

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

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**Date of Meeting:** 21<sup>st</sup> June 2012

**Subject:** Allocation of Local Transport Fund schemes (TFL funding) 2012/13

**Key Decision:** No

**Responsible Officer:** John Edwards, Divisional Director - Environmental Services

**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
- Appendix B:** Krishna Avanti School – 20 mph zone
- Appendix C:** Wood Lane proposals
- Appendix D:** Improved Cycle Facilities  
Hindes Road Closure
- Appendix E:** Sherwood Road/Northolt Road Cycle Link

## **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 2012/13.

### **Recommendations:**

The Panel is requested to consider the contents of Appendix A to this report and to recommend to the Portfolio Holder those schemes which are a priority.

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

In order for the Council to spend the £100k allocated by Transport for London on prioritised local transport schemes within the 2012/13 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 a significant impact on the viability of Harrow's businesses and is one of the main concerns reported to the Council regarding transport issues. This report sets out how local transport issues raised in the borough are being addressed in order to support local residents and businesses.

### **Options considered**

- 2.2 A range of schemes which have a local transport benefit have been suggested for TARSAP to consider. The impacts on corporate priorities, equalities, the environment and the Local Implementation Plan objectives have been provided to assist members with prioritising the implementation priorities for 2012/13 within the available budget.

### **Background**

- 2.3 The Transport for London (TfL) award for funding in 2012/13 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 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.
- 2.4 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.

2.5 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.

2.6 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
- Public support
- Timeframe for completing work (within 2012/13)
- Impact
- Available resources – staff time

2.7 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.

### **Programme of schemes for consideration in 2012/13**

2.8 The proposed local transport schemes that could be considered for inclusion in the 2012/13 programme can be seen summarised in the table below.

<p>Krishna Avanti School – 20 mph zone  ( see Appendix B)</p>	<p>A 20 mph zone scheme to mitigate the impact of through traffic in the area and reduce personal injury accidents in the area surrounding the school.</p>	<p>£60,000</p>
<p>Wood Lane – Pedestrian safety improvements  (see Appendix C)</p>	<p>Introduce measures close to the mosque and the temple to improve access for pedestrians and road safety.</p>	<p>£40,000</p>

Hindes Road (west) – Improvements for cyclists-New emergency fire gate with cycle access <b>(see Appendix D)</b>	Remove existing barrier, gate and guard railing across Hindes Road which blights the street scene and has a negative impact on the local area. Provide new fire emergency gate with access for cyclists to allow east west movement.	£15,000
Link between Sherwood Road and Northolt Road <b>(see Appendix E)</b>	To investigate and undertake initial feasibility and preliminary design and to consult with stakeholders on the suitability of facilitating a link between Sherwood Road and Northolt Road for cyclists. Implement scheme with signing, lining and any necessary traffic orders	£15,000
Cycle Parking Facilities	Install further cycle parking facilities at high demand sites like stations and local facilities like libraries, doctors surgeries	£10,000
Cycle Count Facilities	Install permanent electronic cycle counter facilities at selected screen line sites to measure trends in cycling activities to support LIP objectives	£10,000

2.9 **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 and their environmental impact
- Table 3 shows a list of proposed schemes with their link to Harrow's transport objectives

2.10 The panel are requested to recommend to the Portfolio Holder the schemes from the list above to be taken forward to form a part of the 2012/13 TfL capital programme.

## Financial Implications

2.11 The local transport funding allocation has received approval as a part of the 2012/13 TfL Capital Programme. TfL has allocated 100k for the delivery of borough identified schemes and 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.

## Risk management Implications

- 2.12 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 Environment Services Directorate Risk Register.

## Equalities Implications

- 2.13 An equality impact assessment (EqIA) has been undertaken on the schemes in this report where initial designs are proposed and indicated them of low relevance. No adverse impact on any of the specified equality groups was identified. There are positive impacts of the scheme on some equalities groups, particularly, women, children and people with mobility difficulties. Benefits are likely to be 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 by use of local cycle routes that improve access, particularly for the elderly and young.
Sex	Mothers with young children or pregnant women are more likely to benefit from improved accessibility for pedestrians / cycles and reduced risk of conflict resulting from lower traffic speeds.

## Corporate priorities

- 2.14 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**

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 01/06/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 31/05/12		

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

#### Contact:

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#### **Background Papers:**

Transport Local Implementation Plan 2  
Department for Transport -Traffic Advisory Leaflets

