

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

Date of Meeting: 15 July 2014

Subject: Transport for London - Local
Transport Fund schemes 2014/15

Key Decision: No

Responsible Officer: Caroline Bruce - Corporate Director,
Environment & Enterprise

Portfolio Holder: Councillor Varsha Parmar - Portfolio
Holder for Environment, Crime and
Community Safety

Exempt: No

**Decision subject to
Call-in:** Yes, following consideration by the
Portfolio Holder

Wards affected: Canons, Kenton East, Harrow on the
Hill, Queensbury, Wealdstone

Enclosures: **Appendix A:** Proposed schemes

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 2014/15.

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 2014/15 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 2014/15 within the available budget.

Background

- 2.3 The Transport for London (TfL) award for funding in 2014/15 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 2014/15)
 - 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 2014/15
- 2.9 The proposed local transport schemes that could be considered for inclusion in the 2014/15 programme can be seen summarised in the table below.

Ref	Location	Description of works	Cost Estimate
1)	Stanmore Hill / The Broadway, Stanmore	Introduce an all red pedestrian phase at this signalised junction to help pedestrians cross the road at this busy location following concerns raised by the coroner after a fatal incident at this site.	£70,000
2)	Roxeth School , Brickfields - Harrow on the Hill	Redesign the school entrance in the Brickfields area to improve access and improve road safety and reduce congestion at peak times.	£5,000

3)	St Paul's Avenue - 20 mph zone	Introduce a 20 mph zone scheme in St Paul Avenue / Orchard Close area to reduce through traffic, particular rat running traffic and improve road safety.	£20,000
4)	Masons Avenue, Wealdstone	Review the hours of operation of the existing waiting restrictions to relieve congestion along Masons Avenue at peak times.	£5,000
5)	Uxbridge Road, George V Avenue, Courtney Avenue, Pinner Road, Kenton Lane, Honeypot Lane	Replenish and introduce new road markings and signage along these key corridors to improve road safety.	£10,000

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 2014/15 TfL programme of works.

Financial Implications

2.12 The local transport funding allocation has received approval as a part of the 2014/15 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:
- Making a difference for the vulnerable
 - Making a difference for communities
 - Making a difference for local businesses
 - Making a difference for families

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 24/06/14		
Name: Ian Goldsmith	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 01/07/14		

Ward Councillors notified:

YES

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips

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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)	Stanmore Hill / The Broadway, Stanmore	£70,000	<p>The Stanmore Hill / The Broadway junction does not have a pedestrian phase and it can be difficult for pedestrians to cross at this location. Following a pedestrian fatality at this junction in September 2012 the coroner wrote to the council about this junction and requested action to improve pedestrian safety.</p> <p>A study was commissioned to look at the feasibility of incorporating a dedicated pedestrian phase into the existing traffic signals at this junction. The report concluded that the introduction of a dedicated all red pedestrian phase would cause some additional traffic delays however there would be significant road safety benefits for pedestrians. As Stanmore Broadway is a strategic route any changes to the phasing of the traffic lights has to be agreed with TfL.</p>
2)	Roxeth School , Brickfields - Harrow on the Hill	£5,000	<p>The council received a petition several years ago from Roxeth School and further representations more recently regarding road safety concerns around the school entrance in Brickfields, Harrow on the Hill, particularly during school pick up and drop off times. The school is located in a cul de sac and there is a roundabout in the end of the road close the school entrance. If funds are granted they would be used to investigate road safety concerns outside the school and design measures to improve the situation.</p>
3)	St Paul's Avenue - 20 mph zone	£20,000	<p>The provision of 20 mph zones will help to reduce the number of road traffic accidents and generally improve road safety for all road users. The promotion of safe and considerate driving and encouraging road users to adopt appropriate speeds on our roads are major elements of the government's work to reduce road traffic collisions and injuries, and to</p>

Ref	Scheme	Cost	Reason
			develop safer environments for all road users. We will also look to enhance the existing lorry ban signage as part of this scheme.
4)	Masons Avenue, Wealdstone	£5,000	The council has continued to receive requests to change the operational hours of the existing waiting restrictions to relieve congestion along Masons Avenue particularly in the morning peak.
5)	Uxbridge Road, George V Avenue, Courtney Avenue, Pinner Road, Kenton Lane, Honeypot Lane	£10,000	Simple measures - such as good road markings and signage - can make a massive difference to road safety and local authorities are being urged to consider maintaining road markings and signs in good order to strive to reducing accidents. The failure to maintain road markings and signage may be a contributory factor to the number of accidents on local roads, the funds proposed will also help to carry out a review of existing road markings along these corridors to improve safety and deter speeding.

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

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
1)	Stanmore Hill / The Broadway, Stanmore	£70,000	Cleaner, Safer Fairer,	✓✓	Positive Improves road safety and encourages greater use of walking
2)	Roxeth School , Brickfields - Harrow on the Hill	£5,000	Cleaner, Safer Fairer,	✓✓	Positive Reduces congestion and improves road safety and accessibility
3)	St Paul's Avenue - 20 mph zone	£20,000	Cleaner, Safer Fairer,	✓✓	Positive, Improves road safety encourages cycling, walking , reduces rat running and improves the environment
4)	Masons Avenue, Wealdstone	£5,000	Cleaner, Safer Fairer,	✓✓	Positive, Improves congestion and road safety.
5)	Uxbridge Road, George V Avenue, Courtney Avenue, Honeypot Lane Pinner Road, Kenton Lane,	£10,000	Cleaner, Safer Fairer,	✓✓	Positive, Improves road safety encourages cycling and improves the environment.

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)	Stanmore Hill / The Broadway, Stanmore	✓✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓✓	✓✓
2)	Roxeth School , Brickfields - Harrow on the Hill	✓✓	✓✓	✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓
3)	St Paul's Avenue - 20 mph zone	✓✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
4)	Masons Avenue, Wealdstone	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓
5)	Uxbridge Road, George V Avenue, Courtney Avenue, Pinner Road, Kenton Lane,	✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓✓

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