

Item No.	Classification: Open	Date: 4 November 2014	Decision Taker: Cabinet Member for Regeneration, Planning and Transport
Report title:		Allocation of discretionary funding	
Ward(s) or groups affected:		All	
From:		Chief Executive	

RECOMMENDATION

That the Cabinet Member for Regeneration, Planning and Transport

1. Approves the allocation of the £100k discretionary funding for the following studies/schemes;
 - Bermondsey Street Area Traffic Management
 - Elmington Road/ D'Eynsford Rd junction
 - Camberwell station development
 - Ewer and Great Guildford Street improvements
 - Contribution to cycle loan scheme

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 £100k 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 sixth 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;

Initiative	Description	Cost £K
Bermondsey Street area Traffic Management	More broadly the idea of closing Bermondsey Street to through traffic was raised. This would most likely be pursued via an experimental closure of the street. More broadly, there is a need to plan the future network in this area to include potential changes to St Thomas Street and the proposed Quietway. Development work could be undertaken for this in the current year.	20
Elmington Road/ D'Eynsford Rd junction	Feasibility and outline design to redesign the junction of Elmington Road/ D'Eynsford Road removing the excessively wide carriageways and creating new public realm with potential greening.	15
Camberwell station development	Survey work and analysis to support the case for a new rail station in Camberwell. This will comprise both rail specific surveys and wider modal surveys in the Camberwell area in order to build the business case for a new station e.g. showing potential for reducing congestion on the road network. Both sets of surveys will then be used to commission a strategy report with options for taking the station scheme forward.	30
Ewer and Great Guildford Street improvements	Additional improvements to Ewer Street and Great Guildford Street scheme including footpath works – pedestrian crossovers, new materials, tactile paving. Overall scheme delivers new and improved cycle facilities, lighting and environmental works.	20
Cycle loan scheme	Contribution towards scheme run by LCC which allows members of the public to borrow their choice of bike and accessories for a set loan period with additional support in the form of cyclist training, maintenance and advice. When the loan period ceases there is an option to return or buy the bike. TfL will provide an additional £20k for the scheme.	15

8. The recommendation to allocate the funding towards promoting both sustainable and 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.

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

Background paper	Held at	Contact
Transport Plan (Lip)	Transport Planning 160 Tooley Street SE1 2QH	Simon Phillips 020 7525 5542

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Eleanor Kelly, Chief Executive	
Report Author	Simon Phillips, Acting Manager, Transport Policy	
Version	Final	
Dated	06 October 2014	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	No
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	
Date final report sent to Constitutional Team	4 November 2014	