

Meeting:	Cabinet
Date:	23 June 2005
Subject:	Harrow Transport Spending Plan
Responsible Officer:	Area Director (Urban Living)
Contact Officer:	Tunde Raji
Portfolio Holder:	Councillor Phil O'Dell
Key Decision:	Yes
Status:	Public

Section 1: Summary

Decision Required

- To agree the bid set out in Appendices 1 and 2 as the basis for Harrow's 2006/07 – 2009/10 spending plan submission to TfL; and
- To delegate authority to the Executive Director of Urban Living to make minor changes in consultation with the Portfolio Holder for the Environment and Transport.

Reason for report

Each year Transport for London (TfL) invites London Boroughs to submit a bid for funding for traffic and transport projects for the coming financial years. This bid is set out in the Council's Transport Borough Spending Plan (BSP). The report sets out Harrow's bid for 2006/07. The report needs to be submitted to TfL by 22 July 2005.

Benefits

A successful BSP bid will provide a significant opportunity to deliver traffic and transportation improvements in Harrow. The proposals that have been included in the bid are based on those submitted in the Draft Local Implementation Plan (LIP) and have been selected for the following reasons:

- They most closely match the available funding criteria;
- They address local priorities; and
- They meet the legal obligation of the borough to implement the Mayor's Transport Strategy

Cost of Proposals

The main cost involved in this bid has been staff time in bid preparation – however this was significantly reduced from previous years as a result of having already prepared the Draft Transport Local Implementation Plan.

Risks

Staff recruitment problems put delivery of all programmes at risk.
Unfavourable local consultations can alter programmes.
Accident reductions and reduced speeds cannot be guaranteed.
Travel behaviour modal change cannot be guaranteed.
Bids may not be successful.

Implications if recommendations rejected

If rejected the borough will be unable to implement the transport programmes set out in the draft Transport Local Implementation Plan (LIP). If the borough fails to implement the LIP, the Mayor of London has the right to implement the LIP on behalf of the borough and to charge the borough for doing so.

Section 2: Report

2.1 Brief History

Transport for London's (TfL's) Borough Spending Plan (BSP) process is an annual bidding process for local authorities in London to secure capital funding towards transport improvements. The TfL BSP funding allocation is a core component of the Council's transport capital programme. The Council was awarded £5.743 million (including £2.480 million for the Petts Hill scheme) for the current financial year (2005/06) as a result of the BSP bid submitted on 16th July 2004. The Council also secured TfL's funding of £592,000 for improvements in Harrow Town Centre and Northolt Road Congestion study through the West London Transport Strategy (WLTS).

Each year TfL publishes guidance setting out its funding criteria, and invites boroughs to submit bids that meet these criteria. Since the boroughs have only recently submitted their Draft Local Implementation Plans (LIPs) to TfL, it is expected that each borough BSP submission will closely reflect the LIP submission. The LIP is currently going through public consultation and is only a draft submission. When the changes to the LIP based on the consultation results are received, the BSP may need to be altered to meet the outcome of the consultation.

In the past two years, the borough's BSP submission has covered just three years. This year the boroughs are encouraged to submit bids for four years. Although the boroughs are submitting bids for the period 2006/07-2009/10, details are only provided for schemes starting or continuing in 2006/07.

Individual borough bids are assessed against TfL criteria for each topic, and funding is allocated to specific projects or programmes that perform well against these criteria. Once TfL has made an award, there is very limited scope to vary the funded programme.

There is no legal requirement to consult on the BSP, and TfL does not require this, however nearly all the programmes included in the BSP bid have formed part of the LIP consultation. In addition, the majority of non-maintenance schemes included in the BSP would still be subject to the normal procedures for consultation and statutory procedures (traffic orders) where applicable.

Full details of programmes are as those included in the Draft Transport Local Implementation Plan. Appendix 1 provides a summary of the bid allocation to different transport areas. Where differences occur between Appendix 1 and the LIP, it is due to additional information becoming available since the start of the LIP consultation. The final LIP will reflect the latest estimates.

