

<b>Report for:</b>	<b>TRAFFIC &amp; ROAD SAFETY ADVISORY PANEL</b>
<b>Date of Meeting:</b>	9 November 2022
<b>Subject:</b>	<b>INFORMATION REPORT</b> 2022/23 Traffic Schemes and Parking Schemes Programme update
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Tony Galloway – Interim Director of Environmental Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	All wards
<b>Enclosures:</b>	<b>Appendix A</b> – Traffic Schemes Programme 2022/23 <b>Appendix B</b> – Cycle Training Programme <b>Appendix C</b> - Parking Management Programme 2022/23 <b>Appendix D</b> – Local Safety Parking Programme (LSPP) 2022/23

## Section 1 – Summary and Recommendations

This information report is presented to members to provide an update on progress with the 2022/23 traffic, cycle training and parking management programme of works. This includes schemes funded by Transport for London (TfL) and schemes included in Harrow's Capital Programme. The information contained in this report reflects the latest position at the time of writing this report and includes ongoing schemes from 2021/22.

### **Recommendation:**

That the Panel note the report.

### **Reason: (For recommendation)**

The report is for information only.

## Section 2 – Report

### **Introduction**

- 2.1 This information report provides members with an update on the current programme of traffic and transport schemes and initiatives funded in 2022/23. This includes schemes funded by external grant from Transport for London (TfL) and Harrow capital programme. **Appendices A, B, C and D** provides a summary of progress with all the schemes within the current programme.
- 2.2 More detail on specific schemes is provided below in the body of the report where they have reached the public consultation, statutory consultation or implementation stages and any other specific issues of interest to members.
- 2.3 This report also provides an update on the ongoing cycling training and schemes implemented in 2022/23 but are still under review post-implementation.

## Scope of programme

### Options Considered

- 2.4 This work programme fits within the scope of the Council's Transport Local Implementation Plan (LIP), which sets out the policies and objectives for taking forward a wide-ranging programme of investment.

### TFL LOCAL IMPLEMENTATION PLAN (LIP) PROGRAMME 2022/23

- 2.5 The coronavirus pandemic affected the reliability of funding from TfL since the start of the 2020/21 financial year. The loss of income from public transport created financial pressures within TfL and the government has intervened to provide negotiated funding support to ensure TfL can continue to deliver transport infrastructure and public transport systems in London. The involvement of the government has consequently affected the planned programme of works because TfL have had to agree how the funding support is used and to demonstrate how they will return to a more balanced and sustainable financial model over the next few years. This trend has continued into 2022/23 financial year which has affected funding to the London Boroughs through their LIPs.
- 2.6 In March 2022 the government approved an initial package of financial support to TfL to cover the period between March and June 2022 whilst discussions continued a longer-term funding package.
- 2.7 Boroughs received LIP allocations for this period to allow project development work to commence and an allocation of £190k was granted to Harrow up to June 24<sup>th</sup>, 2022. Only development and design work has been undertaken on new projects to date. The details of the LIP programme can be seen in **Appendix A**.
- 2.8 A further overall funding of £925k covering the remainder of the 2022/23 financial year was announced in late September 2022. The allocation for 2023/24 of £900k was also announced at the same time although it is expected this amount will be increased with separate funding for cycling and bus priority yet to be advised.

### Howberry Road Area 20mph zone

- 2.9 A public consultation on the proposed design was undertaken in 2021/22 and the result showed support for the scheme.
- 2.10 Scheme has been revised following a request to include a speed table on Howberry Road.
- 2.11 Officers intend to notify residents of this change in November 2022 as well as to seek their views on the installation of speed cushions on the roads that may not necessarily require them.
- 2.12 Scheme is on course to be implemented in 2022/23.

### **Royston Park Road, Hatch End - Traffic Calming Scheme**

- 2.13 Officers are planning to notify residents of the Council's intention to implement the scheme once PH and ward member approval to proceed is received.
- 2.14 The plan is to deliver scheme by the end of March 2023.

### **Alexandra Avenue/Eastcote Avenue, South Harrow**

- 2.15 This is a local safety junction improvement scheme and currently at design stage.
- 2.16 The plan is to deliver the improvements by the end of the 2022/23 financial year.

### **Station Road / Pinner Road, North Harrow - junction improvement**

- 2.17 The original aspiration for the scheme was to investigate (i) the widening of the southwestern arm of the junction near the library on Pinner Road to improve bus access/journeys times and (ii) the addition of pedestrian and cycle facilities to the junction.
- 2.18 We commissioned a feasibility study to explore the junction improvements as a part of the Harrow High Street Fund programme, however due to concerns with the scope of the original project brief as well as the quality of work undertaken so far, we are now undertaking a new review that will include input from key stakeholders and will extend to the Good Will to All junction.

