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**REPORT FOR: CABINET**

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**Date of Meeting:** 27 April 2017

**Subject:** Local Transport Fund Schemes Programme 2017/18 and Parking Management Schemes Programme 2017/18 - TARSAP meeting 9 February 2017 - Changes to Recommendations by Portfolio Holder

**Key Decision:** No

**Responsible Officer:** Tom McCourt, Corporate Director of Community

**Portfolio Holder:** Councillor Graham Henson, Portfolio Holder for Environment, Crime and Community Safety

**Exempt:** No

**Decision subject to Call-in:** Yes

**Wards affected:** All

**Enclosures:** TARSAP - 9 February 2017 - TFL Local Transport Fund Schemes Programme 2017/18 and Parking Management Schemes programme 2017/18 reports

## **Section 1 – Summary and Recommendations**

This report sets out the decision made by the Portfolio Holder for Environment, Crime and Community Safety to amend the recommendations made by TARSAP on 9th February 2017

### **Recommendations:**

Cabinet is requested to approve the amendments to the Local Transport Fund Schemes Programme and Parking Management Schemes programme for 2017/18 made by the Portfolio Holder for Environment, Crime and Community Safety as set out in Appendix A.

### **Reason:**

To confirm the Local Transport Fund Schemes Programme and Parking Management Schemes programme for 2017/18.

## **Section 2 – Report**

### **Introduction**

- 2.1 At the annual meeting in February the Traffic & Road Safety Advisory Panel is presented with the proposed Traffic & Transportation works programmes in advance of the new financial year. This is so the panel can consider and recommend to the Portfolio Holder the programmes to be taken forward.
- 2.2 Two reports were presented on the 9th February 2017, one for the TFL Local Transport Fund Schemes Programme 2017/18 and another for the Parking Management Schemes programme 2017/18. At the meeting the panel proposed and agreed motions to amend the recommendations in both the reports on the agenda.

### **Options considered**

- 2.3 A range of schemes was suggested for TARSAP to consider and the impacts on corporate priorities, equalities, the environment and the Transport Local Implementation Plan objectives were provided to assist members with prioritising the implementation priorities for 2017/18 within the available budget.
- 2.4 Members agreed revised recommendations which required the Portfolio Holder for Environment, Crime and Community Safety to give further consideration to some elements of those programmes. A

meeting was held with the Chair of TARSAP, Portfolio Holder for Environment, Crime and Community Safety, Leader of the Council and officers on 9<sup>th</sup> March 2017 to discuss the recommendations and agree a way forward.

### TFL Local Transport programme

2.5 Seven schemes were suggested for the TFL Local Transport programme. The amount of TFL grant available is £100k. The list of schemes considered by TARSAP is shown below:

Ref	Location	Description of works	Cost Estimate
1)	Grange Avenue, Belmont – Install a point no entry scheme	Introduce a point no entry to address rat running concerns. This will involve constructing a road narrowing and illuminated traffic signs	£15,000
2)	Vaughan Road - Extension of existing 20 mph zone	Expand the existing Vaughan Road 20 mph zone to include roads to the south such as Butler Road, Bouverie Road and Drury Road	£40,000
3)	Kenmore Avenue / Christchurch Avenue - Cycle scheme	Widen the footway for cyclists and modify traffic islands to accommodate cyclists near to the Leisure Centre	£20,000
4)	Northolt Road – Relocate bus stop	Relocate the existing bus stop in Northolt Road close to the mini roundabout at Eastcote Lane and reconfigure the current parking arrangement to improve congestion.	£20,000
5)	Eastern Avenue – pedestrian refuge	Provide pedestrian refuge to assist pedestrians crossing road, notably for access to Pinner High School	£10,000
6)	Trinity Square Project, Wealdstone	Cycle infrastructure improvements to support GLA funded project for a public square	£20,000
7)	Requests for minor road safety measures such as new road markings or traffic signage including speed activated signs	The council receives many requests each year from local residents and other stakeholders for localised measures to improve road safety.	£15,000

