

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

Date of Meeting:	23rd June 2011
Subject:	Allocation of Local Transport Fund schemes (TFL funding) 2011/12
Key Decision:	No
Responsible Officer:	Brendon Hills – Corporate Director Community and Environment
Portfolio Holder:	Councillor Philip O'Dell - Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes, following consideration by the Portfolio Holder
Enclosures:	Appendix A: Proposed schemes

Section 1 – Summary and Recommendations

This report outlines the proposed programme of schemes to be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London in 2011/12.

Recommendations:

The Panel is requested to recommend to the Portfolio Holder for Environment and Community Safety that the proposed programme of local transport schemes be approved.

Reason: (For recommendation)

In order for the Council to spend the £100k allocated by Transport for London on prioritised local transport schemes within the 2011/12 financial year.

Section 2 – Report

Background

- 2.1 The Transport for London (TfL) award for funding in 2011/12 included an allocation of £100,000 for each borough identified as a local transport funding allocation. This money is allocated to boroughs through the Local Implementation Plan (LIP) funding process and is the second and final year that separate funding will be allocated to boroughs by TfL. In the future all funding will be provided through the LIP formula-based funding mechanism.
- 2.2 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 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 funding.

Options considered

- 2.3 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 address issues not included in the current 3 year LIP programme of investment.

2.4 A proposed programme of local schemes which officers consider to be of transport 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
- Indices of multiple deprivation – This combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score
- Public support
- Timeframe for completing work (within 2011/12)
- Impact
- Available resources – staff time

2.5 The proposed programme developed has been discussed with the Portfolio Holder for Environment and Community Safety who has agreed that this programme be presented to TARSAP for consideration.

Proposed programme of schemes 2011/12

2.6 The proposed programme of local transport schemes can be seen summarised in the table below.

Cycle Parking	To increase cycle usage/uptake it is vital that secure cycle parking is provided at key strategic locations throughout the borough	£15,000
College Road contra flow cycle scheme	A low cost interim measure to eliminate the barrier for cyclists along College Road as well as to link up with completed cycle routes to the east and west of the town centre.	£15,000
Kingshill Avenue area – traffic management scheme	Traffic management scheme to mitigate the impact of through traffic in the area and reduce personal injury accidents.	£60,000
Aylward School, Harrow on the Hill, Kenmore Park School– 20 mph zones	Amendments to the existing traffic calming in the zones identified to reduce traffic speeds to comply with national guidelines.	£10,000

2.7 **Appendix A** to this report contains three tables giving additional information regarding the 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, Indices of Multiple Deprivation (IMD) score and their environmental impact
- Table 3 shows a list of proposed schemes with their link to Harrow's transport objectives

2.8 The panel are requested to recommend to the Portfolio Holder that the programme be approved.

Financial Implications

2.9 TfL has allocated 100k for the delivery of the chosen schemes and therefore there is no cost implication to the Council for this work. The funding 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. The local transport funding allocation has received approval for inclusion in the 2011/12 Capital Programme.

Risk management Implications

2.10 There is an operational risk register for transportation projects which covers all the risks associated with developing and implementing physical alterations to the highway. This would include the schemes detailed in this report. The risk register is included in the Community & Environment Directorate Risk Register.

Equalities Implications

2.11 An equality impact assessment (EqIA) has been undertaken and indicated this of low relevance at the screening stage. No adverse impact or illegal discrimination on any of the specified equality groups were identified. There will be some positive impacts of the works on all equalities groups, particularly children and people with mobility difficulties.

Corporate priorities

2.12 The delivery of the local transport fund schemes will contribute to achieving all of the council's corporate priorities:

- Keeping neighbourhoods clean, green and safe
- United and involved communities: a Council that listens and leads
- Supporting and protecting people who are most in need
- Supporting our Town Centre, our local shopping centres and businesses

Section 3 - Statutory Officer Clearance

<p>Name: Kanta Hirani</p> <p>Date: 25/05/11</p>	<input checked="" type="checkbox"/>	<p>on behalf of the Chief Financial Officer</p>
<p>Name: Matthew Adams</p> <p>Date: 03/06/11</p>	<input checked="" type="checkbox"/>	<p>on behalf of the Monitoring Officer</p>

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips, Team Leader - Traffic and Road Safety 0208 424 1649

Paul Newman, Team Leader - Parking and Sustainable 0208 424 1065

Background Papers:

