

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

Date of Meeting:	15 July 2010
Subject:	Allocation of Local Transport Fund schemes (TFL funding) 2010/11
Key Decision:	No
Responsible Officer:	Brendon Hills – Corporate Director – Community and Environment
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: Tables of schemes for consideration

Section 1 – Summary and Recommendations

This report outlines the potential schemes that could be implemented with the £100k local transport fund allocated to the London Borough of Harrow by Transport for London in 2010/11.

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 2010/11 financial year.

Section 2 – Report

Background

- 2.1 The Transport for London (TfL) award for funding in 2010/11 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 without strict criteria as to how it should be spent. This is the second and final year that separate funding will be allocated to boroughs from TfL funds. In the future all funding will be provided through the LIP formula-based funding mechanism.
- 2.2 The local transport 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 LIP 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.
- 2.3 The Mayor's Transport Strategy (MTS) contains six goals which Harrow should work towards achieving. These are:
- Support economic development and population growth
 - Enhance the quality of life for all Londoners
 - Improve the safety and security of all Londoners
 - Improve transport opportunities for all Londoners
 - Reduce transport's contribution to climate change and improve its resilience
 - Support delivery of the London 2012 Olympic and Paralympic Games and its legacy
- 2.4 Harrow will be required to submit a report to the TfL Programme Manager at the year end summarising:
- How the funds were used
 - Geographical location of their use
 - The outcomes anticipated / achieved

Options

- 2.5 Appendix A contains a comprehensive list of realistic potential schemes for inclusion which officers consider to be of transport benefit to Harrow and which will contribute to the Mayoral objectives.

2.6 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

2.7 Other issues that have been taken into account include:

- Public support
- Timeframe for completing work (within 2010/11)
- Impact
- Available resources – staff time

2.8 Appendix A to this report contains three tables giving details of the schemes and some additional information for consideration by members.

- 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 their environmental impact
- Table 3 shows a list of potential schemes and their link to the MTS goals

2.9 On the basis of the information in Appendix A officers would recommend to the Panel that the following selection of schemes be taken forward as detailed in the table below.

Scheme	Reason	Cost
Marlborough Hill School, entry treatment	Delivers safer streets and supports school travel plan to encourage pupils to walk to school	£20,000
Stanmore Hill / The Broadway (linking of existing signals)	Preparatory work for a 2011/12 LIP signals scheme which will encourage walking, improve safety and reduce congestion	£30,000
Stafford Road, phase 2 – inset parking bays	Improves support for vulnerable people by improving access to Kingsley Special Needs school Existing commitment to complete the work	£50,000

Legal Implications

- 2.10 None at this stage

Performance issues

- 2.11 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.

Equalities Impact

- 2.12 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.

Community Safety (s17 Crime & Disorder Act 1998)

- 2.13 The proposals will have a neutral impact on crime and disorder.

Financial Implications

- 2.14 TfL has allocated 100k for the delivery of the chosen project/s and therefore there is no cost implication to the Council for this work. The funding is an opportunity to deliver local transport projects which could not have been delivered from the Council's existing resources. Staff costs from Harrow will be charged to this allocation for design, management and monitoring of the work.

Risk management Implication

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

Corporate priorities

- 2.16 The delivery of the local transport fund schemes will accord with our corporate priority to deliver cleaner and safer streets, build stronger communities and improve support for vulnerable people.

Environmental Impact

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

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 16/6/2010		
Name: Rachel Jones	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 16/6/2010		

Section 4 - Contact Details and Background Papers

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

Background Papers: None

Appendix A: Tables of schemes for consideration

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

Scheme	Cost	Reason
Stanmore Hill / The Broadway (linking of existing signals)	£30,000	To be able to carry out modelling work to ascertain whether it is feasible to provide a pedestrian crossing phase at the Stanmore Hill/ The Broadway junction and to link additional signals in the area to reduce congestion.
Further modeling work		
Stafford Road	£50,000	Phase 2 – inset parking bays to improve access to Kingsley Special Needs school
School Inset Mats - £400 x10	£4,000	These are stencilled mats that are installed on the footway outside schools and convey road safety messages.
Marlborough Hill School, entry treatment	£ 20,000	Public request and public perceptions of safety which encourages pupils to walk
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.
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
Problem streets	£20,000	This will enable the installation of parking restrictions which will ensure the free flow of emergency vehicles at selected locations.

Table 2: List of potential schemes along with their link to corporate priorities, equalities, Indices of Multiple Deprivation (IMD) score and their environmental impact

Scheme	Cost	Corporate priorities	Equalities¹	IMD score (2 least deprived, 45 most deprived)	Environmental Impact
Stanmore Hill / The Broadway (linking of existing signals) Further modeling work	£30,000	Build stronger communities	Better access to services for all	16.45	Positive Encourages walking and Improves safety
Stafford Road	£50,000	Improves support for vulnerable people	Greatest benefit to special needs children at local school	31.3	Positive as will reduce separate car journeys
School Inset Mats - £400 x10	£4,000	Deliver safer streets	✓✓School children to benefit most	Cross borough benefit	Positive Reduces congestion
Marlborough Hill School, entry treatment	£ 20,000	Deliver safer streets	✓School children and those with mobility problems to benefit most	34.33	Positive Improves safety
Harrow Weald, north of Whitefriars Drive change in parking restrictions	£10,000	Build stronger communities as this is wanted by local restaurant trade	✓Improved safety to all groups	19.17	Positive Encourages walking

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

Scheme	Cost	Corporate priorities	Equalities¹	IMD score (2 least deprived, 45 most deprived)	Environmental Impact
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	Positive Encourages walking
Cycling publicity	£5,000	Build stronger communities	✓ Improved safety for all though older school children likely to benefit	Cross borough benefit	Positive Encourages cycling
Problem streets	£20,000	Deliver safer streets Improves support for vulnerable people	✓ Improved safety for all groups and particularly pedestrians	Cross borough benefit	Neutral

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

Table 3: List of potential schemes and their link to the MTS goals

Mayor's Transport Strategy - Goals						
Scheme	Cost	Support economic development and population growth	Enhance the quality of life for all Londoners	Improve the safety and security of all Londoners	Improve transport opportunities for all Londoners	Reduce transport's contribution to climate change and improve its resilience
Stanmore Hill/ The Broadway (linking of existing signals) Further modeling work	£30,000		✓	✓	✓	✓
Stafford Road	£50,000			✓	✓	✓
School Inset Mats - £400 x10	£4,000			✓		✓
Marlborough Hill School, entry treatment	£ 20,000			✓		✓
Harrow Weald, north of Whitefriars Drive change in parking restrictions	£10,000	✓	✓	✓	✓	
School, wig wags	£10,000			✓		✓
Cycling publicity	£5,000				✓	✓
Problem streets	£20,000		✓	✓	✓	