

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

Date of Meeting:	26 th February 2019
Subject:	TfL Local Transport Fund Schemes Programme 2019 / 20
Key Decision:	No
Responsible Officer:	Paul Walker – Corporate Director, Community
Portfolio Holder:	Varsha Parmar - Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Wards affected:	All
Enclosures:	Appendix A : Proposed schemes Appendix B : Proposed - 20 mph locations Appendix C : Harrow Cyclists – Heathy streets for Harrow

Section 1 – Summary and Recommendations

This report sets out a range of proposed programme options for the Panel's consideration using the £100k Local Transport Fund LIP allocation in 2019/20.

Recommendation:

The Panel is requested to consider the programme options set out in this report and in **Appendix A** and to recommend to the Portfolio Holder for Environment a preferred programme to be taken forward in 2019/20.

Reason:

In order for the Council to agree a programme of Local Transport Fund schemes to be taken forward in the 2019/20 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 and 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, the Transport Local Implementation Plan objectives, equalities and the environment have been provided to assist members with setting their priorities for 2019/20 within the available budget.

Background

- 2.3 The Mayor of London published his transport strategy in 2018. Subsequently the borough is required to produce a revised Transport Local Implementation Plan. The draft LIP3 has been prepared in line with the Mayor of London's Guidance for Borough Officers on Developing the Third Local Implementation Plan, March 2018.
- 2.4 LIP3 includes borough objectives for the next 20 years and explains how meeting these will contribute to achieving the Mayor's overarching mode share aim and each of the nine Mayoral strategic outcomes and their respective outcome indicators.

- 2.5 The Transport for London (TfL) award for funding in 2019/20 includes a local transport funding allocation of £100,000. This budget is allocated to boroughs through the Local Implementation Plan (LIP) funding process.
- 2.6 The local transport fund is to be used by the borough for any local transport schemes they wish to implement to supplement measures as detailed in the Mayor's Transport Strategy. 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.

LTF programme 2019/20

- 2.7 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 2019/20)
 - Impact
 - Available resources – staff time
- 2.8 The proposed local transport schemes that could be considered for inclusion in the 2019 /20 programme are summarised in the table below. More details are contained in **Appendix A**.

	Options	Description of works	Cost Estimate
A	Vision zero	<p>Introduction of four new 20 mph zones at the following locations:</p> <p>Cavendish Avenue area, Sudbury Hill</p> <p>High Worples, Rayners Lane</p> <p>Waxwell Lane, Pinner</p> <p>Church Avenue, Pinner</p> <p>(Proposed zone boundaries can be seen in Appendix B)</p> <p>A small section of funds from this option would be used where appropriate to</p>	£100,000

		address local traffic safety concerns such as signing and lining.	
B	Bus Priority	<p>Carry out a review of the existing bus lane timings to make sure all the bus lane timings are still relevant and fit for purpose.</p> <p>Roxeth Hill / Lower Road/ Shaftesbury Avenue – Carry out a review of signalised junction layout and timings to improve bus movement</p> <p>Carry out a review of the Kenton Lane / Streatfield Road signalised junction to help right turn buses.</p> <p>Review road markings Bessborough Road / Pinner Road roundabout.</p> <p>Bus Accessibility works</p>	£100,000
C	Walking and Cycling	<p>Carry out a review of all pelican crossings in the borough and prioritise sites for the inclusion of countdown facilities.</p> <p>Introduce entry treatments or Copenhagen style crossings along the London Road, Stanmore corridor to improve pedestrian safety and better access to the Stanmore Station.</p> <p>Explore with our transport consultants the feasibility of Harrow cyclists Low Traffic Neighbourhood project utilising low cost modal filters as detailed in Appendix C.</p> <p>Work up feasible proposals in more detail and provide a priority list of sites with costings.</p>	£100,000

2.9 **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

- 2.10 The panel are requested to recommend to the Portfolio Holder the preferred programme option (A or B or C) from the list above to be taken forward as a part of the 2019/20 TfL programme of works.

Staffing / workforce

- 2.11 The delivery of schemes in the programme of investment will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.12 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the Transport Local Implementation Plan 3, which takes effect from 2019/20, and will help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Issues

- 2.13 The current Transport Local Implementation Plan 3 has undergone a Strategic Environmental Assessment which has indicated that there are environmental benefits from delivering the proposed programme of investment.
- 2.14 Key population and human health benefits include reducing reliance on travel by car, reducing casualties, reducing congestion, encouraging active travel and improving air quality. There are public health benefits associated with increased active travel which can reduce diabetes and obesity levels.

Risk Management Implications

- 2.15 Risk included on Directorate risk register? No
- 2.16 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.17 There is a requirement to undertake a design risk assessment during scheme development under the Construction (Design & Management) Regulations in order to manage any potential health and safety risks.

Legal implications

- 2.18 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.

- 2.19 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 2016.

Financial Implications

- 2.20 The local transport funding allocation has received approval as a part of the 2019 / 20 TfL LIP settlement and will be included in the Council's Capital Programme.
- 2.21 TfL has allocated 100k for the delivery of borough local transport schemes.
- 2.22 The TfL budget allocation will cover internal staff costs, design, construction, management and monitoring of the schemes in the programme.

Equalities Implications / Public Sector Equality Duty

- 2.23 An equality impact assessment (EqIA) has been undertaken on the programme of investment in the Council's Transport Local Implementation Plan, which includes all of the types of interventions proposed in this report, and no adverse impact on any of the specified equality groups was identified. There are positive impacts 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, particularly for the elderly and young.