Department for Transport -Traffic Advisory Leaflets
Cycle guidance

Appendix A: Proposed schemes

Table 1: Description of proposed schemes, background and costs

Scheme	Cost	Reason
Cycle Parking	£15,000	<p>The provision of secure, well located cycle parking is essential if people are to be encouraged to use a bicycle as a means of transport.</p> <p>The provision of cycle parking facilities promotes and encourages this mode of transport as a viable alternative and indicates to the public that cyclists are welcome. It also reinforces the message to motorists that cycling is an alternative and the uptake/usage acts as a quick visual indicator as to whether cycle usage is on the increase.</p>
College Road - contra flow cycle scheme	£15,000	<p>College Road forms a key part of the local cycle network. The current one way operation of the road prevents cyclists from travelling eastbound to link up with cycle routes east of the town centre. Cyclists therefore have to use a longer and less desirable route instead via Bessborough Road underpass and Lowlands Road which forms part of the Strategic Road Network (SRN) and has higher volumes of traffic and is more hazardous for cyclists to negotiate.</p> <p>In the past cycle facilities here were not taken forward because there were plans to redevelop the area around the bus station, however, the council has now decided that interim measures for cyclists should be introduced to facilitate and promote cycling into the town centre linking them with the newly implemented two way cycle route along Station Road (Appendix A).</p> <p>The main elements of the scheme are as follows:</p>

Scheme	Cost	Reason
		<ul style="list-style-type: none"> • off road one way contra flow cycle track (eastbound) • signs mounted on Manchester bollards • tactile paving • white lining/logos to demarcate cycle track • drop kerb onto College Road opposite the bus station. <p>The scheme cost is expected to be in the region of approximate £15k.</p>
Aylward School, Harrow on the Hill, Kenmore Park school – 20 mph zone enhancements	£ 10,000	<p>Following a recent analysis of 20 mph zones in the borough officers have indentified some roads where speeds are still higher than desirable and where personal injury accident levels are on the increase. Surveys have identified Dalkeith Grove and Charlton Road as particular areas of concern.</p> <p>Both the Aylward School and Kenmore School 20 mph zones were introduced utilising traffic calming measures such as narrow speed cushions which have failed to reduce vehicle speeds sufficiently. As a result officers are proposing to widen the existing speed cushions to reduce vehicle speeds in order to comply with Department for Transport guidance and make the 20 mph zone more self enforcing.</p>
Kingshill Avenue area – traffic management scheme	£60,000	<p>The Kingshill Avenue area has suffered the effects of increased traffic levels which have led to concerns from local residents regarding road safety and congestion.</p> <p>Traffic surveys have confirmed that this area is used as a cut through from Kenton to Harrow and Wealdstone. Local people have also told us that it s a major concern to them. In order to address these issues officers recommend that a traffic management scheme be implemented to make the area safer for local residents, particularly young children, and also around the access to Kenton recreational ground.</p>

Table 2: Schemes link to corporate priorities, equalities, Indices of Multiple Deprivation (IMD) score and their environmental impact

Scheme	Cost	Corporate priorities	Equalities¹	IMD score (3 least deprived, 43 most deprived)	Environmental Impact
Cycle Parking	£15,000	Keep Neighbourhoods green	✓ Positive but low impact benefit	Cross borough benefit	Positive as will reduce separate car journeys
College Road - contra flow cycle scheme	£15,000	Keep Neighbourhoods green	✓✓ School children to benefit most	Cross borough benefit	Positive Reduces congestion
Aylward School, Harrow on the Hill School and Charlton Road – 20 mph zone enhancements	£10,000	Keep Neighbourhoods safe	✓ School children and those to benefit most	15.43	Positive Improves road safety and encourages walking and cycling
Kingshill Avenue area – traffic management scheme	£60,000	Keep Neighbourhoods safe	✓✓ All road users to benefit	12.52	Positive Reduces congestion and improves road safety and accessibility

¹ ✓ Positive but low impact benefit, ✓✓ Positive but medium impact benefit, ✓✓✓ Positive but high impact benefit

Table 3: Schemes link to the LIP objectives in accordance with the MTS

Harrow transport objective (abbr)	Cycle Parking	College Road – contra flow cycle lane	20 mph zone amendments to speed cushions	Kingshill Avenue-Traffic calming
Promote healthy and safe travel particularly for pedestrians and cyclists	✓✓✓	✓✓✓	✓✓	✓✓
Reduce CO ₂ emissions in Harrow, increase environmental sustainability, improve air quality and deliver a better quality of life through the use of travel planning and appropriate traffic engineering including providing improved facilities for pedestrians and cyclists	✓✓✓	✓✓✓	✓✓✓	✓✓
Regenerate Harrow Town Centre and new Area of Intensification and ensure that the transport delivery needs of the Area of Intensification are prioritised	✓	✓		
Reduce the number of motorcycle casualties across the borough			✓✓	✓✓
Improve the quality, capacity and accessibility of Harrow-on-the-Hill station and Harrow bus Station and improve the accessibility, efficiency and attractiveness of all transport including public transport borough wide and in particular Transport for London stations	✓✓	✓		
Improve transport connectivity between Harrow-on-the-Hill station/Harrow bus station and Harrow & Wealdstone station		✓		✓
Increase the number of people cycling in the borough in order to improve public health, improve air quality, reduce congestion and to reduce the impact of climate change	✓✓✓	✓✓✓	✓✓	✓✓
Improve the efficiency of servicing and delivery, reduce congestion and make essential car journeys easier			✓✓	✓✓
Improve pedestrian walkways that use and link existing parks and open spaces with town centres and public transport provision			✓✓	✓✓✓