

REPORT FOR: CABINET

Date of Meeting: 21st July 2011

Subject: Mollison Way, Queensbury - Streets for People Scheme

Key Decision: Yes

Responsible Officer: Brendon Hills, Corporate Director Community and Environment

Portfolio Holder: Councillor Phillip O'Dell, Portfolio Holder for Environment and Community Safety

Exempt: No

Decision subject to Call-in: Yes

Enclosures: **Appendix A** - Mollison Way consultation leaflet

Appendix B - Mollison Way Improvement Scheme Risk Register

Appendix C – Consultation results

Recommendation from TARSAP
23rd June 2011

Section 1 – Summary and Recommendations

This report provides details about the Mollison Way – Streets for People scheme funded by Transport for London (TfL), reports the outcome of the recent consultation exercise and seeks approval to implement the scheme.

Recommendations:

Cabinet is requested to:

1. Note the results of the public consultation exercise and the recommendation from TARSAP on the 23rd June 2011,
2. Agree to implement the scheme and undertake associated statutory consultation,
3. Delegate authority to the Portfolio Holder for Environment and Community Safety to consider objections to the scheme arising from the statutory consultation process and to make any necessary amendments to the scheme.

Reason: (For recommendation)

This is a major investment of £1,000,000 in the borough which will make significant local improvements to the area and contribute to achieving the Council corporate priorities. Delivering this scheme will improve the quality of life for the local community and significantly improve the highway environment and public realm. .

Section 2 – Report

Introduction

2.1 The Mollison Way –Streets for People scheme was initiated in partnership with Transport for London (TfL) in 2009 and has involved developing a comprehensive package of local transport measures which aim to:

- improve the street environment;
- increase the attractiveness of public transport, walking and cycling;
- improve road safety and safe access to the bus stops
- improve opportunities for local social interaction; and
- reduce the fear of crime in the area.

There is a large community in the area directly affected with over 14,000 people within a 15 minute walk of the central shopping parade. The scheme will therefore have a significant impact.

- 2.2 The type of location and demographics met the strict requirements set by TfL for a major scheme which is identified in Harrow's Transport Local Implementation Plan. Funding for this scheme has been fully secured from TfL in this financial year.

Options Considered

- 2.3 The scheme priorities and objectives were developed through extensive local engagement via stakeholder meetings set up at the start of the project and through a working group formed of local councillors, businesses, residents, London Buses, TARSAP Advisors', the Safer Neighbourhood Team, local residents associations, Stag Lane School and local church groups..
- 2.4 The highly productive working group meetings facilitated the development and review of a wide range of options and resulted in a highly innovative final scheme which now has a broad level of community support.
- 2.5 All of the options considered have been subject to a rigorous safety auditing process which has reviewed safety issues at the feasibility and design stages and will continue at the post construction stage.

Background

- 2.6 Mollison Way is situated in Edgware ward which is an area of relative deprivation and also an area with high density residences. These issues both make it a suitable candidate for a TfL funded streets for people major scheme.
- 2.7 Mollison Way and the surrounding roads were constructed on the former Stag Lane Aerodrome shortly after its closure in 1934. Mollison Way was built wide enough to allow for the last few planes to take off from the De Havilland factory on the site.
- 2.8 The legacy of this design is a wide central road area dominated by traffic and parking with poor sight lines, indiscriminate parking and no facilities to allow pedestrians to cross between the North and South shopping parades. In addition the bus stops do not have easy access and some of the footways are extremely narrow. This severely restricts access to the local shops particularly for vulnerable road users such as the elderly, disabled and children.
- 2.9 The Mollison Way –Streets for People bid was initially developed and agreed with Transport for London (TfL) in 2009. Funding of £100,000 was provided by TfL to undertake initial feasibility work in 2010/11 and

scheme options were developed. Further funding of £1,000,000 was secured for 2011/12 to implement the scheme

- 2.10 As part of the local engagement, a stakeholders meeting with local representatives, councillors, residents and businesses was set up in May 2010 to identify priorities and develop initial ideas. A working group comprising of key stakeholders was set up following the stakeholders meeting to develop proposals with guidance from representatives of the traffic and road safety team. The priorities identified included:-
- Addressing pedestrian crossing and parking problems around the shopping parade area in Mollison Way
 - Improving road safety
 - Improving access to public transport and bus stops
 - Improving access to parking for local people especially those with disabilities
 - The provision of CCTV
 - The creation of community areas
 - Local parking controls to increase turn over of spaces outside the shops
- 2.11 The main focus of the scheme development was to create an area where pedestrians and cyclists have precedence over motorists and to create an environment that is safe, inviting and improves the public realm. A key feature of the scheme design is to use available space to create community areas and to install public art features in order to encourage an improved sense of local identity and to encourage greater social interaction.
- 2.12 The scheme subsequently developed is expected to provide significant benefits for pedestrians by using a design that improves both their safety and their perception of safety. In particular the scheme will offer considerable safety benefits to children from Stag Lane First and Middle schools. The school is a key supporter of the current scheme design.
- 2.13 The benefits of the scheme will also include improvements to public transport by improving the flow of traffic for buses through the area and improving access to bus stops. A concise description of the proposals is provided in the consultation leaflet shown in **Appendix A**.

