

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

Date of Meeting: 9th February 2017

Subject: TFL Local Transport Fund Schemes Programme 2017/18

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 2017/18.

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 2017/18 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 2017/18 within the available budget.

Background

- 2.3 The Transport for London (TfL) award for funding in 2017/18 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 current 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 are of local interest to members and the public.

LTF programme 2017/18

- 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 2017/18)
- Impact
- Available resources – staff time

- 2.7 The proposed local transport schemes that could be considered for inclusion in the 2017/18 programme are summarised in the table below.

Ref	Location	Description of works	Cost Estimate
1)	Grange Avenue, Belmont – Install a point no entry scheme	Introduce a point no entry to address rat running concerns. This will involve constructing a road narrowing and illuminated traffic signs	£15,000
2)	Vaughan Road - Extension of existing 20 mph zone	Expand the existing Vaughan Road 20 mph zone to include roads to the south such as Butler Road, Bouverie Road and Drury Road	£40,000
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	Widen the footway for cyclists and modify traffic islands to accommodate cyclists near to the Leisure Centre	£20,000

4)	Northolt Road – Relocate bus stop	Relocate the existing bus stop in Northolt Road close to the mini roundabout at Eastcote Lane and reconfigure the current parking arrangement to improve congestion.	£20,000
5)	Eastern Avenue – pedestrian refuge	Provide pedestrian refuge to assist pedestrians crossing road, notably for access to Pinner High School	£10,000
6)	Trinity Square Project, Wealdstone	Cycle infrastructure improvements to support GLA funded project for a public square	£20,000
7)	Requests for minor road safety measures such as new road markings or traffic signage including speed activated signs	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 above 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 As the panel will note, the implementation of all the above schemes will exceed the £100,000 budget. The panel are therefore 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 2017/18 TfL programme of works.

Legal implications

- 2.10 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.
- 2.11 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 2017/18 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

- 2.14 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.
Gender	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.
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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: 26/01/17		
Name: Preetinder Cheema	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 26/01/17		

Ward Councillors notified:	YES
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 – Team Leader

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barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan 3
Petitions

APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

	Scheme	Cost	Reason
1)	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
2)	Vaughan Road - Extension of existing 20 mph zone	£40,000	The extension of the Vaughan Road 20 mph zones will help to reduce traffic speeds in roads such as Butler Road and Drury Road and generally improve road safety for all road users close to Vaughan School. 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)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	£20,000	To promote safer cycle facilities for all cycle users included less experienced cyclists by widening the footway and amending the existing pedestrian island in this busy route which will connect the Belmont Trail, Elmgrove School and the Harrow Leisure Centre.
4)	246 Northolt Road – Relocate bus stop	£20,000	The current bus stop outside number 246 Northolt Road is located to close to the junction with the Eastcote Lane mini roundabout. This causes congestion issues which lead to traffic delays. By relocating the bus stop and reconfiguring the current parking arrangements it is anticipated that traffic flows would be smoother and the road space used more efficiently.
5)	Eastern Avenue – pedestrian refuge	£10,000	To provide a new pedestrian refuge in Eastern Avenue close to existing bus stops to assist pedestrians crossing notably for access to Pinner High School
6)	Trinity Square Project, Wealdstone	£20,000	Cycle infrastructure improvements to support GLA funded project for a public square. There is an existing cycle track that needs to be reconfigured so that it can be satisfactorily incorporated into the new public square.
7)	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

Ref	Scheme	Cost	Corporate priorities	Equalities	Environmental Impact
1)	Grange Avenue, Belmont – point no entry	£15,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and access, reduces congestion
2)	Vaughan Road - Extension of existing 20 mph zone	£40,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	£20,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
4)	246 Northolt Road – Relocate bus stop	£20,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of public transport
5)	Eastern Avenue – pedestrian refuge	£10,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
6)	Trinity Square Project, Wealdstone	£20,000	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of walking and cycling
7)	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 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 servicing and reduce congestion and make essential car journeys easier	Improve pedestrian walkways to parks, open spaces, town centres and public transport	Improve existing highways, service roads and walkways to promote an uptake in cycling
1)	Grange Avenue, Belmont – point no entry	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓	✓✓
2)	Vaughan Road - Extension of existing 20 mph zone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓	✓✓
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓
4)	246 Northolt Road – Relocate bus stop	✓✓	✓✓	✓✓	✓✓	✓	✓✓✓	✓✓✓	✓✓
5)	Eastern Avenue – pedestrian refuge	✓✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓✓	✓✓
6)	Trinity Square Project, Wealdstone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓
7)	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