Council Priorities

- 2.24 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: 12/02/19		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 15/02/19		

Ward Councillors notified:	YES
EqlA carried out:	NO
EqlA cleared by:	An EqlA has been undertaken for the Transport Local implementation Plan 3 of which this project is a part. A separate EqlA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips – Transportation Team Leader Tel: 020 8424 1649
E-mail: barry.philips@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan 3
Petitions
Local correspondence
Mayors Transport Strategy

APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

	Scheme	Budget	Information
A	<p>Vision Zero</p> <p>Introduction of four new 20 mph zones at the following locations:</p> <ul style="list-style-type: none"> • Cavendish Avenue area, Sudbury Hill • High Worple, Rayners Lane • Waxwell Lane, Pinner – • Church Avenue, Pinner • Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites. 	£100,000	<p>Harrow has adopted a vision zero approach towards eliminating all road deaths and serious injuries (KSI's) by 2041.</p> <p>The introduction of a 20 mph zones will help to support this initiative by reducing traffic speeds, reducing PIA 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 is key to reduce road traffic collisions and injuries, and to develop safer environments for all road users and to encourage modal shift.</p> <p>20 mph zones are designed to be "self-enforcing" due to traffic calming measures which are introduced along with the change in the speed limit. Speed humps, chicanes, road narrowing, and other measures are typically used to both physically and visually reinforce the slower speed limits.</p> <p>In addition to the above 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. A small section of funds from this option would be used where appropriate to address local road safety concerns.</p>
B	<p>Bus Priority</p> <p>Measures to support bus movement at the following sites.</p> <ul style="list-style-type: none"> • Carry out a review of the existing bus lane timings to make sure all the bus lane timings are still relevant and fit for purpose. • Carry out a review of the Kenton Lane / 	£100,000	<p>To meet the Mayors objective that public transport will meet the growing needs of Londoners it is important that the reliability of bus routes can be improved by good design, better managed roadworks and well managed kerbside space through appropriate parking regulations.</p> <p>Introducing appropriate bus priority measures such as bus lanes, bus gates, signal timing reviews, changes to bus lane operational hours and accessible bus stops can all improve the reliability of the bus service. In addition, the importance and reliability of the bus service is always considered in managing the road network in the borough.</p> <p>Enforcement of road traffic, parking and waiting regulations need to be considered in</p>

	Scheme	Budget	Information
	<p>Streatfield Road signalised junction to help right turn buses.</p> <ul style="list-style-type: none"> • Roxeth Hill / Lower Road/ Shaftesbury Avenue – Review of signalised junction layout and timing to improve bus movement • Review road markings Bessborough Road / Pinner Road roundabout. • Bus Accessibility works 		<p>the interests of improving bus priority and where possible engineering solutions need to be used to minimise the need for any additional enforcement.</p> <p>To improve traffic movement particularly buses through the busy roundabout junction.</p> <p>To complete the remaining bus stops in the borough that are non-compliant with disability legislation and guidance.</p> <p>New bus shelters and localised accessibility improvements</p>
C	<p>Cycling / Walking</p> <p>Measures to support bicycling and walking as follows:.</p> <ul style="list-style-type: none"> • Review of all pelican crossings in the borough and prioritise sites for the inclusion of countdown crossing facilities. (£25k) • Introduce raised Copenhagen style crossings (entry treatments) along the London Road, Stanmore corridor to improve pedestrian safety and better access to the station. (£ 55K) • Explore with our transport consultants the feasibility of Harrow cyclists Low Traffic Neighbourhood initiative utilising low cost modal filters. Work up the proposals if they are feasible in more detail and provide a priority list of sites with costings. (£25k) 	£100,000	<p>To carry out a review all pelican crossings in the borough and where feasible introduce a countdown device which provides a numeric count down display that indicates the number of seconds remaining for a pedestrian to complete his/her crossing of a street. This has been well received at other junctions in the borough.</p> <p>To help make walking and cycling in the borough easy, safe and enjoyable, we're proposing a new style of crossing at side road junctions at junctions along the London Road, Stanmore corridor known as blended 'Copenhagen' crossings. Blended crossings are designed to slow down vehicles when entering or exiting side roads and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code. The first crossings of this type in the borough were introduced in Sudbury as part of the Sudbury Village Major Project scheme recently.</p> <p>The Mayor for London's Transport Strategy (MTS) recognises that outer London high streets, town centres and communities are often traffic dominated, noisy and polluted, which impacts the local economy and residents' quality of life.</p> <p>Making alternative transport options accessible and appealing to all Londoners is the key to reducing car dependency. This means improving street environments to make walking and cycling the most attractive options for short journeys and providing more, and better, services to make public transport the most attractive option for longer journeys.</p>

	Scheme	Budget	Information
	<ul style="list-style-type: none">• Details of the Harrow Healthy Street document can be seen in Appendix C		Harrow cyclists have developed a Healthy Streets for Harrow document focussing on low cost modal filters and low traffic neighbourhoods. This could involve road closures to allow people to walk or cycle but not drive through and make cycling in Harrow healthy and attractive .

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

Ref	Scheme	Corporate priorities	Equalities	Environmental Impact
A	Vision Zero	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety, access and encourages more active travel and a safer environment
B	Bus Priority	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves bus reliability and encourages greater use of public transport
C	Cycling / Walking	Making a difference for communities, vulnerable, families.	✓✓	Positive, Improves road safety and encourages greater use of 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 servicing and reduce congestion and make essential car journeys easier	Improve pedestrian walkways to parks, open spaces, towns and public transport	Improve existing highways, and walkways to promote an uptake in cycling
A	Vision Zero	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓	✓✓	✓✓
B	Bus Priority	✓✓✓	✓✓✓	✓	✓	✓	✓✓✓	✓✓	✓
C	Cycling / Walking	✓✓✓	✓✓✓	✓	✓✓	✓✓✓	✓	✓✓✓	✓✓✓

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