TfL issued its new guidance on the preparation of 2006/07-2009/10 BSPs on 22nd March 2005. TfL has indicated that this year's allocation is likely to be in line with previous years. Bids must be submitted before 22nd July 2005, and announcement of the outcome of these bids is planned for late Autumn 2005.

The bid will not include funding for the London Cycle Network (LCN+) or bus priority. LCN+ funds are awarded through a London borough package bid made by the

London Borough of Camden and funding for bus priority by a package bid made by the London Bus Priority Network (LBPN).

Appendix 2 sets out the funding criteria that TfL will use to assess bids for each transport area. To secure funding it is essential to demonstrate that the proposed schemes perform well against the assessment criteria.

2.2 Options considered

N/A

2.3 Consultation

The Local Implementation Plan is currently undergoing borough-wide consultation. This forms the basis of the programmes included in this bid.

In addition, Cabinet should note the following:

- The Mayor's Transport Plan and the Local Implementation Plan Guidance, which shape the context of this BSP, were both the subject of extensive public consultations
- Individual schemes referred to in this bid will be the subject of local consultation if and when funding is secured.

2.4 Financial Implications

A successful BSP bid will provide capital funding to carry out traffic and transportation projects in 2006/07 via grants received from Transport for London supplemented by Council capital funds. The BSP is a bid for funding to expand the capital programme in 2006/07. Once the BSP has been approved by Transport for London, it will be incorporated into the capital programme for 2006/07.

The allocations are provided in the form of 100% capital grant for approved schemes. Funding is subject to satisfactory progress, monitored through submission of a bi-monthly report to TfL, with funds released on submission of invoice claim statements.

2.5 Legal Implications

Transport for London has power to provide financial assistance for projects that improve transport under section 159 of the GLA Act 1999. Borough Spending Plans (BSPs) are the vehicle by which TfL provides funding to Boroughs, sub-regional partnerships and cross-borough package bids, across a range of transport areas. Specific legal implications of schemes will be reported as detailed proposals emerge.

Many of the schemes within the programme will require the Council to consult on, and make legal orders. Any legal implications arising from the exercise of these powers will be properly considered before the scheme is given final approval.

2.6 Equalities Impact

An equalities impact assessment was carried out on all programmes contained in the Draft Local Implementation Plan. Therefore, all programmes in this BSP submission have been considered in light of their impact on all sections of the population including: women, ethnic groups, disabled groups and older people.

2.7 Conclusion

The level of funding allocated to Harrow through last year's BSP submission reflects the fact that the Council's policies and objectives are in accordance with the policy direction being pursued by the Mayor of London. The new BSP will allow the capital programme to achieve changes on Harrow's streets. These changes will take forward both borough and Mayoral policies, and enhance the impact of the overall capital investment programme.

Section 3: Supporting Information/Background Documents

Appendix - Total proposed four year programme funding summary

Background papers available on request:

- The Mayor's Transport Strategy, Greater London Authority/Mayor of London, July 2001
- Harrow Draft Transport Local Implementation Plan, March 2005
- Borough Spending Plan Submission Guidance 2006/07 – 2009/10, Transport for London, 22 March, 2004

For copies of any of the background documents, telephone Ann Fine 020 8424 1496 or email ann.fine@harrow.gov.uk.

Appendix 1

Total Proposed Four Year Programme Funding Summary

Transport Area	BSP topic	Bid Year	Future Year bids (Estimated from draft LIP programmes)			
			Cost (£000)			
		2006/07	2007/08	2008/09	2009/10	
Principle Road Maintenance ¹		1202	973	603	900	
Bridge Assessment & Strengthening		670	200	300	100	
Road Safety	Local Safety Schemes	340	335	340	400	
	20mph Zones	220	250	200	250	
	Education, Training and Publicity schemes	22	24	26	28	
Walking		330	130	130	130	
Cycling	² LCN+ bid (Draft LIP bid)	802 (620)	860 (670)	725 (675)	865	
	Cycle training	17.5	20	22.5	25	
	Using external trainers	15	17.5	20	22.5	
	Cycle parking stands and signage	5	5	5	5	
Bus stop accessibility		168	127	147	0	
Local Bus Priority Measures excluding Petts Hill)	LBPN bid	1059	1585	1505	1200	
Petts Hill ³	LBPN bid	2510	N/A	N/A	N/A	
Town Centre	WLTS bid	450	500	475	300	
Streets for People		185	100	100	0	
Station Access		100	120	130	120	
School Travel Plans		570	575	547	547	
Travel Awareness		45	55	65	65	
Freight		120	110	150	120	
Regeneration Area Schemes		50	N/A	N/A	N/A	
Environment		60	130	30	30	
CPZs		150	0	0	0	
Accessibility		85	65	60	65	
TOTALS		9175.5	6181.5	5580.5	5172.5⁴	

