

Item No. 10.	Classification: Open	Date: 15 September 2015	Meeting Name: Cabinet
Report title:		Approval of the Council's Local Implementation Plan Delivery Plan, Annual Spending Submission for 2016/17	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Darren Merrill, Environment and the Public Realm	

FOREWORD – COUNCILLOR DARREN MERRILL, CABINET MEMBER FOR ENVIRONMENT AND THE PUBLIC REALM

Local Implementation Plan (LIP) funding is made available to boroughs in order to support the delivery of schemes aligned with the Mayor's Transport Strategy. The LIP is based on an annual cycle with boroughs submitting their scheme proposals for the next financial year to TfL in October each year.

The project proposals contained within this report represent a prioritised programme of transport investment to be delivered with TfL Lip funding during 2016/17. This is the final year of the 3 year LIP programme agreed by Cabinet in 2013. The proposals are designed to help deliver the objectives and targets specified in the council's Transport Plan as well as underpinning wider council strategic objectives and supporting the council's recently adopted Cycling Strategy. We are expecting with the change of Mayor following the mayoral election in May 2016 that the Mayors Transport Strategy will be updated/revised and in turn the borough will be asked to update our Transport Plan and associated Lip delivery programme, at this point we will be going out to residents to ask their option on the revised programme. It should be noted that Lip funding is allocated on an annual basis as part of the council's yearly LIP funding submission.

The projects identified, have a particular emphasis on improving road safety and encouraging local walking and cycling trips in and around our town centres.

I commend the proposals outlined within this report. They will provide a sustained contribution towards delivering the Transport Plan by meeting the need for enhanced infrastructure and the active promotion of active and sustainable transport within Southwark.

RECOMMENDATIONS

Recommendations for the Cabinet

1. Agrees the content of the council's proposed submission to Transport for London (TfL) identifying transport projects to be delivered with TfL Lip funding in 2016/17 Appendix A.
2. Agrees that the identified programme be submitted to TfL by 9th October 2015.
3. Agrees to the implementation of the programmes as set out in Appendix A

Recommendations for the Leader of the Council

4. Delegates authority to the cabinet member for environment and the public realm to amend the programme for 2016/17 should any variations to the proposed programme be required. The cabinet member shall consult community council chairs regarding scheme changes in their area.
5. Delegates authority to the cabinet member for environment and the public realm to determine the most appropriate use of the £100k discretionary funding allocated by TfL for 2016/17.

BACKGROUND INFORMATION

6. Section 145 of the Greater London Authority Act 1999 (GLAA 1999) requires each council in London to prepare a Local implementation plan (LIP) to detail how the authority will assist in delivering the Mayor's Transport Strategy.
7. In May 2010, the Mayor of London published his revised transport strategy and all boroughs were required to prepare a local implementation plan in response to the new strategy. The council's Transport plan (incorporating the requirements of the LIP) was adopted by the council in July 2011 and sets out how the council works with partners to coordinate and improve its transport infrastructure and services in the borough.
8. In 2013 boroughs were required to produce a new 3 year delivery plan taking into account new initiatives such as the Mayor's Roads Task Force and Vision for Cycling strategies. Council Cabinet approved this delivery plan in September 2013 and funding was confirmed by Transport for London (TfL) in December 2013. 2016/17 is the final year of this agreed programme.
9. Following the mayoral election in May 2016, it is anticipated that the Mayors Transport Strategy will be updated/revised and in turn the borough will be asked to update our Transport Plan and associated Lip delivery programme. It should be noted that Lip funding is allocated on an annual basis as part of the council's yearly LIP funding submission.
10. TfL provides financial assistance to boroughs, sub-regional partnerships and cross-borough initiatives under section 159 of the GLA Act 1999. All councils within London are able to obtain funding to deliver schemes identified in the LIP.
11. The borough is responsible for identifying a programme of transport improvements to reflect the core funding allocation for each year of the plan which is based on a formula. This programme is then submitted to TfL for confirmation based on compatibility with the Mayor's policy framework.
12. The formula funding is allocated as one programme - corridors, neighbourhoods and supporting measures. The overall TfL Lip budget is £98.5m for London authorities in 2016/17, £1m lower than 2015/16.
13. Southwark's allocation for 2016/17 is £3.147m, comprising £2.588m for corridors, neighbourhoods and supporting measures, £639k for principal road renewal funding and £100k of discretionary funding to be spent on a transport scheme as the council sees fit. The principal road renewal programme allows over-bids of +25% to cover the possibility of additional funding being made

available in year. These allocations are the total funding that the borough should expect to receive for corridors, neighbourhoods and supporting measures.

