

**REPORT FOR: TRAFFIC AND ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:	5 February 2020
Subject:	TfL Local Transport Fund Schemes Programme 2020 / 21
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

Section 1 – Summary and Recommendations

This report sets out a range of options for the Panel's consideration to take forward a programme of local transport initiatives using the Transport for London Local Transport funding allocation in 2020/21.

Recommendation:

The Panel is requested to consider the options set out in this report in **Appendix A** and to recommend to the Portfolio Holder for Environment a preferred programme to be taken forward in 2020/21.

Reason:

In order for the Council to agree a programme of Local Transport Fund schemes to be taken forward in the 2020/21 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 many concerns regarding transport issues are frequently reported to the Council.
- 2.2 Transport for London has provided an allocation of £100k in 2020/21 to specifically fund borough transport priorities that can address local issues of importance. This report sets out a range of options for local transport initiatives that can be considered for developing an annual programme of works.

Options considered

- 2.3 Various 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 2020/21 within the available budget.

Background

- 2.4 The Mayor of London published his transport strategy in 2018. Subsequently all the London boroughs were required to produce a revised Transport Local Implementation Plan (LIP3). Harrow's revised LIP3 was agreed by Cabinet in July 2019. LIP3 includes borough objectives for the next 20 years and explains how meeting these will contribute to achieving the Mayor's overarching aim for achieving 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.5 The local transport fund allocation of £100,000 in 2020/21 is to be used by the borough for any local transport schemes they wish to implement that accord with the Mayor’s Transport Strategy and the Borough’s Local Implementation Plan. 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 or initiatives.

Local Transport Fund programme 2020/21

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. The evaluation of the issues involved consideration of the following factors:

- Transport policies and objectives
- Impact
- Cost
- Equalities
- Public support
- Time frame for completing work
- Available resources

2.7 The proposed local transport schemes that could be considered for inclusion in the 2020 /21 programme are summarised in the table below. More details of the proposals can be seen in **Appendix A**.

2.8 The schemes listed in the table below are grouped under the three main strategic transport categories, Vision Zero, Walking and Cycling and Public Transport which all contribute to the Mayoral objectives and Harrow’s LIP objectives.

Initiative	Description of works	Estimated cost (£k)
Vision Zero	20 mph zone - Westfield Drive / Westfield Gardens, Kenton	25
Vision Zero	20 mph zone - Albury Drive / Evelyn Drive, Pinner	40
Vision Zero	20 mph zone - Silverston Way, Stanmore	10
Vision Zero	20 mph zone Manor Way / Priory Way and possible point no entry scheme.	20
Vision Zero	Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites.	5

Bus Priority	Review existing bus lane timings and signing to make sure they meet operational demand.	15
Bus Priority	Roxeth Hill / Lower Road / Shaftesbury Avenue Carry out a review of signalised junction layout and timings to improve bus movement.	25
Bus Priority	Carry out a review of the Kenton Lane / Streatfield Road signalised junction to help right turn buses.	25
Bus Priority	Carry out a localised parking review in Lower Road to improve bus priority for the Route 140 express to Heathrow.	35
Walking and Cycling	Carry out a review of all pelican crossings in the borough and prioritise sites for the inclusion of countdown facilities and implement changes in consultation with Transport for London.	20
Walking and Cycling	Introduce entry treatments or Copenhagen style crossings along the London Road, Stanmore corridor to improve pedestrian safety and better access to the Stanmore Station.	30
Walking and Cycling	Additional funds to provide local cycle facilities to connect the TfL Cycleway along Station Road to the Kenmore Avenue underpass via Elmgrove Road.	50

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 is requested to recommend to the Portfolio Holder their preferred options to the total value of £100,000 chosen from the list in the table above.

- 2.11 The group categories in the table add up to £100,000 so a particular group category can be chosen (Vision Zero, Bus Priority, Walking & Cycling).
- 2.12 The panel, however, may wish to mix and match from the list and choose schemes from one or more of the categories listed. The individual schemes within each category have been allocated an estimated value. The total value of the selected schemes must not exceed £100,000.

Staffing / workforce

- 2.13 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.

Ward Councillors' comments

- 2.14 Ward councillors comments have not been sought for this report because it applies borough wide.

Performance Issues

- 2.15 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

- 2.16 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.
- 2.17 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

- 2.18 Risk included on Directorate risk register? No
- 2.19 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.20 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

- 2.21 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.
- 2.22 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

- 2.23 TfL has allocated a sum of 100k for the delivery of borough local transport schemes which received approval as a part of the 2020 / 21 TfL LIP settlement and will be included in the Council's Capital Programme.
- 2.24 The TfL budget allocation will cover internal and external staff costs, design, construction, management and monitoring of the schemes in the programme.

Equalities Implications / Public Sector Equality Duty

- 2.25 The Transport Local Implementation Plan (LIP) sets out the relevant transport policies and objectives of the Council and was subject to an Equalities Impact Assessment which identified that there was no negative impact on any of the protected groups. The transport mitigations in the report accord with the principles of the Council's LIP. Typical benefits are 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

- 2.26 The delivery of the local transport fund schemes accords with the administration's priorities set out below:

Council Priorities	Impact
Building a Better Harrow	The local initiatives will mitigate the impact of additional journeys from population growth on the transport network and facilitate the increasing number of journeys on the transport network by alternative modes.
Supporting Those Most in Need	The improved public realm will reduce obstructions and obstacles to walking, cycling and public transport connections particularly for the most vulnerable users.
Protecting Vital Public Services	The scheme will support healthier lifestyles which will improve public health and the burden on health services and social care.
Delivering a Strong local Economy for All	The improvements to the transport network will support the local economy and local businesses in the vicinity of schemes.
Modernising Harrow	Transport control systems will the latest design standards to improve the performance of the transport network, road safety and accessibility.

2.27 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan 3.

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/01/20		
Name: Rikita Panesar	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 20/01/20		
Name: Paul Walker	<input checked="" type="checkbox"/>	Corporate Director
Date: 21/01/20		

Ward Councillors notified:	NO, as it impacts on all Wards
EqlA carried out:	YES, as a part of LIP3
EqlA cleared by:	Dave Corby, Community - Equality Task Group (DETG) Chair

Section 4 - Contact Details and Background Papers

Contact:

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

Background Papers:

Transport Local Implementation Plan
<https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>

APPENDIX A: PROPOSED SCHEMES

Table 1: Description of proposed schemes, background and costs

	Scheme	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"> • Westfield Drive / Westfield Avenue • Albury Drive / Evelyn Drive • Silverston Way, Stanmore • Manor Way / Priory Way • Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites. 	<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 and signing to make sure all the bus lane timings are still fit for purpose. • Carry out a review of the Kenton Lane / 	<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</p>

	Scheme	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 • Carry out a localised parking review in Lower Road to improve bus priority for the 140 express to Heathrow 	<p>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>To improve traffic movement particularly for buses through busy junctions where delays occur.</p> <p>Enforcement of road traffic, parking and waiting regulations need to be considered in the interests of improving bus priority and where possible engineering solutions need to be used to minimise the need for any additional enforcement.</p>
C	<p>Cycling / Walking</p> <p>Measures to support cycling 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. • Introduce raised Copenhagen style crossings (entry treatments) along the London Road, Stanmore corridor to improve pedestrian safety and better access to the station. • Additional funds to provide local cycle facilities to connect the TfL Cycleway which runs along Station Road to the Kenmore Avenue underpass via 	<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.</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>

	Scheme	Information
	Elmgrove Road.	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.

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