

Meeting:	Traffic and Road Safety Advisory Panel
Date:	17 th June 2009
Subject:	Allocation of £100k TfL funding
Responsible Officer:	Brendon Hills- Corporate Director Community and Environment
Portfolio Holder:	Councillor Susan Hall – Portfolio Holder for Environment and Community Safety
Exempt:	No
Enclosures:	Appendix A: Tables of schemes for consideration.

Section 1 – Summary and Recommendations

This report outlines the issues regarding potential schemes for using the £100k local transport fund that has been allocated to the London Borough of Harrow by Transport for London for use in 2009/10.

Recommendations:

The Panel is requested to consider the contents of Appendix A to this report and to recommend to the Portfolio Holder priorities for spending the Transport for London £100k local transport fund.

Reason: (For recommendation)

In order for the Council to spend the £100k allocated by Transport for London to Harrow for spending on transport issues.

Section 2 – Report

2.1 Background

2.1.1 The Transport for London (TfL) award for funding in 2009/10 included an allocation of £100,000 for each borough identified as a *local transport funding* allocation. This is the first time that TfL has allocated money to boroughs through the Local Implementation Scheme (LIP) funding without strict criteria as to how it should be spent.

2.1.2 The fund is to be used by the borough for any local transport schemes they wish to implement. These can be in addition to or supplementing other TfL LIPs funding. The funds must be used for transport purposes broadly consistent with the Mayor's Transport Strategy but no other criteria apply to this allocation. The purpose of this freedom in use of funding is to minimise TfL overseeing all projects and to give greater independence to the boroughs.

2.1.3 The key policies from the Mayor's Transport Strategy that are being addressed are:

- Encouraging the use of sustainable transport
- Encouraging walking
- Encouraging cycling
- Increased safety particularly for school children
- Improved accessibility
- Improved air quality

2.1.4 Harrow will be required to submit a report to the TfL Programme Manager at the year end summarising:

1. How the funds were used
2. Geographical location of their use
3. The outcomes anticipated / achieved

2.2 Options

2.2.1 The Appendix contains a comprehensive list of realistic potential schemes for inclusion which officers consider to be of transport benefit to Harrow.

2.2.2 The following issues have been identified for schemes considered for this funding:

- 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*

2.2.2 Other issues that have been taken into account include:

- Public support
- Timeframe for completing work

- Impact
- Available resources – staff time

2.2.3 Appendix A to this report contains tables of schemes for consideration.

Table 1 provides a description of potential schemes, reasons for their inclusion and their associated costs.

Table 2 provides a list of potential schemes along with their link to corporate priorities, equalities, Indices of Multiple Deprivation (IMD) score and the Mayor's Transport Strategy (MTS).

Table 3 shows the environmental impact of potential schemes

2.3 Equalities impact

2.3.1 The equalities impact of all schemes included in this report has been highlighted in Table 2 in the Appendix. There is no negative impact on any of the equality groups.

2.4 Financial Implications

2.4.1 There is no cost implication to the Council for this work. There is an opportunity to deliver projects which are outlined in the Appendix and which we would not have been able to deliver without this funding. A fee from Harrow will be charged to this allocation for design, management and monitoring of the work.

2.5 Performance Issues

2.5.1 The potential schemes all have a positive impact on the Council's performance. The link between the schemes considered and the corporate priorities as well as the Mayor's Transport Strategy is shown in Table 2 in the Appendix.

2.6 Environmental Impact

2.6.1 The environmental impact of all schemes is shown in Table 3 in the Appendix.

2.7 Risk Management Implications

2.7.1 It is not included on the Directorate Risk Register and there is no separate risk register in place.

Section 3 - Statutory Officer Clearance

Name: Sheela Thakrar



on behalf of the*
Chief Financial Officer

Date: 5/6/2009

Name: Rachel Jones



on behalf of the*
Monitoring Officer

Date: 5/6/2009

Section 4 – Performance Officer Clearance

Name: Anu Singh.



on behalf of the*
Divisional Director
(Strategy and
Improvement)

Date: 5/6/2009

Section 5 – Environmental Impact Officer Clearance

Name: Andrew Baker



on behalf of the*
Divisional Director
(Environmental Services)