LIP Estimate		6614	5464	4854	N/A⁵
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¹ Estimates only as still awaiting Hammersmith and Fulham road condition surveys

² To be bid through the lead borough of Camden

³ Additional funding being sought from TfL and Network Rail. Discussions ongoing

⁴ Numbers decline over years as only work that starts in 06/07 has been included in the bid.

⁵ LIP does not cover 2009/10

Total Proposed Four Year Programme funding summary WLTS

Transport Area	BSP topic	Bid Year	Future Year bids (Estimated from draft LIP programmes)			
			Cost (£000)			
		2006/07	2007/08	2008/09	2009/10	
Town Centre	WLTS bid	450	500	475	300	
South Harrow	WLTS bid	73				
TOTALS		523	500	475	300	

Total Proposed Four Year Programme funding summary LBPN

Transport Area	BSP topic	Bid Year	Future Year bids (Estimated from draft LIP programmes)			
			Cost (£000)			
		2006/07	2007/08	2008/09	2009/10	
Local Bus Priority Measures excluding Petts Hill	LBPN bid	1059	1585	1505	1200	
Petts Hill ⁶	LBPN bid	2510	N/A	N/A	N/A	
TOTALS		3569	1585	1505	1200	

Total Proposed Four Year Programme funding summary LCN+

Transport Area	BSP topic	Bid Year	Future Year bids (Estimated from draft LIP programmes)			
			Cost (£000)			
		2006/07	2007/08	2008/09	2009/10	
Cycling	⁷ LCN+ bid (Draft LIP bid)	802 (620)	860 (670)	725 (675)	865	
TOTALS		802	860	725	865	

Programme Details

For more details on any of these programmes, see the Draft Local Implementation Plan

Principle Road Maintenance

⁶ Additional funding being sought from TfL and Network Rail. Discussions ongoing

⁷ To be bid through the lead borough of Camden

Roads to be agreed with Hammersmith and Fulham and based on road condition survey results, which have not yet been made available.

Roads likely to be included in 2006/07 are:

HIGH ROAD (Harrow Weald)(Weald Lane to Uxbridge Road)
HIGH STREET WEALDSTONE (The Meadow way to Risingholm Rd)
IMPERIAL DRIVE (The Ridgway to No 236)
IMPERIAL DRIVE / ALEXANDRA AVE (Warden Avenue to Village Way)
KENTON ROAD (North side of roundabout)
KENTON ROAD (Peterborough Road to Roundabout)
LONDON ROAD (Mount Park Ave to Wendella Court)
LINING WORKS AFTER RESURFACING
PATCH REPAIRS TO CARRIAGEWAY
STANMORE HILL (Pine Close to Stangate Gardens)
STATION ROAD (Oxford Road to Hindes Road) New bus layout

Bridge Assessment & Strengthening

06/07 bid

Bridge strengthening work at the following locations:

Avenue Road
Kenton Lane/Kenton Road
Wellington Road
Moss Lane

If bid is unsuccessful, these will be pushed back to later years.