### **A404 George V Avenue/Headstone Drive**

- 2.19 This is a local safety junction improvement scheme and currently at feasibility stage.

### **Cycle Training**

- 2.20 The Transportation Team is working to develop the Council's cycle training scheme.
- 2.21 The current scheme significantly reduces some of the challenges that prevent people from cycling, in turn encouraging the use of the bicycle, and with the right level of investment, cycling can become a significant method of transport in the borough.
- 2.22 All cycling training is currently ongoing and provided by an external training provided with the £20k secured from TfL in Q1. The additional funding secured for the rest of the financial year will ensure the training continues.
- 2.23 The list showing the training already undertaken is shown in **Appendix B**

## **OTHER EXTERNAL FUNDING AND DEVELOPER CONTRIBUTIONS**

### **Electric Vehicle Charging Points (residential)**

- 2.24 Following the success of the first tranche a second bid has been submitted for another 40 sites to the Department for Transport Office for Zero Emission Vehicles (OZEV). The application has been successful and an award of £109,900 made for Tranche 2.
- 2.25 Officers are working to have these additional 40 sites installed before the end of 2022.
- 2.26 A further bid for 160 sites will be undertaken once the new EV strategy setting out the Council's approach to EV infrastructure across the borough is approved in 2023.

### **Headstone Drive / Harrow View / Headstone Gardens – Traffic Signals improvement (Goodwill to All junction)**

- 2.27 This scheme is funded from section 106 developer contributions from the Kodak development to mitigate the impact of development by improving the capacity of the junction and pedestrian safety.
- 2.28 Various scheme options have subsequently been in development over the last few years and engagement with local ward councillors and the previous Portfolio Holder undertaken. A preferred scheme was agreed that involved introducing a pedestrian phase and two additional right turn restrictions at the junction.
- 2.29 Public consultation was undertaken on the scheme in the autumn 2019 and a lot of opposition was received from residents.
- 2.30 Following this, a second consultant with traffic signal and modelling expertise was engaged to review the existing designs and explore if any further options were possible.
- 2.31 The work was placed on hold due to Covid but has restarted this summer. However, due to the significant congestion occurring along the Harrow View, Headstone Gardens, Station Road, North Harrow, Pinner Road and Headstone Road/Greenhill Way corridors, it is recommended that these roads are modelled in conjunction with each other and not separately, if the network is to function effectively. This scheme and the North Harrow junction scheme have now been combined for a strategic review and consultation on both are due to take place this financial year.

### **Marlborough School Streets Scheme**

- 2.29 As part of the on-going monitoring of the Marlborough School Streets Scheme, officers have been engaging residents, Marlborough Hill Primary School and members of the public through 4 public engagements, which

commenced in on the 15<sup>th</sup> of August 2022, and concluded on the 9<sup>th</sup> of October 2022.

- 2.30 The purpose of the public engagement exercise was to gauge perception and attitudes towards the scheme and determine its success based primarily on the complaints received following its implementation.
- 2.31 Those wishing to comment on the scheme could submit their views online or via questionnaire.
- 2.32 A separate report discussing the scheme and outcome of the consultation will be presented at this TARSAP.

### **Harrow Capital 2022/23**

#### **Parking management programme**

- 2.33 The Parking Management Schemes Programme for 2022/23 was agreed and approved by Traffic and Road Safety Advisory Panel (TARSAP) in July 2022. The current status of each scheme in the programme can be seen in **Appendix C**.

The programme update is as follows:

- **Green Lane, Stanmore** – New CPZ implemented north of Culverlands Close, operational Mon-Sat 8am-6.30pm.
- **Grimsdyke Road, Hatch End** - “At any time” waiting restrictions (double yellow lines) have been implemented at various locations throughout the consultation area to help improve safety and access and to re-enforce the rules of the Highway Code.
- **The Ridgeway / September Way Area Parking Review** – New CPZ (B1) implemented operational Mon – Fri 10am – 2pm to include September Way, Bernays Close, Naresby Fold, and part of the following roads: Old Church Lane, The Ridgeway and Elm Park. Existing zone CTW (Cherry Tree Way) remains as zone (CTW) but now has extended hours of control operational Mon-Fri 10am – 2pm.
- **Northolt Road, Harrow (southeast side) between (345-191), Roxeth** - New CPZ implemented on the southeast side of Northolt Road between properties 345-391. permit bays operational Mon – Sat 8am – 6.30pm and Pay and Display bays operational Mon-Sat 10am– 6.30pm.
- **Courtenay Avenue (service roads) between Uxbridge Road and Secker Crescent, Hatch End & Harrow Weald** - “At any time” waiting restrictions (double yellow lines) have been agreed to proceed to