14. The above allocation does not include TfL funded major schemes (large urban realm and accessibility projects). The council can still bid for major schemes separately. It is through this funding that the Camberwell Town Centre scheme is being progressed.
15. TfL also fund Quietways cycle programme which is scheduled to complete 31st December 2016 and a Borough Cycle Programme which currently provides funding to top up cycle parking, training and cycle related promotion and marketing programmes. These along with the Bridges and structures strengthening programme are subject to separate submission processes.
16. The GLA through TfL fund the Mayors Air Quality Fund which is subject to a separate submission process.

KEY ISSUES FOR CONSIDERATION

17. The council's funding allocation for 2016/17 of £3.327 million represents a slight increase in funding compared with last year. In 2015/16 the council received equivalent funding totalling £3.166m.
18. A three year programme was developed in 2013 for implementation between 2014/15 to 2016/17; this is the final year of that programme. In developing this programme, officers undertook an assessment of transport issues across the borough based on available data and known issues reported by the community. Workshops were also held with internal stakeholders from across the council in order to identify inter-linked themes and optimise resources.
19. Given the limited amount of funding available and the number of possible projects, it has been necessary to prioritise projects to progress. Officers have reviewed the programme and identified the proposed schemes using available data and with reference to strategic priorities reflecting the Southwark Transport plan and broader council regeneration objectives to determine a final scheme list.
20. TfL no longer fund vertical deflection measures for speed reduction and therefore local requests for speed humps and cushions cannot be considered for LIP funding.
21. There is a natural link between schemes identified as part of the LIP process, the s106/CIL project list and other projects identified by the community such as cleaner, greener, safer (CGS). The schemes identified in this submission complement existing proposals, priorities and funding streams.
22. Following consideration of strategic priorities, the Cabinet Member for Regeneration, Planning and Transport has agreed the overall scheme list presented in this report.

Policy implications

23. The proposed programme of works is consistent with the council's Transport plan 2011 as well as the council's broader policy framework including Southwark 2016: Sustainable Community Strategy and various national and regional

policies including the Mayor's Transport Strategy, as required by TfL.

24. The revised three year delivery plan was developed in line with the aims and policies contained within the Core Strategy linking policy to delivery.

Community impact statement

25. It is expected that the proposed schemes that receive funding will provide a positive benefit for those living and working in Southwark and local consultation will be undertaken as part of their implementation.
26. An equality analysis and a strategic environmental assessment were undertaken as part of the development of the Transport plan and the impact on the community was considered as part of this.
27. The Transport plan seeks to actively address the council's responsibilities to eliminate discrimination, promote equality of opportunity and promote good relations between the different groups. The equality analysis found that the Transport plan objectives were consistent with these objectives.
28. These proposals are in accordance with council policy and should have a positive impact on all Southwark residents. However the council will undertake ongoing monitoring to ensure there are no adverse implications for the community, or that any identified are proportionate to the overall objective of the programme and are minimised where possible. This currently takes place through an annual monitoring report collating all available data on the impacts of the plan. It identifies general travel trends within Southwark and includes an assessment of any variation of impacts across different groups.

Resource implications

29. Details of the proposed LIP schemes together with indicative costs are presented in Appendix A.
30. Indicative management and implementation costs for each scheme have been taken into account in the submission.

Consultation

31. The submission builds on the consultation carried out during the compilation of the Transport plan, which underwent twelve weeks of community consultation in late 2010 and early 2011. As part of the Transport plan consultation, the community were invited to comment via community groups, community councils, the council's website, electronic newsletters and social media networks and via an online survey. In addition, the community had the opportunity to speak to officers directly through various community and stakeholder groups, local community councils and via two 'drop in' sessions.
32. Given the extensive consultation noted above and the short timescales involved for this submission, it has not been possible to consult with the public again on the current proposals. However, a key element of the evidence base, used to identify possible schemes, is the correspondence and feedback received from the public over previous years. Furthermore Community Council chairs have been consulted and any feedback considered in refining these proposals.