Local Safety Schemes

06/07

Kenton Lane (whole) Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities

Mass action – Lighting: Courtenay Avenue (Headstone Drive to Long Elmes)
Uxbridge Road, Lascelles Ave

The Common, Stanmore Hill – Site specific measures, kerb realignments, traffic/refuge islands, speed activated signs, anti-skid, pedestrian and cycle facilities

07/08

Pinner Road (Bessborough Rd to Headstone Lane) – Site specific measures, kerb realignments, anti-skid, pedestrian and cycle facilities

High Road Harrow Weald and High Street (north of Locket Rd) - Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities

Wood Lane – traffic calming

Camrose Avenue and Taunton Way - Kerb realignments, pedestrian and cycle facilities

08/09

Northolt Road - Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities activated signs, anti-skid, pedestrian and cycle facilities

Eastcote road - Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities

London Road and Sudbury Hill - Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities

Station Road - Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities

09/10

Weston Drive and Wemborough Road, Uxbridge Road- Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities

Uxbridge Road / Clamp Hill – junction improvement

Headstone Lane - Site specific measures, kerb realignments, traffic/refuge islands, anti-skid, pedestrian and cycle facilities

Kenton Road / Peterborough Road – junction improvement

Marsh Road / Eastcote Road – junction improvement

20mph zones

06/07

Newton Farm School – Phase II.

Drake Road, Capthorne Avenue and Torbay Road (north of Widdicome Avenue) - Entry treatments, road humps, speed cushions, chicanes, narrowings, islands and mini roundabouts

Whitefriars School

Whitefriars Avenue Area - Road humps, speed cushions, chicane/narrowings

07/08

Harrow School, John Lyon School, Roxeth School and Roxeth Mead School Harrow on the Hill: Entry treatments, raised junctions, road humps, speed cushions, chicanes, narrowings, islands and mini roundabouts – Phase I

Kenmore Park School: Entry treatments, raised junctions, road humps, speed cushions, chicanes, narrowings, islands
(Delayed from LIP timetable to ensure bid within funding limits)

08/09

Harrow School, John Lyon School, Roxeth School and Roxeth Mead School Harrow on the Hill: Entry treatments, raised junctions, road humps, speed cushions, chicanes, narrowings, islands and mini roundabouts – Phase II

Earlsmead School Walton Avenue, Arundel Drive, Earlsmead and Tregenna Avenue: Entry treatments, road humps, speed cushions, chicanes, narrowings, islands and mini roundabouts

09/10

Aylward and North London Collegiate Schools, Pangbourne Drive Area: Entry treatments, raised junctions, road humps, speed cushions, chicanes, narrowings, islands and mini roundabouts Marlborough School: Review of existing traffic calming
(Delayed from LIP timetable to ensure bid within funding limits)

Stag Lane School: Entry treatments, raised junctions, road humps, speed cushions, chicanes, narrowings, islands

Grimsdyke School: Entry treatments, raised junctions, road humps, speed cushions

Canons High School: Entry treatments, raised junctions, road humps, speed cushions, islands

Education, Training and Publicity schemes

Programmes to include:

- Junior Citizen Event
- Moving On
- Theatre Group Presentations

Walking

Long Elmes Junction with High Road

Conversion of a mini roundabout into a signalled junction with pedestrian phase across Long Elms and introduction of cycle facilities. Improves access to and between local shops.

Walking audits to stations in Borough

Traffic signal reviews and modernization including pedestrian phases at signals

LCN+

This is bid for through the lead borough of the LCN+ which is the London Borough of Camden.

2006/07 bids will include the following:

Belmont Circle roundabout - Kenton Lane/Kenmore Ave.

Cycle tracks on footway and conversion of 2 crossing to Toucans. Introduction of Pay and Display machines and waiting restrictions for parked vehicles.

Kenton Lane toucan crossing between Grasmere Gardens and Beverley Gardens

Refuge proposed along Kenton Lane to provide refuge for cyclist right into and outoff Grasmere Gdns and a toucan crossing near Dobbins Close to link cycle route to St Joseph's First & middle school.(87/12 CRISP)

Wemborough Rd / Weston Dr

Proposed to review and improve existing junction layout to make it cycle friendly and help slow vehicular traffic around bend. (87/09 CRISP)

Headstone Dr/Harrow View

Proposed Advanced Stop Line (ASL) at existing signalled junction with minor road widening to facilitate lead in arms. (87/22)

Station Rd/Pinner Rd, Nrth Harrow

Proposed to provide/improve cycle facilities through this busy junction which at present is over capacity. Investigate possibility of contraflow cycle lane along Canterbury Rd leading to a toucan crossing linking to link 86 already completed. Signalled jct to have ASL with lead in lanes for southbound and eastbound.(87/24,87/25)

Section between the borough boundary with Ealing and Sudbury Court Drive/Sudbury Hill.