## Appendix A: Proposed schemes

Table 1: Description of proposed schemes, background and costs

Scheme	Cost	Reason
<b>Krishna Avanti School 20 mph zone</b>	£60,000	<p>The provision of 20 mph zones within children's` routes to school, particularly near school entrances, is an essential requirement in the council's bid to encourage children to walk to school in a safe and managed environment. A reduction in the number of car borne trips helps to reduce parking problems outside schools, contributes to reducing air pollution in the environment and raises the levels of health and fitness of individual pupils.</p> <p>The resulting reduction in any traffic movement may help reduce the number of road traffic accidents and generally improve road safety for all road users.</p>
<b>Wood Lane Pedestrian safety improvements</b>	£40,000	<p>Wood Lane in located in a semi rural section of Stanmore and is home to a local Mosque and Hindu Temple both of which generate a considerable amount of traffic and pedestrian movement during religious festival and pray times.</p> <p>Considerable numbers of worshipers attend both establishments so quite often vehicles park in rugby club in Wood Lane which is opposite the Temple and the Mosque. As a result large numbers of visitors cross the road near to the sharp bend in Wood Lane which is not ideal. The number of vehicles and pedestrians crossing and assessing the area often leads to congestion and road safety concerns particularly when there are large planned religious events.</p>
<b>Hindes Road (west) New emergency gate with cycle access</b>	£15,000	<p>Hindes Road forms a part of a completed strategic east west cycle route linking Harrow Town Centre with Kenton and beyond (Brent and Barnet). The existing street furniture across Hindes Road west of Harrow View not only blights the street scene but prevents cyclists from travelling in the east west direction. Cyclist are forced to either dismount or to cycle illegally on the narrow</p>

Scheme	Cost	Reason
		<p>footway increasing the risk of conflict with pedestrians. In order to promote cycling as an environmentally friendly mode of transport which is relatively cheap and good for one's health it is essential that barriers such as this be replaced with more cycle friendly alternatives.</p> <p>These views were also shared by the Traffic and Road Safety Advisory Panel cycling advisor, Harrow Cyclists and TfL.</p>
<b>Link between Sherwood Road and Northolt Road</b>	£15,000	The link road between Sherwood Road and Northolt Road currently is closed to vehicular traffic. By allowing cyclists two way access along this link road would require minimal work which will enable cyclists to link up with the completed cycle route along Roxeth Green Avenue and South Harrow shopping centre/amenities.
<b>Additional Cycle Parking Facilities</b>	£10,000	The provision of safe and secure cycle parking facilities at the end of a journey is one of the strong desires that cyclists and potential cyclist quote in surveys about cycle usage. They are a visual identifier for everyone to promote cycling and encourage the sustainable mode of travel. Proper cycle parking facilities can mitigate the problems of cyclist leaving their bikes in undesirable locations that can provide obstacles to pedestrians and the disabled.
<b>Electronic Cycle Count Facilities</b>	£10,000	The LIP contains targets for increasing cycling as a mode of transport which require cycling trips to be quantified over the life of the LIP. Manual counts can prove expensive but technology is available to electronically continuously count pedal cycles which provide much more date than manual counts. This information would feed into LIP monitoring and help justify bids for future funding.



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

<b>Scheme</b>	<b>Cost</b>	<b>Corporate priorities</b>	<b>Equalities<sup>1</sup></b>	<b>Environmental Impact</b>
Krishna Avanti School 20 mph zone	£60,000	Keep Neighbourhoods safe	✓✓All road users to benefit	Positive Improves road safety and encourages walking and cycling
Wood Lane Pedestrian improvements	£40,000	Keep Neighbourhoods safe	✓✓All road users to benefit	Positive Reduces congestion and improves road safety and accessibility
Hindes Road (west) New emergency gate with cycle access	£15,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Positive, Improves road safety encourages cycling and improves the environment
Sherwood Road .Northolt Road	£10,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Positive, Improves road safety encourages cycling and improves the environment.
Additional Cycle Parking Facilities	£10,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Positive, Improves road safety encourages cycling and improves the environment.
Electronic Cycle Count Facilities	£10,000	Keeping Neighbourhood safe	✓✓All road users to benefit	Will monitor and help substantiate further cycling projects where cycling is a sustainable and environmentally friendly mode of transport

<sup>1</sup> ✓ 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**

<b>Scheme</b>	Promote healthy and safe travel particularly for pedestrians and cyclists	Reduce CO <sub>2</sub> 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 the efficiency of servicing and delivery, reduce congestion and make essential car journeys easier	Improve pedestrian walkways that link to existing parks, open spaces, town centres and public transport provision	Improve existing highways, service roads and walkways to promote an uptake in cycling
Krishna Avanti School 20 mph zone	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓
Wood Lane Pedestrian improvements	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓
Hindes Road (west) New emergency gate with cycle access	✓✓✓	✓✓✓		✓✓	✓✓✓	✓✓	✓✓	✓✓✓
Cycle Link Sherwood Road / Northolt Road	✓✓✓	✓✓✓		✓✓	✓✓✓	✓✓	✓✓	✓✓✓
Additional Cycle Parking Facilities	✓✓✓	✓✓✓			✓✓✓	✓✓		✓✓
Electronic Cycle Count Facilities	✓✓✓	✓✓✓			✓✓✓	✓✓		✓✓✓

<sup>1</sup> ✓ Positive but low impact benefit, ✓✓ Positive but medium impact benefit, ✓✓✓ Positive but high impact benefit