Date: 5/6/2009

Section 6 - Contact Details and Background Papers

Contact: Ann Fine, Transport Policy Officer, 020 8424 1496

Background Papers:

TARSAP information report of 11th February 2009:

www.harrow.gov.uk/TARSAP110209informationreportTfLfunding

Appendix A: Tables of schemes for consideration

Table 1: Description of potential schemes, reasons for their inclusion and their costs

Scheme	Cost	Reason
The Ridgeway / Imperial Drive - request for pedestrian phase.	£50,000	<p>Longfield School included in its School Travel Plan a request to explore the possibility of including a dedicated pedestrian phase in the signals at the junction of Imperial Drive and the Ridgeway. Studies of the junction by consultants in the past had highlighted that there were significant difficulties in providing a dedicated all red pedestrian phase at this junction. It was also noted that there were already problems of rat-running traffic in some adjacent streets and any alterations that increase queue lengths would be likely to exacerbate this problem. It should also be noted that all traffic signals are maintained and operated by TfL and therefore any alterations proposed would need to be agreed and implemented by them.</p> <p>Funding was sought for these improvements from TfL under the STP 08/ 09 programme but unfortunately was not granted. This was likely because as more and more schools are producing STP`s, the level of funding for the STP programme has reduced therefore it is difficult to attract additional funding for schools where measures have already been implemented. We did include this site in another bid for funds in 2009/10 and we have again been informed recently that the bid was rejected.</p>
Stafford Road- parking scheme	£50,000	<p>Inconsiderate and poor parking arrangements in Stafford Road are causing access difficulties for both emergency service and refuse vehicles close to the special needs school and the school bus which picks up disabled children in the area. There are some grassed areas nearby which are owned by the Housing department which could be used to create lay bys to easy parking pressures. The one way section is in need of a review.</p>
School Inset Mats - £400 x10	£4,000	<p>These are stencilled mats that are installed on the footway outside schools and convey road safety messages.</p>

Scheme	Cost	Reason
Marlborough Hill School, entry treatment	£ 20,000	Public request and public perceptions of safety which encourages pupils to walk
Hatch End High School, Headstone Lane – Zebra crossing	£20,000	A request for a zebra crossing was received recently by the school governors
Shopmobility	£1,500	This would support an illuminated sign in the St George's car park. At present, many people go past Shopmobility without managing to locate it.
Harrow Weald, north of Whitefriars Drive change in parking restrictions	£10,000	Public petitions have been received to support this scheme. Scheme could compliment local safety scheme to be introduced this year.
Shaftesbury Avenue	£5,000	Waiting restrictions between Northolt Road and Shaftesbury Circle to complement the parking layby bus priority scheme installed in 2008/9. This will provide bus priority and also enhance general traffic flow. Request for this Harrow Public Transport Users Association
Kings Road	£5,000	Waiting restrictions between Eastcote Lane and Warden Avenue to complement the parking layby bus priority scheme installed in 2007/8. This will provide bus priority and also enhance general traffic flow. Request for this from Transport for London and London United bus company. This was identified as part of the H9/H10 bus route study.
School, wig wags	£10,000	Updating the timed flashing School `Safety Zones` lights with blue tooth technology and improved LED flashing units at 24 sites.
Cycling publicity	£5,000	Regular public requests for decent Harrow cycle route maps
Stanmore Hill / The Broadway Modelling	£2,500 – £5,000	Further investigation of adding a pedestrian phase at 29/10 Stanmore Hill / The Broadway crossing
Belmont School – congestion reduction	£15,000	Make Hibbert Road, Wealdstone one way to improve circulation and reduce congestion at school times. This is included in the school travel plan however we are unlikely to get funding for this for some time.
Problem streets	£20,000	This will enable the installation of restrictions which will ensure the free flow of emergency vehicles in the selected locations.

