

<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 21 May 2013	<b>Decision Taker:</b> Cabinet Member for Transport, Environment and Recycling
<b>Report title:</b>		Allocation of discretionary funding	
<b>Ward(s) or groups affected:</b>		All	
<b>From:</b>		Chief Executive	

## RECOMMENDATION

1. That the Cabinet Member for Transport, Environment and Recycling approves the allocation of the £100,000 discretionary funding for the following:
  - Bakerloo Line feasibility study
  - Permanent closure of Friern Road
  - On street secure cycle parking trial
  - Average speed camera feasibility
  - Cycle demand analysis
  - Cycle Hire research & development
  - Cycle Hire feasibility study

## BACKGROUND INFORMATION

2. Through the Greater London Authority Act 1999 (GLA 1999), the borough is required to prepare a Local Implementation Plan (LIP), which details how the authority plans to deliver the aims and ambitions of the Mayor's Transport Strategy. Annually, TfL provide funding to all London authorities to deliver the plans set out in the borough's LIP.
3. The Mayor of London provides £100,000 as part of the Lip funding programme to London boroughs to spend at the authority's discretion, subject to the following guidelines. Funding can be used in addition to, or supplementing, other Lip funding and must be used for transport purposes broadly consistent with the Mayor's Transport Strategy.
4. As part of the financial and programme management, boroughs are required to submit one report at the year end summarising how the funds were used, geographical location of their use and the outcomes anticipated or achieved.

## KEY ISSUES FOR CONSIDERATION

5. This is the fifth year that Southwark has been allocated this funding and we have been able to demonstrate an understanding of the Mayor's transport ambitions as set out in his transport strategy and an ability to use the funding in a timely and productive manner.
6. The following initiatives have been developed in accordance with the boroughs Lip and with the intention of further promoting active modes of travel and

enhancing safety for the most vulnerable users of the highway, in particular cyclists and pedestrians.

7. Recommended initiatives include;

<b>Initiative</b>	<b>Description</b>	<b>Cost £K</b>
Bakerloo Line feasibility	Officers are working with TfL to develop the case for the extension of the Bakerloo Line. TfL are undertaking a study to investigate high level feasibility and wider socio economic impacts of an extension to the line. TfL have indicated that they would seek a financial contribution toward this from both Southwark and Lewisham Councils. The outputs of the study will form the business case for the Bakerloo Line extension.	50
Friern Road – permanent closure	Friern Road has been closed at the junction with Peckham Rye under an experimental traffic order. Post monitoring and feedback suggests that the closure has been successful. The closure would be made permanent with a new traffic order and the relevant signage and any other minor modifications carried out.	10
On street secure cycle parking trial	The council already has a programme to implement secure cycle lockers on estates. This proposal is to trial on street cycle compounds in residential areas similar to what has been implemented in Lambeth.	10
Average speed camera feasibility	TfL have now asked that the council carry out feasibility work to demonstrate that 20mph average speed cameras are operationally viable, initially focussing on Southwark Bridge Road. An assessment would be commissioned and results shared with TfL.	10
Cycling demand analysis	To underpin the councils bids to the Mayor's cycling vision fund and to support the JCSG. Work with South Bank University to identify cycling demand through a review of existing data and best practice in network analysis for cycling.	5
Cycle Hire research & development	Collaborative study with leading academic to investigate cycle hire usage patterns and identify barriers to usage and ultimately feed into the business case for scheme area expansion in Southwark.	5
Cycle Hire feasibility	Work to identify cycle hire docking station sites beyond the current scheme area in Southwark. Using TfL guidance this work will investigate possible extension options e.g. towards Burgess Park / along the river, and will be used to cost and plan future scheme expansion	10

8. The recommendation to allocate the funding towards promoting active modes of travel and enhancing pedestrian and cyclist safety is in line with both council and regional policy.

