cotman Gardens and between Stag Lane and Constable Crescent. In addition introduce measures to mitigate the impact of removing on street parking by providing pedestrian refuges to provide safer places to cross and vehicle speed reduction measures (see Appendix B)	£80,000

2)	High Street, Harrow on the Hill – congestion relief scheme	The introduction of loading restrictions in the High Street, Harrow on the Hill to improve bus and emergency service accessibility, particularly in the evenings and off peak periods	£5,000
3)	Yeading Walk Greenspace	To widen the bridge across Yeading brook and adjacent footpaths to accommodate cyclists and enable them to avoid the 5 arm roundabout at Suffolk Road / Lincoln Road (see Appendix D)	£40,000
4)	Cycle Link Sherwood Road to Northolt Road	To implement a cycle route through an area to improve cycle connectivity, this has been identified by a local cycling group (see Appendix F)	£20,000
5)	Cycle Link Vernon Drive to Wemborough Road	To implement a segregated cycle route linking two existing cycle routes where cycling takes place but where inadequate safe facilities exist (see Appendix E)	£30,000
6)	Cycle Parking	To expand cycle parking facilities to community buildings like libraries, clinics	£10,000
7)	Grange School – Welbeck Road 20 mph zone	A 20 mph zone scheme to mitigate the impact of through traffic and reduce personal injury accidents in the area surrounding the school. (see Appendix C)	£20,000

2.10 **Appendix A** to this report contains three tables giving additional information regarding the schemes for consideration by members.

- Table 1 provides a description of proposed schemes, reasons for their inclusion and their associated costs.
- Table 2 provides a list of proposed schemes with their link to corporate priorities, equalities and their environmental impact
- Table 3 shows a list of proposed schemes with their link to Harrow's transport objectives

2.11 The panel are requested to recommend to the Portfolio Holder the preferred schemes from the list above, to a value of £100k, to be taken forward as a part of the 2013/14 TfL programme of works.

Financial Implications

- 2.12 The local transport funding allocation has received approval as a part of the 2013/14 TfL Capital Programme. TfL has allocated 100k for the delivery of borough identified schemes and is an opportunity to deliver local transport schemes which could not have been delivered from the Council's existing resources. Staff costs for design, management and monitoring of the work will be charged to the TfL budget allocation.

Risk management Implications

- 2.13 There is an operational risk register for highway projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the schemes detailed in this report.

Equalities Implications

- 2.14 An equality impact assessment (EqIA) has been undertaken on the schemes in this report where initial designs are proposed and indicated them of low relevance. No adverse impact on any of the specified equality groups was identified. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Disability	Reduced risk to pedestrians with mobility impairment or wheelchair users crossing the road due to reduced traffic speed thereby allowing improved accessibility.
Age	Reduced risk to pedestrians crossing the road due to reduced traffic speeds thereby allowing improved accessibility, reduced risk of conflict between motorised vehicles and cycles by use of local cycle routes that improve access, particularly for the elderly and young.
Sex	Mothers with young children or pregnant women are more likely to benefit from improved accessibility for pedestrians / cycles and reduced risk of conflict resulting from lower traffic speeds.

Corporate priorities

- 2.15 The delivery of the local transport fund schemes will contribute to achieving all of the council's corporate priorities:
- Keeping neighbourhoods clean, green and safe

- United and involved communities: a council that listens and leads
- Supporting and protecting people who are most in need
- Supporting our Town Centre, our local shopping centres and businesses

Section 3 - Statutory Officer Clearance

<p>Name: Kanta Halai</p> <p>Date: 09/05/13</p>	<input checked="" type="checkbox"/>	<p>on behalf of the Chief Financial Officer</p>
<p>Name: Matthew Adams</p> <p>Date: 17/05/13</p>	<input checked="" type="checkbox"/>	<p>on behalf of the Monitoring Officer</p>

Section 4 - Contact Details and Background Papers

Contact:

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Background Papers:

Transport Local Implementation Plan 2

Appendix A: Proposed schemes

Table 1: Description of proposed schemes, background and costs

Ref	Scheme	Cost	Reason
1)	Mollison Way – inset parking bays and traffic measures	£80,000	<p>Members may recall following the successful completion of the Mollison Way – major project implemented between Cotman Gardens and Constable Crescent last year there has been a long term aspiration from the local community and bus operators that the council will address the on going parking problems which occur in the rest of Mollison Way. This was highlighted during the consultation stage of the Mollison Way project and through the community workshops but unfortunately these issues could not be addressed because they were outside the scope of the major project.</p> <p>Discussions with Transport for London, London Buses and our Public Transport Advisor along with most resent Bus data confirms that considerable delays to buses continue to occur along this corridor. Not only are buses affected on street parking also delays other modes of transport along this corridor which causes frustration and annoyance.</p>
2)	High Street, Harrow on the Hill – congestion relief scheme	£5,000	<p>The introduction of loading restrictions at pinch points at various points along the High Street, Harrow on the Hill this is due in particular to disabled parking which occurs particularly in the evenings an off peak times in the area which often reduces the carriageway to one lane only causing buses to reverse and traffic to back up which is a hazard.</p>
3)	Yeading Walk Greenspace	£40,000	<p>The north-south link across Yeading walk will enable leisure and commuter cyclists of all abilities to bypass the busy 5 arm roundabout at the junction of Rayners Lane/Suffolk Road where there have been 3 accidents, 2 slight and 1 serious over the 3 year period (Nov 2009 to Oct 2012). Cyclists find roundabouts very difficult to negotiate due fast flowing traffic entering and leaving the roundabout and the unusual 5 arm configuration of the</p>