Public consultation

- 2.14 Public consultation for the scheme ran for two months in May and June 2011. Approximately 1,300 consultation leaflets and questionnaires in total were delivered to households and businesses in the vicinity. Posters were placed on street and information leaflets distributed to shopkeepers providing details about the scheme and asking for comments.

- 2.15 In addition to the delivery of the consultation leaflets three manned traffic exhibitions were held at the Bob Lawrence Library and the Harness Harrow Medical Centre both located in Mollison Way. Details of the scheme are also included in the council's website.
- 2.16 **Appendix C** provides a summary of the consultation results for information. The response rate was 11% over the wider catchment area which is considered a good rate of return for this part of the borough based on the local demographics and level of deprivation. An analysis of the results indicates that 76% support the current proposal which is a significant majority.
- 2.17 The Traffic and Road Safety Advisory Panel met on the 23rd June 2011 and considered the Mollison Way scheme consultation results. The Panel has recommended that Cabinet agree to implement the scheme and that associated statutory consultation commences.
- 2.18 Subject to approval minor refinements may be made to the final scheme design to accommodate the comments and suggestion made during the consultation and these will be carefully considered via the steering group. It is not envisaged however that significant deviations from the proposed scheme will be necessary.

Financial Implications

- 2.19 The Mollison Way Improvement Scheme is being funded entirely by Transport for London (TfL) via their Major Schemes programme and there is therefore no cost implication to the Council for this work. Staff costs for design, management and monitoring of the work will be charged to the TfL budget allocation. The scheme has received approval for inclusion in the 2011/12 Capital Programme.
- 2.20 The Mollison Way scheme is identified as a major scheme in Harrow's Transport Local Implementation Plan and therefore implementing this scheme is part of Harrow's statutory duty. Funding is provided by TfL to discharge this responsibility.

Performance Issues

- 2.21 Implementing this scheme will impact on the following performance indicators identified in the Community and Environment Service Plan:
- Improved street environment
 - Reduced carbon footprint
 - Improved condition of roads in the local vicinity
 - New tree planting
 - Reduction in road traffic accidents
 - Reduction in the main mode of travel for children travelling to school by car

2.22 In addition, the scheme will help the borough achieve the following statutory targets included in Harrow's Transport Local Implementation Plan:

- Increased percentage of trips by walking and cycling
- Overall reduction in CO₂
- Reduction in road traffic casualties

Environmental Impact

2.23 The Mollison Way Improvement Scheme is included in the council's programme of transport works identified in the Harrow Transport Local Implementation Plan (LIP2). LIP2 underwent a Strategic Environment Assessment which identified overall improvements to human health and improved air quality. This scheme will contribute to both these areas of improvement.

Risk Management Implications

2.24 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 Mollison Way scheme detailed in this report. The risk register is included in the Community & Environment Directorate Risk Register.

2.25 A separate project - specific register exists, and is provided in **Appendix B**.

Equalities implications

2.26 An equality impact assessment has been undertaken and no adverse impact was identified on any of the specified equality groups. There are positive impacts of the works on all equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be as follows:

Equalities Group	Benefit
Women and vulnerable people	Safer environment
Mobility impaired	improve the access of this area by improving the footway surfaces and creating shared surfaces and dropped kerbs
Children	Safer routes to Stag Lane schools
Others	Improved public realm, accessibility

Corporate Priorities

2.27 This scheme provides opportunities for a wide range of activities and benefits relating to many different areas of life, social; economic; environmental; physical and to mental health. This project

encompasses the vision of Harrow's community strategy and accords with the councils new corporate priorities as follows:

Corporate priority	Impact
Keeping neighbourhoods clean, green and safe	Implementation of road safety measures and CCTV cameras, additional trees and an improved public realm
United and involved communities: A Council that listens and leads.	The scheme was developed and designed through local community engagement and involvement from the start of the project
Supporting and protecting people who are most in need	New improved pedestrian and disabled facilities including dropped kerbs and tactile crossing facilities
Supporting our town centre, our local shopping centres and businesses.	Improving access to the area and better providing safer parking arrangements with a faster turnover of spaces that will support the local economy. Also improved facilities for service vehicles and deliveries.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 17/06/11		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 20/06/11		

Section 4 – Performance Officer Clearance

Name: Wayne Longshaw



on behalf of the
Divisional Director
Partnership,
Development and
Performance

Date: 15/06/11

Section 5 – Environmental Impact Officer Clearance

Name: Andrew Baker



on behalf of the
Divisional Director
(Environmental
Services)

Date: 07/06/11

Section 6 - Contact Details and Background Papers

Contact: Barry Philips, Traffic and Road Safety Team Leader,
barry.philips@harrow.gov.uk
0208 424 1649

Background Papers:

Local Implementation Plan 2

List **only non-exempt** documents (ie not Private and Confidential/Part II documents) relied on to a material extent in preparing the report (eg previous reports). Where possible also include a web link to the documents.

**Call-In Waived by the
Chairman of Overview
and Scrutiny
Committee**

NOT APPLICABLE

[Call-in applies]