Table 2: List of potential schemes along with their link to corporate priorities, equalities, Indices of Multiple Deprivation (IMD) score and the Mayor's Transport Strategy (MTS)

Scheme	Cost	Corporate priorities	Equalities¹	IMD score (1 most deprived, 32,482 least deprived)	MTS strategy
The Ridgeway / Imperial drive - request for pedestrian phase.	£50,000	Improves support for vulnerable people	benefits both pedestrians and those with mobility problems	5.73	Encourages walking
Stafford Road-parking scheme	£50,000	Deliver safer streets – emergency access provision	particularly benefits children in special needs school	Cross borough benefit	Improves accessibility
School Inset Mats - £400 x10	£4,000	Deliver safer streets	School children to benefit most	Cross borough benefit	Encourages walking
Marlborough Hill School, entry treatment	£ 20,000	Deliver safer streets	School children and those with mobility problems to benefit most	24.06	Encourages walking
Hatch End High School, Headstone Lane – Zebra crossing	£20,000	Deliver safer streets	benefits pedestrians and those with mobility problems	11.41 / 6.93 (on border)	Encourages walking; Improves accessibility
Shopmobility	£1,500	Improves support for vulnerable people	benefits all those with mobility problems	Cross borough benefit	Improves accessibility
Harrow Weald, north of Whitefriars Drive	£10,000	Build stronger communities as this is wanted by local restaurant trade	Improved safety to all groups	12.62	Improves safety

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

Scheme	Cost	Corporate priorities	Equalities¹	IMD score (1 most deprived, 32,482 least deprived)	MTS strategy
change in parking restrictions					
Shaftesbury Avenue	£5,000	Deliver safer streets Build stronger communities	Improved benefit to all but mainly to women, those with low incomes as they are main users of buses	Cross borough benefit	Encourages using sustainable transport; Improves air quality; improves accessibility
Kings Road	£5,000	Deliver safer streets Build stronger communities	Improved benefit to all but mainly to women, those with low incomes as they are main users of buses	Cross borough benefit	Encourages using sustainable transport; Improves air quality; improves accessibility
School, wig wags	£10,000	Deliver cleaner and safer streets Build stronger communities	Improved safety for all groups but particularly school children	Cross borough benefit	Encourages using sustainable transport
Stanmore Hill / The Broadway Modelling	£2,500 – £5,000	Deliver safer streets Improves support for vulnerable people	Improved safety for all groups but particularly pedestrians	16.45	Encourages walking
Belmont School – congestion	£15,000	Deliver safer streets Build stronger communities	Improved safety for all groups but particularly school children	16.66	Encourages walking and

Scheme	Cost	Corporate priorities	Equalities¹	IMD score (1 most deprived, 32,482 least deprived)	MTS strategy
reduction		Improves support for vulnerable people			cycling
Problem streets	£20,000	Deliver safer streets Improves support for vulnerable people	Improved safety for all groups and particularly pedestrians	Cross borough benefit	Improves safety

Table 3: Environmental Impact of potential schemes

Scheme	Cost	Environmental Impact	Impact
The Ridgeway / Imperial drive - request for pedestrian phase.	£50,000	Encourages walking and Improves safety	Positive
Stafford Road- parking scheme	£50,000	Reduces congestion	Positive
School Inset Mats - £400 x10	£4,000	Improves safety	Positive
Marlborough Hill School, entry treatment	£ 20,000	Encourages walking	Positive
Hatch End High School, Headstone Lane – Zebra crossing	£20,000	Encourages walking	Positive
Shopmobility	£1,500	No impact	Neutral
Harrow Weald, north of Whitefriars Drive change in parking restrictions	£10,000	No impact	Neutral
Shaftesbury Avenue	£5,000	Improves traffic flow and bus use and hence a positive impact	Positive
Kings Road	£5,000	Improves traffic flow and bus use and hence a positive impact	Positive
School, wig wags	£10,000	Improves safety and could save energy	Positive

Scheme	Cost	Environmental Impact	Impact
Cycling publicity	£5,000	Encourages cycling	Positive
Stanmore Hill / The Broadway Modelling	£2,500 – £5,000	Encourages walking and reduces accidents	Positive
Belmont School – congestion reduction	£15,000	Improves traffic flow and reduces congestion	Positive
Problem streets	£20,000	Improves traffic flow	Positive