implementation in the service roads between Uxbridge Road and Secker Rd

- **Roxborough Park, Harrow on The Hill** – Scheme awaiting statutory consultation following implementation of “Cashless” parking
- **Kenton Road service road between 704-738, Kenton East** - Scheme awaiting statutory consultation following implementation of “Cashless” parking
- **Canterbury Ave, Headstone**, - Scheme has been abandoned due to no majority support. Letters will be sent out to everyone within the agreed consultation area informing them of the PH decision.
- **Chantry Rd area, Hatch End** - Scheme has been abandoned due to no majority support. Letters will be sent out to everyone within the agreed consultation area informing them of the PH decision.
- **Montgomery Rd, Gresham Rd, Church Hill Rd, Edgware** - Scheme has been abandoned due to no majority support. Letters will be sent out to residents within the agreed consultation area informing them of the PH decision.
- **Eastleigh Ave, Roxbourne** – Undertake statutory consultation on proposals to introduce new CPZ
- **Rainsford Close** – Undertake informal public consultation
- **Summit Close/Penylan Close** - Undertake informal public consultation
- **Byron Road/Lorne Road/Warham Road/Spencer Road area** - Undertake informal public consultation
- **Methuen Rd** - Undertake informal public consultation
- **Stag Lane** – Undertake informal public consultation
- **Gainsborough Gardens** - Undertake informal public consultation

### **Localised Safety Parking Schemes Programme (LSPP)**

- 2.34 This programme is concerned with localised sites where minor parking problems occur.
- 2.35 Typically, remedial measures consist of proposals for single or double yellow lines at junctions, bends and narrow sections of road in order to improve vehicular access or improve road safety. These measures also reinforce the well-established principles set out in The Highway Code. This is an on-going rolling programme of works and members, and the Portfolio Holder will be advised of the locations included in the programme during the year.
- 2.36 The list of proposed schemes on the programme is outlined in **Appendix C**.

### **Staffing/workforce**

- 2.37 The review of the schemes has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team supported by technical consultants as required.

### **Ward Councillors' comments**

- 2.38 Ward Councillors' comments have not been sought for this report because it is for information only.

### **Performance issues**

- 2.39 The development of any schemes would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular building a better Harrow.

### **Environmental Implications**

- 2.40 The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.41 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

### **Data Protection Implications**

- 2.42 There are no data protection implications.

### **Risk Management Implications**

- 2.43 The delivery of each scheme in the programme of investment will be subject to separate risk assessments.
- 2.44 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**

- 2.45 Where needed, consultants and contractors will be procured to investigate, develop and deliver 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**

- 2.46 There are no legal implications to be noted as the report is for information purposes only.

- 2.47 Under Part 3A of the Council’s Constitution, the terms of reference of TARSAP are to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

### **Financial Implications**

- 2.48 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2021/22 and 2022/23 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

### **Equalities Implications / Public Sector Equality Duty**

- 2.49 LIP3 underwent an Equalities Impact Assessment, and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.50 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

<b>Protected characteristic</b>	<b>Benefit</b>
Sex	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport. Improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.
Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security, convenience, improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air

	pollution, to which children are particularly vulnerable.
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### **Council Priorities**

2.51 The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

- Improving the environment and addressing climate change
- Tackling poverty and inequality
- Building homes and infrastructure
- Addressing health and social care inequality
- Thriving economy

### **Section 3 - Statutory Officer Clearance**

**Statutory Officer: Jessie Man**

Signed on behalf of the Chief Financial Officer

**Date: 17 October 2022**

**Statutory Officer: Jimmy Walsh**

Signed on behalf of the Monitoring Officer

**Date: 24 October 2022**

### **Section 3 - Procurement Officer Clearance**

**Statutory Officer: Nimesh Mehta**

Signed by the Head of Procurement

**Date: 19 October 2022**

### **Section 3 –Corporate Director Clearance**

**Statutory Officer: Tony Galloway**

Signed by the Interim Director of Environmental Services

**Date: 26 October 2022**

## **Mandatory Checks**

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

**EqlA carried out: YES, as a part of LIP3**

**EqlA cleared by: TBC, Community - Equality Task Group (DETG)  
Chair**

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

### **Contact:**

Akin Akinrujomu – interim Team Leader – Transportation

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### **Background Papers:**

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