

Subject: Petition

Report Number: 7

Report to: Transport Committee

Date: 11th December 2003

Report of: Director of Secretariat

1. Recommendation

- 1.1 The Committee is recommended to note the petition received by the Assembly on 15 October 2003 and the response from Transport for London.

2. Background

- 2.1 The following petition was presented to the London Assembly by Brian Coleman AM on 15th October 2003 and was referred to the Transport Committee for consideration:

"We the undersigned, petition the London Assembly to demand that Transport for London withholds funds from the London Borough of Camden to be used for a) installing speed humps and the like and b) restricting access to Regents Park Road NW1. We contend that the consultation process was defective and misleading. We object to these changes which we believe will cause unacceptable traffic problems".

3. Issues for Consideration

- 3.1 In response to the matters raised in the petition, TfL have supplied the following information in a letter from Peter Hendy, Managing Director of Surface Transport, to the Chair.

"The petition and covering letter refers to recent consultations on two 20mph zones in the London Borough (LB) of Camden (currently being funded through TfL's complementary measures programme). This includes the Camden Town West 20mph zone and the Primrose Hill 20mph zone.

Background

TfL has received requests from local authorities to fund traffic management schemes. These aim to address localised traffic issues that may arise as a result of the introduction of congestion charging or to address an existing problem, which may be exacerbated now that congestion charging has commenced.

In the case of 20mph zones, many inner London boroughs, including Camden, have approached TfL to fund the costs associated with the introduction of such schemes. Each scheme that is funded by the Congestion Charging Directorate in TfL, under the complementary measures programme, is done

so on a staged basis. That is, funding is generally given initially for preliminary design and consultation of a specific scheme. Only when each stage has been completed will funding be considered for further stages, such as detailed design and implementation. . Tfl does expect local authorities to take into account the views of local residents and businesses in the submission process and consequently funds consultation as an element of the schemes that are considered for Tfl support. However, local consultations are carried out by the relevant local authority in line with their own internal approved procedures.

Following the introduction of the congestion charging scheme, it appears that some of the concerns about increased displaced traffic have not materialised. Nevertheless, Tfl are aware that a number of schemes which have been developed to ameliorate existing problems, have been sufficiently developed and have received a positive outcome from public consultation. For such schemes, Tfl is prepared to consider further funding for the detailed design and implementation stages, provided that the scheme can be fully implemented within the current financial year. Following the completion of the consultation stages, it will be the decision of the local authority as to whether to continue with the scheme and to seek funding at each stage of the bidding process.

Background to each of the schemes mentioned follows:

Primrose Hill 20mph zone

With regards to the Primrose Hill 20mph zone, preliminary design and consultation on this scheme was funded via the Congestion Charging complementary measures programme. However, following the outcome of the public consultation, LB Camden has decided not to proceed further with this scheme and will not be applying for further funds from Tfl.

Camden Town 20mph zone

In relation to the Camden Town 20mph zone, preliminary design and consultation on this scheme was funded via the Tfl Congestion Charging complementary measures programme. Initial consultation on this scheme was carried out in April/May 2003 and reported to the Council's Executive (Environment) Sub Group on 15 July. The Executive resolved to carry out further consultation to revise the scheme, in response to concerns raised.

The Council undertook this further consultation and the Executive endorsed a revised scheme on 16 September 2003. (The revised scheme involved a reduction in the number of speed humps proposed). Camden successfully applied to the Congestion Charging Directorate in Tfl for further funding for detailed design and implementation on this scheme on 17 October 2003. As such, Tfl will not be withholding funding for this scheme.

Parkway / Prince Albert Road junction improvements

Preliminary design and consultation on this scheme was also funded via the Congestion Charging complementary measures programme. The initial proposal for this scheme included access restrictions at Gloucester Terrace, which would have restricted access to Regents Park Road. However, following public consultation, the Council's Executive resolved on 16 October 2003 not to proceed with this element of the scheme. Camden successfully applied to the Congestion Charging Directorate in Tfl for further funding for detailed design and implementation on the revised scheme on 30 October 2003. As such, Tfl will not be withholding funding for this scheme.

Role of Tfl in providing funding to Boroughs – Borough Spending Plan (BSP) process

In the BSP process, boroughs bid for Tfl funding according to guidance (technical and procedural) issued by Tfl. Awards are made based upon the objective assessment of a scheme against the guidance. Tfl do not require boroughs to report or indicate the extent or quality of consultations

connected with a particular scheme and the boroughs exercise their own statutory powers as highway and traffic authorities.

From April 2003, TfL have attached conditions and criteria to money provided to the boroughs by way of the BSP (GLA Act s159). These allow TfL to seek repayment if funds are not used for the purpose for which they were intended and to have regard in future funding awards as to:

(a) Whether the proposed recipient has used funding provided by TfL for the projects or schemes for which the funding was provided.

(b) Whether the proposed recipient has removed or substantially altered works carried out or infrastructure installed, with the benefit of TfL funding, without the prior written consent of TfL.

(c) Whether the proposed recipient's transport activities are, in TfL's opinion, conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London, and to the implementation of the policies and proposals of the Mayor's Transport Strategy.

TfL monitor the compliance of schemes with the Mayor's Transport Strategy and the interfaces with the transport network. TfL's ability to withhold or reclaim monies from boroughs, would have to be based upon identified breaches of applicable conditions and criteria.

TfL provide BSP funding, in principle, for a set of outcomes. TfL are not averse to a borough discussing changes to plans with them as better or more acceptable solutions are discovered during a project's stages from initial identification through outline and detailed design, consultation or even implementation.

Finally, with respect to consultation TfL published their Consultation Toolkit on 13 August 2003. It has been sent to some borough officers and one or two members, but it has not been done systematically or with a high profile. TfL intend shortly to take a more proactive and systematic role in promoting the toolkit to the boroughs and others."

4. Strategic Implications

4.1 There are none.

5. Legal Implications

5.1 To be reported at the meeting.

6. Financial Implications

6.1 To be reported at the meeting.

Background Papers: Letter from Bill Hamilton to Lynne Featherstone dated 18th November 2003.
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