

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

Date of Meeting:	12 February 2015
Subject:	Transport for London - Local Transport Fund schemes 2015/16
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:	All
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 2015/16.

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 2015/16 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 the Panel 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 2015/16 within the available budget.

Background

- 2.3 The Transport for London (TfL) award for funding in 2015/16 included a local transport funding allocation of £100,000. This budget 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.

LTF programme 2015/16

- 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 2015/16)
- Impact
- Available resources – staff time

- 2.7 The proposed local transport schemes that could be considered for inclusion in the 2015/16 programme are summarised in the table below.

Ref	Location	Description of works	Cost Estimate
1)	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.	£25,000
2)	Earlsmead School , Extension of 20 mph zone	Expand the existing Earlsmead School 20 mph zone to include roads to the south such as Somervell Road, Tregenna Avenue	£50,000
3)	Merlin Crescent / St Brides Road, Edgware	Highway improvement to the existing road layout close to Camrose Primary school to relieve congestion and improve road safety	£15,000

4)	The Ridgeway (221-263), North Harrow – Provide inset parking bays to relieve congestion	Provide inset parking bays to reduce on street parking to improve traffic flow and reduce congestion.	£30,000
5)	Requests for minor road safety measures such as new road markings or signage	The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. This fund would be used where appropriate to address these requests.	£15,000

2.8 **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

2.9 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 2015/16 TfL programme of works.

Risk management Implications

2.10 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.

Legal implications

2.11 The programme of schemes highlighted in this report may involve introducing traffic and parking restrictions that require a legal process to be undertaken before they can be physically implemented.

2.12 Subject to statutory consultation requirements, which the Council has complied with, the Council has powers to introduce and change traffic

and parking restrictions under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) 1996 and The Traffic Signs Regulations and General Directions 2002.

Financial Implications

- 2.13 The local transport funding allocation has received approval as a part of the 2015/16 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.

Equalities Implications / Public Sector Equality Duty

- 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.

Council priorities

- 2.15 The delivery of the local transport fund schemes accords with the administration's priorities set out below:
- 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: 20/01/15		
Name: Ajay Thakerar	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 20/01/15		

Ward Councillors notified:	YES
EqIA carried out:	NO
EqIA cleared by:	An EqIA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqIA is therefore not necessary

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

	Scheme	Cost	Reason
1)	St Paul's Avenue - 20 mph zone	£25,000	The provision of new 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 develop safer environments for all road users. We will also look to enhance the existing lorry ban signage as part of this scheme.
2)	Earlsmead School, Extension	£50,000	The extension of the Earlsmead School 20 mph zones will help to reduce traffic speeds in this area 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 develop safer environments for all road users
3)	Merlin Crescent / St Brides Road, Edgware	£15,000	There is an exiting traffic island located in Merlin Crescent close to the junction with St Brides Avenue. The location of the island causes confusion for some drivers and does not appear to serve any real purpose. Highway improvement to the existing road layout close to Camrose School will help to relieve congestion and improve road safety in this area which suffers at peak periods during school time and rush hour.
4)	The Ridgeway (221-263), North Harrow – Inset parking bays	£30,000	We continue to receive requests to reduce congestion and improve traffic flow in this area. The creation of inset parking bays will help alleviate this problem.
5)	Requests for minor road safety measures such as new road markings or signage	£15,000	The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety. Not all requests meet our criteria for traffic calming measures such as road humps, chicanes etc. This fund would be used where appropriate to address these requests.

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

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
1)	St Paul's Avenue - 20 mph zone	£25,000	Making a difference for communities, vulnerable, families, and local businesses	✓✓	Positive Improves road safety and encourages greater use of walking and cycling
2)	Earlsmead School - Extension of existing 20 mph zone	£50,000	Making a difference for communities	✓✓	Positive Improves road safety and encourages greater use of walking and cycling
3)	Merlin Crescent / St Brides Road, Edgware	£15,000	Making a difference for communities	✓✓	Positive Improves road safety and smooth traffic flow
4)	The Ridgeway (221-263), North Harrow – Provide inset parking bays to relieve congestion	£30,000	Making a difference for communities	✓✓	Positive, Improves congestion and road safety.
5)	Requests for minor road safety measures such as new road markings or signage	£15,000	Making a difference for communities	✓✓	Positive, Improves road safety 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)	St Paul's Avenue - 20 mph zone	✓✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓
2)	Earlsmead School - Extension of existing 20 mph zone	✓✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓
3)	Merlin Crescent / St Brides Road, Edgware	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓
4)	The Ridgeway (221-263), North Harrow – Provide inset parking bays to relieve congestion	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓
5)	Requests for minor road safety measures such as new road markings or signage	✓✓	✓	✓✓✓	✓✓✓	✓✓	✓✓	✓	✓✓

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