Proposed to introduce advisory cycle lanes along Greenford Rd and ASL's on all approaches to the signalled jctn with lead in cycle lanes, additional markings within the junction area and minor kerb alignment/changes (£80k). Also a segregated cycle

/pedestrian footbridge needed to overcome pinchpoint near Sudbury Hill Station (£600k). (crisp 89/1b, 89/1c).

Kenton Rd/A404 Watford Rd

Proposed to improve subway crossing to better accommodate cyclists, provide facilities two way cycle track from the existing pelican crossing on Kenton Rd to the subway utilising the footway on the southern side, also convert pelican to toucan.

Kenton Rd A 404 to Peterborough Rd

Proposed on road advisory cycle lanes along central section of Kenton Rd (1.4m wide). The eastern and western ends will require carriageway widening and removal of approximately 2/3 mature trees.

Roxborough Park Roundabout

Proposed to review and improve existing signage, lighting and CCTV coverage.

Harrow View/Hindes Road

Signalisation including cycle priority crossings

Signage and Local Surface Upgrades

Cycle training

Extending existing cycle training

Providing cycle training using external trainers

Cycling general

Additional cycle parking stands and signage

Bus stop accessibility

2006/07

Queensbury: Honeypot Lane (Whitchurch Lane to Everton Drive)
Three bus stops. Implement/renew Bus Stop Clearway cage and surfacing, modify kerb height, pave verge for access to bus stop.

Stanmore: Marsh Lane

Two bus stops. Implement Bust Stop Clearway cage and surfacing, modify kerb height.

Stanmore: Marsh Lane

Two bus stops. Implement Bust Stop Clearway, modify kerb height.

Various

Complete Bus Stop Clearways on all routes

2007/08

Belmont: Belmont Circle

Extend cage and add Bus Stop Clearway one stop

Belmont: Wemborough Road

Extend cage, add Bus Stop Clearway and raise kerbs at four stops

Belmont: Weston Drive

Extend cage, add Bus Stop Clearway and raise kerbs at two stops

Edgware: Burnt Oak Broadway (West side only)

Raise kerbs at three bus stops

Edgware: Camrose Avenue

Raise kerbs at five stops

Edgware: Mollison Way (Turner Road to the Highlands)

Extend cage and raise kerbs at one stop. Raise kerbs at five stops

Edgware: Turner Road

Extend cages and raise kerbs at four stops

Kenton: Kenton Lane

Extend cage and raise kerbs at six stops. Raise kerbs at nine stops. Extend cage only at one stop.

Various

Essential accessibility works at various bus stops

2008/09

Stanmore: Brockley Hill (West side only)

Raise kerbs at two stops.

Harrow Weald: Brookshill

Six bus stops

Queensbury: Streatfield Road

Six bus stops

Stanmore: Common Road (East side only)

Three bus stops

Wealdstone: Christchurch Avenue

Six bus stops

Wealdstone: Ellen Webb Drive
Two bus stops

Wealdstone: High Street
Fourteen bus stops

Wealdstone: Locket Road
Six bus stops

Wealdstone: Palmerstone Road
Two bus stops

Wealdstone: The Bridge
Two bus stops

Various
Essential accessibility works at various bus stops

Local Bus Priority

Bus Priority is bid through the London Bus Priority Network (LBPN)

Schemes to be included in 06/07 LBPN bid are as follows:

Harrow Town Centre
Investigate bus priority measures on town centre roads and approaches (excluding roads on the route 140) and including Headstone Road (between Hindes Road and Greenhill Way), Sheepcote Road, Pinner Road and Kenton Road approaches.
Implement in 2006/07

North Harrow: Station Road
Parking lay-bys to remove illegal street parking, which causes delays to buses

Pinner: Bridge Street
Investigate, design and consult on bus priority measures (Highest priority route in Local Transport Strategy).