Ref	Scheme	Cost	Reason
			roundabout exacerbates the problems.
4)	Cycle Link Sherwood Road to Northolt Road	£20,000	As requested by Harrow Cyclists this will facilitate a link between the completed two way cycle route along Roxeth Green Avenue via Eastcote Avenue and Sherwood Road linking to Northolt Road (South Harrow - bus and train station) which will dramatically reduce cycle journey times using the quieter less heavily trafficked back roads. This will encourage people to take up cycling and to move to more sustainable forms of transport and reduce their reliance on car ownership.
5)	Cycle Link Vernon Drive to Wemborough Road	£30,000	This will provide a direct link between Vernon Drive and Wemborough Road via Honister Gardens which currently cannot be used by cyclists. A separate and signed cycle track will accordingly facilitate safe and legal cycle movement, which currently cyclists cannot lawfully use and are forced to take a long less desirable detour via Kenton Lane, Belmont Circle and an uphill gradient along Weston Drive. This off road link will have a positive impact on both leisure and commuter cycling by reducing journey times, avoiding using the Belmont circle roundabout and having to cycle on an uphill gradient along Weston Drive which has fast flowing traffic. The scheme will address public reports of existing cyclists using the narrow footpath because of the desirability of the route and possible conflicts with pedestrians especially outside the Synagogue.
6)	Cycle Parking	£10,000	In order to encourage an uptake in cycling which is environmentally friendly and has great health benefits, it is essential to have secure cycle parking at key locations/attractors such as shopping centres, trains stations, libraries, schools, businesses, parks and places of interest to encourage a modal shift and the reliance on car ownership. Requests from the public are focusing on local facilities near libraries, clinics, local shops but TfL no longer have a dedicated budget to provide such facilities on the public highway.
7)	Grange School – Welbeck Road 20 mph zone	£20,000	The provision of 20 mph zones within children's` routes to school, particularly near school entrances, is an essential requirement in the council's bid to encourage children to walk to school in a safe and managed environment. A reduction in the number of car borne trips

Ref	Scheme	Cost	Reason
			<p>helps to reduce parking problems outside schools, contributes to reducing air pollution in the environment and raises the levels of health and fitness of individual pupils.</p> <p>The resulting reduction in any traffic movement may help reduce the number of road traffic accidents and generally improve road safety for all road users.</p>

Table 2: Schemes link to corporate priorities, equalities, and their environmental impact

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
1)	Mollison Way – inset parking bays and traffic improvement measures	£80,000	United and involved communities: a council that listens and leads, Keep Neighbourhoods safe	✓✓	Positive Improves road safety and encourages greater use of public transport
2)	High Street, Harrow on the Hill – congestion relief scheme	£5,000	Keep Neighbourhoods safe	✓✓	Positive Reduces congestion and improves road safety and accessibility
3)	Yeading Walk Greenspace	£40,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment
4)	Cycle Link - Sherwood Road to Northolt Road	£20,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment.
5)	Cycle Link Vernon Drive to Wemborough Road	£30,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment.
6)	Cycle Parking	£10,000	Keeping Neighbourhood clean, green and safe. Supporting and protecting people who are most in need.	✓✓	Positive, Improves road safety encourages cycling and improves the environment.
7)	Grange School – Welbeck Road 20 mph zone	£20,000	Keep Neighbourhoods safe	✓✓	Positive Improves road safety and encourages walking and cycling

Equalities impact ✓Positive but low impact benefit, ✓✓Positive but medium impact benefit, ✓✓✓Positive but high impact benefit

Table 3: Schemes link to the Local Implementation Plan objectives in accordance with the MTS

Ref	Scheme	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO ₂ emissions in Harrow	Reduce the number of motorcycle casualties across the borough	Reduce the number of pedal cycle casualties across the borough	Increase the number of people cycling in the borough	Improve the efficiency of servicing and delivery, reduce congestion and make essential car journeys easier	Improve pedestrian walkways that link to existing parks, open spaces, town centres and public transport provision	Improve existing highways, service roads and walkways to promote an uptake in cycling
1)	Mollison Way – inset parking bays and traffic measures	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓
2)	High Street, Harrow on the Hill – congestion relief scheme	✓✓	✓✓	✓	✓	✓	✓✓✓	✓✓✓	✓
3)	Yeading Walk Greenspace	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓✓	✓✓✓
4)	Cycle Link Sherwood Road to Northolt Road	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓✓	✓✓✓
5)	Cycle Link Vernon Drive to Wemborough Road	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓✓	✓✓✓
6)	Cycle Parking	✓✓✓	✓✓		✓✓	✓✓	✓✓	✓✓	✓✓✓
7)	Grange School- Welbeck Road 20 mph zone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓

Policy impact ✓Positive but low impact benefit, ✓✓Positive but medium impact benefit, ✓✓✓Positive but high impact benefit