

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

Date of Meeting:	2 nd March 2021
Subject:	TfL Local Transport Fund Schemes Programme 2021 / 22
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 – List of proposed schemes

Section 1 – Summary and Recommendations

This report sets out the available options to develop a programme of local transport schemes for 2021/22 for the Panel to consider in advance of funding being confirmed by Transport for London (TfL).

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 programme of schemes in priority order to be taken forward should TfL confirm a Local Transport Funding allocation for 2021/22.

Reason:

In order for the Council to agree a prioritised programme of Local Transport Fund schemes in the 2021/22 financial year in readiness for the potential award of funding from TfL.

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 (TfL) has historically provided an allocation of £100k annually to fund borough transport priorities that can address local issues of importance. At the time of writing this report TfL had not confirmed the 2021/22 funding allocation for Harrow because TfL is still in negotiations with government over the bail out funding that may be allocated. Funding will be determined by government on the basis of TfL preparing satisfactory forward plans to improve its financial security over the next few years. In the meantime, boroughs have been requested by TfL to indicate their Transport Local Implementation Plan (LIP) programmes for 2021/22 based on the allocation for this year that was originally planned and which would normally include £100k for local transport funding.
- 2.3 Members are therefore being requested to set out their priorities for the use of local transport funding in advance of a decision by TfL. Should funding be confirmed any funding allocated will be used to deliver the programme set out by members in their priority order. The allocation of funding is not guaranteed but setting out priorities in advance of the financial year will help officers with planning and delivering a programme of work in year should the funding be allocated.

Options considered

- 2.4 A range of potential schemes that have a local transport benefit have been proposed for the Panel to consider. The impacts on corporate priorities, the Transport Local Implementation Plan objectives, equalities impact and the environmental impact have been provided to assist members with setting their priorities for 2021/22.

Background

- 2.5 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 and approved by Council 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.
- 2.6 A local transport fund allocation of £100k has been included in recent years specifically for boroughs to promote any local transport schemes considered to be a local priority that accords with the Mayor's Transport Strategy and the Borough's LIP. The purpose of this freedom is to give greater independence to the boroughs and funds can be used for separate projects or to supplement other TfL LIP funded projects or initiatives.

Local Transport Fund programme 2021/22

- 2.7 A proposed programme of local transport schemes which are considered 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 of COVID 19
 - Cost
 - Equalities
 - Public support
 - Time frame for completing work
 - Available resources
- 2.8 The proposed local transport schemes that could be considered for inclusion in the 2021 /22 programme are subject to TfL confirming the budget to support this programme and are summarised in the table below. More details of the proposals can be seen in **Appendix A**.
- 2.9 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 - Albury Drive / Evelyn Drive, Pinner	40
Vision Zero	20 mph zone in Hilary Gardens, Morley Crescent area, Kenton	20
Vision Zero	Clamp Hill – Speed reduction measures	10
Vision Zero	Royston Park Road – Speed reduction measures	20
Vision Zero	Ad hoc localised road safety measures such as road warning signing and lining to address Personal Injury Accident (PIA) sites.	20
Bus Priority	Introduce a dial a ride facility in Havelock Road in Harrow Town Centre.	10
Bus Priority	Roxeth Hill / Lower Road / Shaftesbury Avenue Carry out a review of signalised junction layout and timings to improve bus movement.	30
Bus Priority	Carry out a review of the Kenton Lane / Streatfield Road signalised junction to help with the right turn buses at the Kenton Library.	30
Bus Priority	Carry out a localised parking review in Lower Road to improve bus priority for the Route 140 express to Heathrow.	10
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	Carry out a local review of the George V Avenue / Pinner Road signalised junction to allow a dedicated cycle lane through the junction to link up with the Metropolitan cycle route on Pinner Road and the proposed route on George V Avenue.	40

Walking and Cycling	Additional funds to provide local cycle facilities to connect the TfL Cycleway from Station Road, Harrow to the Kenton Road in the Greenhill ward.	40

2.10 **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

2.11 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 and to select a priority order. The priority order will be used to assign projects for delivery should a different amount of funding be confirmed by TfL than £100k.

Staffing / workforce

2.12 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

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

Performance Issues

2.14 The implementation of schemes in the programme of investment will support the wider aims, objectives and targets in the Transport Local Implementation Plan 3 and will help to deliver Harrow's corporate priorities and in particular building a better Harrow.

Environmental Issues

2.15 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.

- 2.16 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.

Data Protection Implications

- 2.17 There are no data protection implications.

Risk Management Implications

- 2.18 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.19 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.