33. Once the projects proposed have been confirmed by TfL, separate formal consultation with stakeholders, residents and other interested parties, in accordance with the council's policies and commitments, will be undertaken prior to their detailed design or implementation.
34. Furthermore, all infrastructure schemes will now go before community council as part of that process where local people will be given the opportunity to influence the delivery of proposals affecting their area.
35. Where schemes are altered, dropped, or where new schemes are proposed, relevant ward councillors will be consulted.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

36. As stated in the main body of the report, section 145 of the Greater London Authority Act 1999 (GLAA 1999) requires London borough councils to prepare local implementation plans ("Lips") outlining their own proposals on how they intend to implement the Mayor's Transport strategy 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.
37. Section 146 of the GLAA 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 appropriate.
38. Under section 151 of the GLAA 1999, once a plan has been approved by the Mayor the council must implement it according to the timetable in the plan.
39. Section 152 of the GLAA 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 of the GLAA 1999 provides that the Mayor may give legally binding directions to councils on the manner in which they perform any of their duties outlined in sections 145 to 151, i.e. provisions on the preparation, submission, re-submission, revision and implementation of Local Implementation Plans.
40. Section 159 allows TfL to give financial assistance (by grant, 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 permits TfL to impose conditions on financial assistance it provides.
41. There has been compliance with the public sector equality duty in accordance with the provisions of the Equality Act 2010. All the requirements contained within section 149, Equality Act have been duly considered and assessed, and this is evidenced in the Equalities Impact Assessment carried out for the Transport Plan. During the delivery of the identified transport projects, equalities will need to continue to be monitored.
42. The Human Rights Act 1998 has imposed a duty on the council, as a public authority, to apply the European Convention on Human Rights and not to act

contrary to these rights. The rights most frequently referred to include article 8 (respect for home) and article 1 of the First Protocol (peaceful enjoyment of property). Article 6 is also frequently engaged in relation to the principle of natural justice. The application of funding is considered unlikely to contravene any of the contravention rights but will also continue to be monitored.

43. Equalities Impact Assessment carried out for the Transport Plan. During the delivery of the identified transport projects, equalities will need to continue to be monitored.
44. Under paragraph 6, Part 3D of the constitution the Individual Member has authority to agree statutory or other strategies in relation to their area of responsibility. In addition under paragraph 4, the Individual Member has authority to approve the submission of bids for additional resources from government and other agencies in relation to their area of responsibility, where member level agreement is required by the external agency. However, due to the cross-cutting nature of transport projects, the Individual Member has requested that this matter be considered by full cabinet.

Strategic Director of Finance and Corporate Services (FC14/018)

45. This report seeks cabinet approval to the submission of the council's proposed Local Implementation Plan (LIP) annual spending submission to TfL for the 2016/17 allocation of £3.621m.
46. Once the LIP is approved by TfL, a programme budget will be set that will be regularly monitored and reported on within the council's capital and revenue monitoring arrangements.
47. Staffing and any other costs connected with the recommendation are to be contained within existing departmental budgets.

Strategic Director of Environment and Leisure

48. The targets and actions contained in the Transport plan have been developed in consultation with officers of the public realm and community safety divisions and are consistent with our operational policies and plans in relation to highway asset management and design, parking, road network management and air quality.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport plan 2011	Planning and Transport, 5 th Floor, Tooley Street	Pip Howson on 020 7525 5295
Link: http://www.southwark.gov.uk/info/200107/transport_policy/1947/transport_plan		

APPENDICES

No.	Title
Appendix A	LIP Delivery Plan

AUDIT TRAIL

Cabinet Member	Councillor Darren Merrill, Environment and the Public Realm	
Lead Officer	Eleanor Kelly, Chief Executive	
Report Author	Pip Howson, Team Leader Transport Policy	
Version	Final	
Dated	3 September 2015	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Director of Planning	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	3 September 2015	