Rayners Lane: Kings Road
Carriageway widening to provide verge parking and enable buses to pass with reduced delay

South Harrow: Eastcote Lane
Waiting and loading restriction on one side to be extended to allow opposing buses to pass

Stanmore: Common Road / High Road junction
Feasibility study for bus priority schemes at junction - implementation following year.

Queensbury: Honeypot Lane northbound approach to Charlton Road roundabout
Feasibility study and design of a bus lane on the northbound approach to roundabout

Various other schemes to support those identified by LBPN studies

South Harrow: **Petts Hill Bridge**

Petts Hill - Utilities diversion, land acquisition and construction

Town Centre

The town centre bid is made through the West London Transport Strategy. This bid will also include congestion relief proposals for the town centre.

Streets for People

Rayners Lane Estate Home Zone

This is to continue the investigation, consultation, design work and implementation of the remaining work in the Rayners Lane regeneration area.

Station Access

Headstone Lane Station crossing

a pedestrian crossing is required at the station to improve station's accessibility

Guidance issued recently by TfL indicates that only large scale clearly visible improvements to station access will be funded.

School Travel Plans

06/07

Bid for all years includes boroughwide development of school travel plans

Major works to be identified at:

Longfield First and Middle Schools

Cannon Lane First and Middle Schools; and

Priestmead First and Middle Schools

Initial surveys and consultation and minor works to take place at :

Stag Lane First and Middle Schools

Little Stanmore First and Middle Schools

Glebe First and Middle Schools; and

Kenmore Park First and Middle Schools.

Travel Awareness

Work will support Good Going week, National Bike Week, Walk to School Week

Freight

Implement consultation findings on Freight Delivery and Service Needs of businesses in borough

Regeneration Area Schemes

Wealdstone Centre Mini Bus Investigation (study was delayed as a result of delay in centre's café opening)

Environment

Set up a local vehicle emissions testing scheme with the associated police support required to issue Fixed Penalty Notices to owners of vehicles that fail the emissions tests.

Review congestion around Junction of George V Avenue and Pinner Road with a view to minimising air pollution and noise pollution.

CPZs

Carry out congestion relief proposals for Imperial Drive and part of Alexandra Avenue, Rayners Lane.

Wealdstone

Carry out congestion relief work at location by reviewing parking, loading and improving enforcement

Accessibility

Harrow Community Transport support to enable recruitment of paid staff to move this project forward and to build an exit strategy to enable the project to be self-sustainable

Travel training for people with learning difficulties to enable a part-time worker to provide hands on training and recruit volunteers to support travel training for those with learning disabilities.

New bays - Signs, road markings and order making and removal of those bays no longer required

Refuge island at High Road Harrow Weald - The scheme will enlarge the traffic island at the High Road/Uxbridge Road roundabout to provide a safe, comfortable waiting area to allow pedestrians to cross the road in two stages

High Street Pinner - Provision of raised entry treatment and zebra crossing.

Appendix 2

Summary of funding criteria that TfL will use to assess bids for each transport area

Transport Area	Criteria
Principle Road Maintenance	<ul style="list-style-type: none"> • Initially a total allocation to be arrived at for each borough on basis of length of road in each condition category • Priority then to schemes included based up condition 70 and over, 50-70
Bridge Assessment & Strengthening	<ul style="list-style-type: none"> • Priority to committed schemes, assessments and interim measures • Allocation then based on LoBEG prioritization system
Local Safety Schemes	<ul style="list-style-type: none"> • Total accidents in previous 36 months • Number and type of accidents to be targeted • First year rate of return • Effect of scheme on other programme areas
20mph zones	<ul style="list-style-type: none"> • Total accidents in previous 36 months • Number and type of accidents to be targeted • First year rate of return • Index of multiple deprivation in locality • Proximity to existing 20mph zones • Effect of scheme on other programme areas
Education, training and publicity	<ul style="list-style-type: none"> • Number of campaigns/initiatives • Number and types of target audience • Cost • Objectives • Phased programmes for training of children and you people in particular • Support delivery of cycling objectives, meet specific needs/demand from key stakeholders