2.6 The panel agreed on 9<sup>th</sup> February that schemes 2, 3 & 6 are approved.

- 2.7 The panel agreed that scheme 1 is allocated £7,500, that Scheme 4 is allocated £10,000 and the Minor Road Safety Measures Fund is allocated £2,500 and that schemes 1 and 4 are deferred until 1st October 2017 and scheme 5 until 2018/19.
- 2.8 The Panel requested that the Portfolio Holder explore with Highways, Planning and Finance officers if any of these projects could be financed from alternative capital funding.
- 2.9 It was noted that the Capital Programme allocations for 2017/18 had already been agreed and so no additional funds were available for this programme.
- 2.10 At the meeting on 9<sup>th</sup> March it was clarified that TFL would be changing the structure of its grant funding programmes in line with a new London Mayor's Transport Strategy and that there would not be a local transport fund in 2018/19. It was agreed therefore that scheme 5 isn't taken forward.
- 2.11 It was also indicated that the reduction in funding for schemes 1 and 4 would mean that schemes could only be designed but not be implemented within the year. There is no funding provided for 2018/19 so these schemes could not be delivered in a future year as a part of this programme. It was therefore agreed at the meeting that these schemes would proceed with the original budgets presented to TARSAP and commence from the beginning of the year to full completion in year.
- 2.12 The importance of scheme 7 with current administration priorities was noted and it was agreed to proceed with the original budget of £15k presented to TARSAP.
- 2.13 The proposed programme of work is therefore valued at £130k which exceeds the budget of £100k. Officers indicated that it would be possible to deliver the full programme by utilising other areas of the TFL grant funding in 2017/18 to provide the additional £30k required.
- 2.14 The TFL Local Transport programme for 2017/18 was agreed on this basis and as shown in Appendix A.

### **TFL Parking Management programme**

- 2.15 Eleven schemes were suggested for the Parking Management programme. The amount of capital funding available is £300k. The list of schemes considered by TARSAP is shown below:

<b>Location</b>	<b>Scope of scheme</b>	<b>17/18 (£k)</b>
Wealdstone – Roads to west and north of leisure centre	Existing scheme continued from 2016/17 - Area parking review - extended hours and/or be part of a CPZ	£40,000
Burnt Oak Broadway area	Existing scheme continued from 2016/17 - Area parking review – new P&D on main road and extension of existing zone X	£35,000
County Roads – Sussex Rd, Bedford Rd, Rutland Rd, Oxford Rd and Devonshire Rd	Area parking review / extension of zone NH1 or U, undertake public consultation, statutory notification and implementation	£35,000
Calthorpe Gardens	Localised review / extension of zone (H), undertake public consultation, statutory notification and implementation	£15,000
The Gardens	Localised review / extension of existing CPZ (W) hours to address parking and safety concerns due to commuter parking and school opening and closing times.	£20,000
Part of - Kenmore Ave, Christchurch Ave, Christchurch Gdns, Brampton Grove	Area parking review to address displaced parking from the leisure centre. Undertake public consultation, statutory notification and implementation	£15,000
Whitchurch Gardens	Area parking review on proposals to introduce CPZ to address commuter parking problems. Undertake public consultation, statutory notification and implementation	£15,000
Chandos Crescent, Methuen Road area	Request from local ward councillor to review parking and undertake a localised parking review along Chandos Crescent and Methuen Road including side roads/ cul de sacs	£25,000
Eastleigh Avenue	Localised parking review – on proposals to introduce CPZ. Undertake public consultation, statutory notification and implementation review	£15,000
Queensbury Circle Parade/ Charlton Road near Honeypot Lane	P&D Parking controls in the service roads to support customer parking for local businesses, review of Charlton Road restrictions at northern end.	£25,000
Local Safety Parking Schemes	On-going programme of localised parking controls to improve road	£60,000

Programme	safety / local access	
<b>Total</b>		£300,000

2.16 The Panel agreed most of the schemes in the programme, but not County Roads, Calthorpe Gardens, Whitchurch Gardens and Eastleigh Avenue which were deferred.

2.17 The Panel agreed that these deferred schemes be considered by the Portfolio Holder for Environment, Crime and Community Safety and the Chair of the Traffic and Road Safety Advisory Panel in conjunction with schemes 9, 14 and 17 which were listed in the priority list of borough parking issues but not recommended. These schemes are listed below:

9	Canons	<p>The council received a request from the residents of <b>Dukes Avenue</b> in the form of a petition requesting the existing CPZ (TB) Monday to Friday 11am – 12pm. Be extended to include their road to discourage non-residential parking.</p> <p>The council also received a request in the form of a petition from the residents <b>London Road</b> requesting double yellow lines be introduced on both sides of the slip road between 2 to 10 London Road to help remove commuter parking especially during Wembley event days and due to the ongoing construction taking place at the Stonegrove development. This was assessed against agreed criteria and did not meet the required threshold score for intervention.</p>
14	Wealdstone	<p>The council has received some request from councillors and residents in the Wealdstone area with regards to reviewing the existing parking restrictions in zone (CA). It was reported there was lack of parking in <b>Cecil Road</b> in the evenings and in <b>Graham Road</b> and <b>Whitefriars Avenue</b> a parking review should be undertaken to address the parking concerns raised during the midday Friday prayer times at the mosque situated on <b>Whitefriars Road</b>.</p>
17	West Harrow	<p>The council has received a number of request and a petitions in the area to review the existing parking restrictions in <b>Bouverie Road</b> and <b>Butler Road</b> these roads had been previously consulted and parking controls had only been introduced where there was support for parking controls. Sections of these roads which did not support parking controls were not taken forward.</p>

- 2.18 At the meeting on 9<sup>th</sup> March it was clarified that due to the high priority assigned to the County Roads and Calthorpe Gardens schemes and the pressures being reported by residents that these are approved. The Whitchurch Gardens and Eastleigh Avenue schemes were considered to be a lesser priority and were not approved.
- 2.19 The Dukes Avenue (Canons) scheme had a relatively high priority in the priority list of borough parking issues and was the highest ranked scheme not to be recommended in the original programme. It was considered that the pressures in the road were severe and it was decided to include this in the programme with a budget of £10k.
- 2.20 The Whitefriars Road (Wealdstone) scheme has been subject to a CPZ review in recent years and it was unlikely that any significant revisions to the CPZ scheme were needed. The main issue concerned parking for the cultural centre and it was considered that a review of waiting restrictions would be sufficient to address this issue. It was agreed that this scheme be taken forward as a part of the Local Safety Parking Schemes Programme and that the allocation is increased from £60k to £80k to allow for the additional scheme.
- 2.21 The Bouverie Road / Butler Road (West Harrow) scheme was a relatively low priority in the priority list of borough parking issues because the issues reported by residents related to the anticipated problems likely to result from the development of Vaughan Road car park rather than any current problems at the moment. It was considered that any design or consultation work for a scheme in this area should be linked to the regeneration programme using allocated resources for this programme.

## **Conclusion**

- 2.22 Having discussed matters with the Chair of the Traffic and Road Safety Advisory Panel, the Portfolio Holder for Environment, Crime and Community Safety is proposing for Cabinet's consideration a revised Local Transport Fund Schemes Programme and Parking Management Schemes Programme for 2017/18 as shown in appendix A.

## **Risk Management Implications**

- 2.23 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 the proposed programme in this report.

## **Legal Implications**

- 2.24 Harrow's constitution, at paragraph 2(ii) of the Appendix to the Executive Procedure Rules, provides that where a Portfolio Holder is considering taking a decision which differs from a recommendation of

an advisory panel that the matter must be referred to Cabinet for a decision.

- 2.25 The programme of schemes highlighted in this report will involve introducing restrictions or controls on parking in some schemes that require a legal process to be undertaken before they can be physically implemented. Subject to statutory consultation requirements, the council has powers to introduce, implement and change CPZs under the Road Traffic Regulation Act 1984, The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and The Traffic Signs Regulations and General Directions 2016.

## **Financial Implications**

- 2.26 The local transport funding allocation has received approval as a part of the 2017/18 TfL grant programme which is included in the Capital Programme. TfL has allocated 100k for the delivery of borough identified schemes and this 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.
- 2.27 Transport for London (TfL) has not provided funding specifically for CPZs as it considers that these should be funded by boroughs that have powers to raise income from the local administration and enforcement of parking schemes. Therefore TfL only funds parking measures where they form a part of an identified traffic or transport scheme or initiative in the agreed Local Implementation Plan (LIP) programme of investment.
- 2.28 The funding available for 2017/18 from the Harrow Capital programme for the Parking Management Programme is £300k.

