

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

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**Date of Meeting:** 11 February 2016

**Subject:** TFL Local Transport Fund Schemes Programme 2016/17

**Key Decision:** No

**Responsible Officer:** Tom McCourt – Corporate Director, Community

**Portfolio Holder:** Graham Henson - 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 traffic schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London in 2016/17.

### **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 agree a programme of prioritised local schemes funded by the local transport fund (£100k) and allocated by Transport for London to the London Borough of Harrow within the 2016/17 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. 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 2016/17 within the available budget.

### **Background**

- 2.3 The Transport for London (TfL) award for funding in 2016/17 includes 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 three year LIP2 programme of investment.

### **LTF programme 2016/17**

- 2.6 A proposed programme of local transport schemes which officers consider to be of 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 2016/17)
- Impact
- Available resources – staff time

- 2.7 The proposed local transport schemes that could be considered for inclusion in the 2016/17 programme are summarised in the table below.

<b>Ref</b>	<b>Location</b>	<b>Description of works</b>	<b>Cost Estimate</b>
1)	Hutton Lane – Parking bays	Introduce inset parking bays following a petition opposing double yellow line proposals. The construction of inset parking bays will relieve congestion and help ease traffic flow in the area.	£30,000
2)	Bacon Lane- Extension of 20 mph zone	Expand the existing Bacon Lane 20 mph zone to include roads to the south such as The Highlands	£10,000
3)	Whitefriars School- Extension of 20 mph zone	Expand the existing Whitefriars School 20 mph zone to include roads to the south such as Carmelite Road, Hampden Road ,	£25,000

		Windsor Road	
4)	Arundel Drive / Tregenna Avenue/ Alexandra Avenue – Safety Scheme	Junction improvement to reduce injury accidents including introducing one way sections of carriageway which will also reduce conflict and improve access and parking arrangements	£25,000
5)	Rayners Lane Station / The Ridgeway cycle scheme	Off road shared use cycle / pedestrian facility (approx. 800 m) to join up with the existing off road cycle track.	£25,000
6)	Grange Avenue, Belmont – Install a point no entry scheme	Point no entry	£15,000
7)	Chapel Lane – Proposed 20 mph limit.	New 20 mph speed limit	£15,000
8)	Requests for minor road safety measures such as new road markings or signage including speed activated signs	<p>The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety.</p> <p>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.</p>	£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 2016/17 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 Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

2.12 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.

2.13 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**

2.14 The local transport funding allocation has received approval as a part of the 2016/17 TfL Capital Programme. TfL has allocated 100k for the delivery of borough identified schemes and this 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**

2.15 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

2.16 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: 27/01/16		
Name: Banke Osoba	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 26/01/16		

<b>Ward Councillors notified:</b>	<b>YES</b>
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**EqlA carried out:**

**NO**

**EqlA cleared by:**

An EqlA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqlA is therefore not necessary

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

Contact:

Barry Philips

Tel: 020 8424 1649, Fax: 020 8424 7662, E-mail:

barry.philips@harrow.gov.uk

### **Background Papers:**

Transport Local Implementation Plan 2  
Petitions

## APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

	<b>Scheme</b>	<b>Cost</b>	<b>Reason</b>
1)	Hutton Lane - Inset parking bays	£30,000	Hutton Lane is a very narrow street with restricted access, the emergency services and the refuse services have both raised concerns regarding access. Last year the council proposed double yellow lines in Hutton Lane but the residents submitted a petition against these proposals and requested inset parking bays instead. Therefore we are seeking funds to construct inset parking bays to relieve congestion and help ease traffic flow in the area.
2)	Bacon Lane (Krishna Avanti School) - Extension of 20 mph zone	£10,000	The extension of the Bacon Lane 20 mph zones will help to reduce traffic speeds in roads such as the Highlands 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 is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users
3)	Whitefriars School - Extension of 20 mph zone	£25,000	The extension of the Whitefriars School 20 mph zones will help to reduce traffic speeds in roads such as Carmelite Road 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 is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users
4)	Arundel Drive / Tregenna Avenue/ Alexandra Avenue – Safety Scheme	£25,000	Junction improvements are proposed to reduce the disproportionately high number of slight injury accidents. The improvement includes introducing a one way section of carriageway to reduce the number of potential conflicts to improve road safety and access and manage on street parking in a more efficient manner.
5)	Rayners Lane Station / The Ridgeway – cycle facility	£25,000	To promote a safer off road cycle facility for all cycle users included less experienced cyclists along this busy route to connect North Harrow and Rayners Lane station. Similar to that along Alexandra Avenue.



	<b>Scheme</b>	<b>Cost</b>	<b>Reason</b>
6)	Grange Avenue, Belmont – point no entry	£15,000	Grange Avenue is a narrow residential street off of Kenton Lane in Belmont ward. Residents have complained that it is used as a “rat run” by drivers in order to bypass Belmont Circle and the Kenton Lane traffic lights. A recent survey confirmed that it is used by an average of 3,200 vehicles per day on a week day. At peak times around 360 vehicles an hour use the road and this causing congestion and inconvenience to some residents. It is therefore proposed to introduce a point no entry at the eastern end of Grange Road.
7)	Chapel Lane – Proposed 20 mph limit.	£15,000	Residents petitioned the council last year for a 20 mph speed limit to be introduced in Chapel Lane Pinner because of the narrowness of the road and the fact that there are elderly residents living in the area. There has been one slight injury accident in the road in the last three years and therefore reducing the speed limit would have a positive road safety benefit.
8)	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 local traffic concerns.

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

<b>Ref</b>	<b>Scheme</b>	<b>Cost</b>	<b>Corporate priorities</b>	<b>Equalities</b>	<b>Environmental Impact</b>
1)	Hutton Lane – Inset parking bays	£30,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and access, reduces congestion
2)	Bacon Lane (Krishna Avanti School) - Extension of 20 mph zone	£10,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
3)	Whitefriars School - Extension of 20 mph zone	£25,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
4)	Arundel Drive / Tregenna Avenue / Alexandra Avenue – Safety Scheme	£25,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
5)	Rayners Lane Station / The Ridgeway – cycle facility	£25,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
6)	Grange Avenue, Belmont – point no entry	£15,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
7)	Chapel Lane – Proposed 20 mph limit.	£15,000	Making a difference for communities, vulnerable, families.	✓✓✓	Positive, Improves road safety and encourages greater use of walking and cycling

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
8)	Requests for minor road safety measures such as new road markings or signage	£15,000	Making a difference for communities, vulnerable, families.	✓✓	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 <sub>2</sub> 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)	Hutton Lane – Inset parking bays	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓	✓✓
2)	Bacon Lane (Krishna Avanti School) - Extension of 20 mph zone	✓✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓
3)	Whitefriars School - Extension of 20 mph zone	✓✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓
4)	Arundel Drive / Tregenna Avenue / Alexandra Avenue – Safety Scheme	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓
5)	Rayners Lane Station / The Ridgeway – cycle facility	✓✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
6)	Grange Avenue, Belmont – point no entry	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓	✓✓

Ref	Scheme	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO <sub>2</sub> 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
7)	Chapel Lane – Proposed 20 mph limit.	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓
8)	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