Walking	<ul style="list-style-type: none"> • Introduction of new routes between popular destinations • Improved pedestrian priority at junctions • Improved access and incentives to walk to popular destinations • Improved safety and personal security for pedestrians • Linkage with other BSP funded project areas
Cycling	<ul style="list-style-type: none"> • Introduction and maintaining quality standard, safe, comfortable, easy to use cycle routes with significant reduced journey times • Improved cyclist access to popular destinations • Improved access to and through parks and waterways • Improved cycle parking facilities, in particular on-street, at stations • Linkage with other BSP funded project areas
Bus stop accessibility	<ul style="list-style-type: none"> • Priority to stops in areas where there are a disproportionately high number of people with mobility difficulties • Frequency of buses and number of routes serviced by a stop • Completion of bus stops on a route where certain stops have already been treated • Identified problem by operators where buses are having problems pulling up to kerbside
Local Bus Priority Measures	<ul style="list-style-type: none"> • Incomplete/committed schemes where funding has been allocation in previous years • General bus priority schemes with time savings to entire route • Review of existing schemes • Town centre schemes • Feasibility studies for busy bus corridors
Town Centre	<ul style="list-style-type: none"> • Town centre healthcheck • Scheme identified as a priority in a borough-wide strategy • Local problems are identified with the scheme and are linked to works to address them • Safety and personal security

Streets for People	<ul style="list-style-type: none"> • 2004 Index of multiple deprivation • Scheme identified as a priority in borough-wide strategy • Safety and security • Increasing the level of activity, especially walking and cycling • Deliverability • Community involvement / support
Station Access	<ul style="list-style-type: none"> • Passengers entering/existing interchange • Scheme identified as a priority in a borough-wide strategy • Local problems identified and linked to works that address them • Safety and personal security • Increasing level of activity, especially walking and cycling • Deliverability • Community involvement / support • Improvements leading to change in perception of street users • Complements other initiatives • Adding value to other BSP schemes
School Travel Plans	<ul style="list-style-type: none"> • Borough wide development – production of guidance material, local seminars • School specific details – highway and other engineering works on and off site, cycle parking, theatre in education, education resources, on site engineering works, walk to school campaigns • Assessed on how bids meet guidance, council commitment, partnership commitment, capacity to deliver and clarity and quality of bids
Travel Awareness	<ul style="list-style-type: none"> • Meeting local and regional objectives • Willingness to set and monitor specific outcome lead targets • Support by council • Effective monitoring • Capacity to carry out works • Added value to current projects

	<ul style="list-style-type: none"> • Links to other schemes • Clarity and quality of bid • Previous support for behavioural change work • Named borough contact responsible for travel awareness and also sub regional coordinator supporting borough
Freight	<ul style="list-style-type: none"> • Clear statement of aims • Partnership working and involvement of businesses • Reduction in the adverse environmental impact of servicing • Multi modal content and consideration • More efficient and reliable freight distribution and servicing • Traders perception/satisfaction with servicing facilities
Regeneration Area Schemes	<ul style="list-style-type: none"> • Identified regeneration, opportunity for intensification areas • London index of deprivation • Clearly identified objectives, benefits • Close linkages with wider regeneration proposals • Demonstration of partnership working • Innovation • Appropriate outcome monitoring mechanisms
Environment	<ul style="list-style-type: none"> • Existing air quality, noise, biodiversity and other environmental conditions • Responsiveness to Mayoral objectives in strategies • Clear statement of scheme objectives • Partnership working and community engagement • Innovative or pilot schemes • Strategic approaches • Possibility of other funding sources • Linkages across programme areas • New or revised fuel, energy efficiency and/or waste management schemes • Reference to LIP's strategies and /or delivery proposals
CPZs	In priority a order:

	<ul style="list-style-type: none">• Outer London town centres• Around stations where parking pressures and conflicts can be shown to be acute• Inner London <p>Project type priority order:</p> <ul style="list-style-type: none">• New schemes and innovative ideas• Extended schemes• Provision of motor cycle parking bays
Accessibility	<ul style="list-style-type: none">• Priority to locations on main pedestrian routes, facilities /amenities• Priority to schemes benefiting large numbers of people• Promotes personal accessibility schemes• Consultation / involvement of local community and organisations representing older and disabled people• Monitoring effectiveness of schemes in meeting identified objectives