

Item No. 10.	Classification: Open	Date: 19 September 2017	Meeting Name: Cabinet
Report title:		Approval of the Council's Local Implementation Delivery Plan, Annual Spending Submission for 2018-19	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Ian Wingfield, Environment and the Public Realm	

FOREWORD – COUNCILLOR IAN WINGFIELD, 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.

LIP funding is allocated on an annual basis as part of the council's yearly LIP funding submission and last year was the final year of the 3 year LIP programme agreed by Cabinet in 2013. The Mayor of London has published his revised Mayor's Transport Strategy currently being consulted and as part of that we will continue with the existing LIP programme for the interim year on 2018 -19.

Therefore the proposals have been designed to help deliver the objectives and targets specified in the existing council's Transport Plan as well as underpinning wider council strategic objectives and supporting the council's recently adopted Cycling Strategy and the emerging Kerbside Policy.

The projects identified, have a particular emphasis on developing programmes to contribute to the Mayoral priorities of Vision Zero and Healthy Streets linking road safety, air quality and health and wellbeing.

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

That 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 2018-19 Appendix A.
2. Agrees that the identified programme be submitted to TfL by 13 October 2017.

3. Agrees to the implementation of the programmes as set out in Appendix A.

Recommendation for the Leader of the Council

4. Delegates authority to the cabinet member for environment and public realm to amend the programme for 2018-19 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 public realm to determine the most appropriate use of the £100k discretionary funding allocated by TfL for 2018-19.

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 was the final year of this agreed programme.
9. 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.
10. 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.
11. Southwark's allocation for 2018-19 is £2,960m, comprising £2.400m for corridors, neighbourhoods and supporting measures, £460k for principal road renewal funding and £100k of discretionary funding to be spent on a transport scheme as the council sees fit. These allocations are the total funding that the borough should expect to receive for corridors, neighbourhoods and supporting measures.
12. The above allocation does not include TfL funded schemes like Cycle Quietways, Central Grid and the Bus priority programmes.

KEY ISSUES FOR CONSIDERATION

13. Following the election of the new mayor in May 2016, he has published his Mayors Transport Strategy revision for consultation (response due October

2017) in turn the borough will be asked to update our Transport Plan and associated LIP delivery programme.

14. In the interim, boroughs were asked to prepare bids for LIP funding for 2017-18 which has now been extended to cover 2018-19. Project proposals contained within this report represent a response to that request.
15. This report is for a second year extension to the original three year programme which was developed in 2013 for implementation between 2014-15 to 2016-17;
16. 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. Further consultation on transport issues during the life of the existing Transport Strategy was carried out for the now adopted cycle strategy and the emerging kerbside strategy.
17. The council's funding allocation for 2018-19 of £2.960 million represents a slight decrease from last years (£3.147 million).
18. 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.
19. 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.
20. Following consideration of strategic priorities, the Cabinet Member for Environment and Public Realm has agreed the overall scheme list presented in this report.

Policy implications

21. The proposed programme of works is consistent with the council's Transport plan 2011, the Cycle Strategy and the emerging Kerbside Strategy 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.
22. The proposals in the report have been developed in line with the aims and policies contained within the Core Strategy linking policy to delivery.

Community impact statement

23. 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.
24. 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.

25. 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.
26. 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

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

Consultation

29. 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.
30. 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.
31. 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.
32. 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.
33. Where schemes are altered, dropped, or where new schemes are proposed, relevant ward councillors will be consulted.
34. With the preparation of the LIP3 transport strategy a wide reaching consultation

programme will be undertaken

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

35. 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.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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.
41. 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.
42. 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.

43. 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 Governance (FC17/064)

44. This report seeks cabinet approval to the submission of the council's proposed Local Implementation Plan (LIP) annual spending submission to TfL for the 2018-19 allocation of £2.960 million.
45. Once the LIP is approved by TfL, a programme budget will be set that will be regularly monitored and reported as part of the council's capital and revenue monitoring arrangements.
46. Staffing and any other costs connected with the recommendation are to be contained within existing departmental budgets

Strategic Director of Environment and Social Regeneration

47. The targets and actions contained in the Transport plan and this delivery plan have been developed in consultation with officers of the Environment and Social Regeneration department, and are consistent with our operational policies and plans in relation to highway asset management and design, parking, road network management, air quality and public health.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport plan 2011	Planning and Transport, 5 th Floor, Tooley Street	Pip Howson 020 7525 2952
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 Ian Wingfield, Environment and the Public Realm	
Lead Officer	Simon Bevan, Director of Planning	
Report Author	Pip Howson, Team Leader Transport Policy	
Version	Final	
Dated	7 September 2017	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Director of Planning	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	7 September 2017	

APPENDIX A

LIP Delivery submission 2018-19 revised			Draft LIP
Project	Location	Description	Cost £'000
			2018-19
Behaviour change including Smarter travel and Road safety Education	Borough wide	Smarter travel programme including Road Safety, Travel Awareness and School Travel Plans. Cycle strategy smarter measures programme	415
Cycle Training programme	Borough wide	Cycle training programme and cycle parking programme including cycle hangers.	200
Southwark Cycle Spine	Borough wide	Design, development and delivery of Southwark cycle strategy 2015 including the development of the Southwark Cycle Spine	200
Cycle Parking	Borough wide	To prepare for dockless cycle hire	70
Scheme review	Borough wide	Safety audits and minor scheme amendments resulting	100
Surveys	Borough wide	Annual surveys	30
Grove Lane pocket place completion	Camberwell	Revisit Grove Lane post TfL scheme on Camberwell church Street	300
Local environmental improvements	Borough wide	Small scale interventions to address specific issues identified in year e.g. dropped kerbs, station access, as well as match funding to support air quality bids.	250
Long lane	Chaucer, Grange and Cathedral	Feasibility study of area to address rat running, improve connection to Guy's Hospital and improvements to the C10 bus route.	150
Healthy Street development programme	Borough wide	develop a prioritisation list of locations for the future LIP programme	150
Vision zero development programme	Borough wide	develop a prioritisation list of locations for the future LIP programme	150
EV charging points	Borough wide	Match funding for programme to convert street lighting columns to accommodate EV charging points	35

LIP Delivery submission 2018-19 revised			Draft LIP
Project	Location	Description	Cost £'000
			2018-19
Beat the Street - Canada Water	Rotherhithe	funding for programme to encourage behaviour change	100
Kerbside smarter street programme	Borough wide	Small scale interventions to pilot ideas proposed in the kerbside Strategy	250
		Totals	
		Corridors and neighbourhoods	2400
		Supporting measures	0
		Discretionary funding	100
		Principal Road Renewal	460
		TOTAL	2960