## **Community impact statement**

9. The proposed safety measures are supported by the Transport Plan (incorporating the requirements of Southwark's Lip), and will lead to a reduction in the number and severity of casualties on Southwark's roads and will improve the overall health and life chances for all people.
10. The cost of physical inactivity in England is estimated at £10.7bn. Together with the other measures in the Lip, these recommended initiatives will go some way to helping improve the health of the community.
11. Improved health and safety is of positive benefit to the community as a whole, irrespective of race, age, religious belief, sexual orientation or gender. The council undertakes annual monitoring of the Transport Plan to ensure that the targets are on track and address any issues that are identified.

## **Financial Implications**

12. This report allocates £100k of TfL funding as outlined in paragraph 7. There are no additional resource implications, either financial or staff related.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Strategic Director of Finance and Corporate Services (CE/13/010)**

13. This report is seeking the cabinet member's approval for the allocation of TfL's £100k Lip related discretionary funding for the schemes outlined in the recommendations.
14. £100k has been confirmed as being available for discretionary spend and therefore no adverse financial implication anticipated if approval is given and schemes progressed.
15. Any additional funding requirement for the schemes beyond the allocation granted shall be subject to confirmation of additional funding and approval in line with the appropriate protocols.

### **Director of Legal Services**

16. Under section 145 Greater London Authority Act (GLA) 1999 requires London borough councils to prepare local implementation plans ("LIPs") setting out their own proposals on how they intend to put the Mayor's transport strategy into effect in their respective areas. The councils are required to consult various bodies and must include a timetable for when they intend to implement the proposals in their plan.
17. Section 146 GLA 1999 provides for the Mayor to approve each local plan, ensuring that they adequately implement the transport strategy. He must not approve a plan unless he is satisfied that it is consistent with the strategy, and that the proposals in it are adequate to implement the strategy and that the timetable for implementation is adequate for those purposes.

18. Under section 151 GLA 1999, once a plan has been approved by the Mayor the council must implement it according to the timetable in the plan. The four projects form part of the LiP implementation plan.
19. It is also worth noting that section 152 GLA 1999 provides that if the Mayor considers that a council has not carried out any proposal in its LIP satisfactorily and according to the timetable in the plan, he will be able to exercise the appropriate powers of the council, at their expense, in order to fulfil the strategy. Furthermore, section 153 GLA 1999 provides that the Mayor may give legally binding directions to councils on the manner in which they perform any of their duties set out in sections 145 to 151, i.e. provisions on the preparation, submission, re-submission, revision and implementation of local implementation plans.
20. Section 159 allows TfL to give financial assistance (by grant or loan or other means) to any person or body for expenditure conducive to the provision of safe, integrated, efficient and economic transport facilities. This section also allows TfL to impose conditions on financial assistance it provides.
21. The council's Equalities and Human Rights Scheme 2008-2011 has been considered as well as the public sector equality duty as contained within section 149 of the Equality Act 2010. All six equality strands have been duly considered and assessed as part of the overarching Transport Strategy.
22. Under paragraph 9, Part 3D of the constitution the Individual Member has authority to agree policy and performance priorities for the short and medium term in relation to their area of responsibility. It is considered that the approval of projects would fall within this particular remit.

## **BACKGROUND DOCUMENTS**

<b>Background paper</b>	<b>Held at</b>	<b>Contact</b>
Transport Plan (Lip)	Transport Planning 160 Tooley Street	Sally Crew on 020 7525 5564

## **APPENDICES**

<b>No.</b>	<b>Title</b>
N/A	N/A

## AUDIT TRAIL

<b>Lead Officer</b>	Eleanor Kelly, Chief Executive	
<b>Report Author</b>	Sally Crew, Group Manager, Policy & Programmes	
<b>Version</b>	Final	
<b>Dated</b>	21 May 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	No
Strategic Director of Finance and Corporate Services	Yes	Yes
List other officers here	N/A	N/A
<b>Cabinet Member</b>	Yes	
<b>Date final report sent to Constitutional Team</b>	21 May 2013	