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

- 2.29 A programme of CPZ schemes was included in the Transport Local Implementation Plan (LIP) which was approved by full Council. The LIP was subject to an Equalities Impact Assessment where schemes were identified as having no negative impact on any equality groups. In addition, all CPZs have a positive impact on those with mobility difficulties as more spaces are identified for disabled parking. As a result of double yellow lines at junctions, there is also increased protection at junctions which will protect dropped crossing and prevent dangerous parking at these locations and thereby further assist those with mobility difficulties. Typical benefits are likely to be as follows:

Protected characteristic	Benefit
Gender	Mothers with young children and elderly people generally benefit most from controlled parking as the removal of all-day commuters frees up spaces closer to residents' homes. These groups are more likely to desire parking spaces with as short a walk to their destination as possible.
Disability	The retention of double yellow lines at junctions will ensure level crossing points are kept clear.  Parking bays directly outside homes, shops and other local amenities will make access easier, particularly by blue badge holders for long periods of the day.
Age	Fewer cars parked on-street in residential roads will improve the environment for children. Parking controls can help reduce the influx of traffic into an area, and therefore reduce particulates and air pollution, to which children are particularly sensitive.

2.30 Each Scheme that is developed has a design risk assessment undertaken which includes an assessment of the impact on equalities issues. In addition all public consultations are subject to issue of the council's corporate Equality Monitoring Forms. The returned forms are subject to analysis to ensure that they reflect the local community by comparing them to data held by the council at the time such as Census, vitality profiles. Any significant differences are used to adapt future consultations and would be reported to the Panel as part of the scheme reports.

## Council Priorities

2.31 The parking schemes detailed in the report accords with the administration's priorities as follows:

Corporate priority	Impact
Making a difference for communities	Parking controls make streets easier to clean by reducing the number of vehicles on-street during the day, giving better access to the kerb for cleaning crews.  Regular patrols by Civil Enforcement Officers deter criminal activity and can help gather evidence in the event of any incidents.

	By introducing demand management measures the demand to travel by car can be regulated leading to reduced road congestion and greater use of sustainable transport modes like public transport and cycling lessening the impact on the local environment.
Making a difference for the vulnerable  Making a difference for families	Parking controls generally help vulnerable people by freeing up spaces for carers, friends and relatives to park during the day. Without parking controls, these spaces would be occupied all day by commuters and other forms of long stay parking.
Making a difference for local businesses	The changes to parking pay and display facilities will support local businesses to give more customers parking access to shops.

2.32 The principle of enforcing parking controls is integral to delivering the Mayor's Transport Strategy and the Council's adopted Transport Local Implementation Plan.

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

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 4 April 2017		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 13 April 2017		

<b>Ward Councillors notified:</b>	<b>YES</b>
<b>EqIA carried out:</b>	<b>NO</b>
<b>EqIA cleared by:</b>	An EqIA has been

undertaken for the  
Transport Local  
implementation Plan of  
which this project is a  
part. A separate EqlA is  
therefore not necessary

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

### **Contact:**

David Eaglesham, Head of Traffic, Highways and Asset Management  
Tel: 020 8424 1500; E-mail: [David.Eaglesham@harrow.gov.uk](mailto:David.Eaglesham@harrow.gov.uk)

### **Background Papers:**

TARSAP agenda 9<sup>th</sup> February 2017

<http://www.harrow.gov.uk/www2/ieListDocuments.aspx?CId=260&MId=62928&Ver=4>

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

**NOT APPLICABLE**

*[Call-in applies]*

## APPENDIX A

### TFL Local Transport Fund programme 2017/18

Location	Estimate
Grange Avenue, Belmont – Install a point no entry scheme	£15,000
Vaughan Road - Extension of existing 20 mph zone	£40,000
Kenmore Avenue / Christchurch Avenue - Cycle scheme	£20,000
Northolt Road – Relocate bus stop	£20,000
Trinity Square Project, Wealdstone	£20,000
Requests for minor road safety measures	£15,000
<b>Total</b>	<b>£130,000</b>

### Parking Management Programme 2017/18

Location	Funding
<b>Schemes carried over from 2016-17</b>	
Wealdstone – Roads to west and north of leisure centre	£40,000
Burnt Oak Broadway area	£35,000
<b>Proposed new schemes 2017-18</b>	
County Roads – Sussex Rd, Bedford Rd, Rutland Rd, Oxford Rd and Devonshire Rd	£35,000
Calthorpe Gardens	£15,000
The Gardens	£20,000
Kenmore Ave, Christchurch Ave, Christchurch Gdns, Brampton Grove	£15,000
Chandos Crescent, Methuen Road area	£25,000
Dukes Avenue	£10,000
Queensbury Circle Parade/ Charlton Road near Honeypot Lane	£25,000
Local Safety Parking Schemes Programme	£80,000
<b>Total</b>	<b>£300,000</b>