Procurement Implications

- 2.20 Where needed, consultants and contractors will be procured to investigate, develop and deliver some proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

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 There is no budget confirmed at the time of writing this report. TfL are still discussing a funding bailout with government for 2021/22.
- 2.24 TfL has in recent years allocated a sum of £100k for the implementation of borough local transport schemes and a £100k allocation was planned for 2021/ 22. TfL have advised boroughs to submit provisional LIP programmes in advance of the budget being confirmed on the basis of the originally planned funding allocation.

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 homes and infrastructure Improving the environment and addressing climate change	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.
Addressing health and social care inequality Tackling poverty and inequality	The improved public realm will reduce obstructions and obstacles to walking, cycling and public transport connections particularly for the most vulnerable users. The scheme will support healthier lifestyles which will improve public health and the burden on health services and social care.
Thriving economy	The improvements to the transport network will support the local economy and local businesses in the vicinity of schemes.

- 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

Statutory Officer: Sharon Daniels

Signed on behalf of the Chief Financial Officer

Date: 16/02/2021

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 18/02/2021

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 17/02/2021

Section 3 – Corporate Director Clearance

Statutory Officer: Paul Walker

Signed by the Corporate Director - Community

Date: 17/02/2021

Mandatory Checks

Ward Councillors notified: **NO**, as the report is for information only

EqIA carried out: YES (Transport Local Implementation Plan)

EqIA 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 two new 20 mph zones at the following locations:</p> <ul style="list-style-type: none"> • Albury Drive / Evelyn Drive • Hilary Gardens / Morley Crescent • Royston Park Road – Speed reduction measures • Clamp Hill – Speed reduction measures • 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 self-enforcing" 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>Speed reduction measure will help to reduce disproportional high traffic speeds in residential streets. Measures could include Slow markings, chevron markings, speed activated signs. The 85%tile speeds measured in these roads were in the region of 35mph which is considered to be higher than average.</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>	

	Scheme	Information
	<ul style="list-style-type: none"> • Introduce a dial a ride bus service facility in Havelock Road in Harrow Town Centre • Carry out a review of the Kenton Lane / Streatfield Road signalised junction to help right turn buses. • 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>To meet the Mayors objective that public transport will meet the growing needs of all Londoners.</p> <p>Introducing appropriate bus priority measures such as bus lanes 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 this busy junction where delays occur on a regular basis.</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. Parking along this corridor is causing some congestion issues and localised delays to key bus routes.</p>
C	<p>Cycling / Walking</p> <p>Measures to support cycling and walking as follows:</p> <ul style="list-style-type: none"> • Carry out a review of all pelican crossings in the borough and prioritise sites for the inclusion of countdown crossing facilities. • Carry out a local review of the George V Avenue / Pinner Road signalised junction to allow a dedicated cycle lane through the junction to link up with the Metropolitan cycle route on Pinner Road and the proposed route on George V 	<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. Countdown facilities have been well received at other junctions in the borough.</p> <p>The purpose of the review is to establish if a link to the proposed cycle route on George V Avenue with the existing Metropolitan route is feasible by introducing a dedicated cycle route through the junction. A link here would also help pedestrians at this busy junction which is close to Nower Hill School and would help make walking and cycling in the borough easy, safe and more enjoyable and would</p>

	Scheme	Information
	<p data-bbox="315 193 427 220">Avenue.</p> <ul data-bbox="271 261 837 392" style="list-style-type: none"> <li data-bbox="271 261 837 392">• Additional funds to provide a local cycle facilities to connect the proposed TfL Cycleway along Station Road to Kenton Road in the Greenhill ward.. 	<p data-bbox="882 193 1352 220">accord with our cycle route strategy.</p> <p data-bbox="882 300 1921 469">Making alternative transport options accessible such as cycling 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>

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

Ref	Scheme	Corporate priorities	Equalities	Environmental Impact
A	Vision Zero	<ul style="list-style-type: none"> • Building homes and infrastructure ✓✓✓ • Improving the environment and addressing climate change ✓✓✓ • Addressing health and social care inequality ✓✓ • Tackling poverty and inequality • Thriving economy ✓✓ 	✓✓	Positive, Improves road safety, access and encourages more active travel and a safer environment
B	Bus Priority	<ul style="list-style-type: none"> • Building homes and infrastructure ✓✓✓ • Improving the environment and addressing climate change ✓✓✓ • Addressing health and social care inequality ✓✓ • Tackling poverty and inequality • Thriving economy ✓✓ 	✓✓	Positive, Improves bus reliability and encourages greater use of public transport
C	Cycling / Walking	<ul style="list-style-type: none"> • Building homes and infrastructure ✓✓✓ • Improving the environment and addressing climate change ✓✓✓ • Addressing health and social care inequality ✓✓ • Tackling poverty and inequality • Thriving economy ✓✓ 	✓✓	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