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| Item No. | Classification: Open | Date: 29 July, 2003 | MEETING NAME: Executive |
| Report title: | | Borough Spending Plan (Transport) 2004/05 – 2006/07 | |
| Ward(s) or groups affected: | | All | |
| From: | | Strategic Director Regeneration | |

RECOMMENDATION(S)

1. That the Executive agrees to the contents of this report and the contents of the attached document (circulated separately as an Appendix) as the Council's *Borough Spending Plan 2004/05* and the bids for:

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| Principal Roads Maintenance | £ 2,029,000 |
| Bridge Strengthening | £ 655,000 |
| Local Safety Schemes and 20mph Zones (including Home Zones) | £ 2,125,000 |
| Safer Routes to Schools | £ 385,000 |
| Controlled Parking Zones | £ 400,000 |
| Travel Awareness | £ 115,000 |
| Walking | £ 400,000 |
| Cycling | £ 424,000 |
| Area Based Schemes | £ 645,000 |
| Freight | £ 130,000 |
| Air Quality | £ 135,000 |
| Accessibility | £ 423,000 |
| Bus Stop Accessibility Works* | £ 379,000 |
| TOTAL | £ 8,245,000 |

* It should be noted that Bromley is bidding on Southwark's behalf for £381,000 for Bus Priority Measures

2. That the Executive agrees, that the *Borough Spending Plan* is duly submitted to Transport for London (TfL) by 1 August 2003.
3. That the Executive agrees to officers introducing the agreed measures in accordance with the level of funding that is obtained for the financial settlement made by TfL.

BACKGROUND

General

4. Each year, all local authorities within the Greater London area are required to prepare a *Borough Spending Plan* (BSP) for transport related expenditure that sets out proposed spending details for the coming financial year. The BSP is the annual bidding document for transport expenditure made to TfL and sets out an ongoing programme of work, targets, monitoring and funding requests for schemes that individual Boroughs wish to make. This programme of works is for the next three years, with the emphasis on funding for the 2004/05 financial year.
5. The BSP enables TfL to determine the allocation of transport related funding for implementing the boroughs' plans. For the 2004/05 financial year, TfL have made a commitment to provide approximately £140 million of transport funding between the 33 London authorities and various other sub-regional partnerships.

KEY ISSUES FOR CONSIDERATION

General

6. The structure of this year's BSP follows the '*Advice to London Local Authorities*' (hereafter referred to as 'the Guidance'), which was provided by TfL. The Guidance provides general advice for the preparation of the BSP as well as specific advice for the 15 'transport topics' or categories under which individual bids must be made. The Summary Table on page 1 of this Report refers to bids being made under 13 topics, as no specific bids are made under 'Regeneration' (for reasons stated in the BSP) or under the catch all topic 'Other'.
7. This specific advice sets out what types of bids will be accepted and the specific assessment criteria that will be used to determine which schemes receive funding. These criteria have been set to achieve the objectives and associated targets of the *Greater London Authority Act, 1999*, the *Mayor's Transport Strategy* and the Mayor's emerging *London Plan*. In many cases, the criteria are quantitative and based on factors that are outside of Council's control, such as predetermined road maintenance programmes and recorded road casualty information.
8. It is imperative that the bids submitted as part of the BSP meet the TfL criteria if funding is to be received. Unfortunately, some schemes that are warranted on a local community needs basis, do not always meet the stringent requirements set out by TfL. However, the BSP has been written to give every potential scheme the best chance of receiving funding.
9. The Guidance issued by TfL indicates several aspects that are of particular importance for this and future BSP submissions. These include:
 - (A) Priority funding areas;
 - (B) Identification of wider transport aspirations and priorities;
 - (C) Monitoring of schemes; and,
 - (D) Identification of other funding sources.
10. In regard to point A above, TfL have indicated that they will focus on schemes that support the *Mayor's Transport Strategy* and which TfL have prioritised for funding. TfL's most immediate priorities are:
 - Improving the bus network;
 - Bringing assets such as bridges and the road network into a state of good repair;
 - Reducing the number of people killed and seriously injured on London's roads.
11. Accordingly, of the 15 categories of schemes, those likely to receive the majority of funding would be Principal Road Maintenance, Local Safety Schemes, 20mph Zones, Local Bus Priority Measures and Bus Stop Accessibility Works.
12. In relation to Point B above, the Guidance indicates that this year's BSP submission provides Boroughs with an opportunity to identify their wider transport aspirations and priorities so that a greater understanding of potential funding demands can be identified and planned for. To this end, the BSP incorporates clear statements of policy objectives and priority schemes for each category and these are displayed on numerous maps and diagrams throughout the document.
13. Also of particular importance to TfL this year, is the manner in which boroughs will monitor the outputs and outcomes of schemes that are implemented using BSP funding. Accordingly, each of the schemes included in this year's BSP includes a description of how monitoring will be undertaken and the associated costs.

14. Finally, there has been an increasing importance in recent years on the extent to which boroughs can provide match funding for schemes that are bid for through the BSP process. This is not always a straightforward task as the Council's various budgets are commonly set out for the current financial year only, whereas the bids that are being made are for future years, where Council has little or no certainty.
15. However, where possible, other funding sources have been identified in this year's submission. Furthermore, it is pertinent for the Council to start to consider now, what internal funding can be made available for schemes that will be bid for in next year's BSP, i.e. to be submitted in 2004 for the 2005/06 financial year.
16. The BSP given in the Appendix is a draft document, subject to changes agreed by the Executive. Officers may make further minor amendments prior to submission purely in relation to improving linkages between the bid elements so that they are mutually supportive and stand better chance of funding from TfL.

Policy implications

17. The programme of works that is outlined in this year's BSP is based on the Council's broader policy framework as well as various national and regional policies. At a local level, the BSP is influenced by Council's headline policy the *Community Strategy*, Council's *Unitary Development Plan* (under revision) and Council's *Interim Local Implementation Plan (ILIP) 2002/03*.
18. Through the ILIP the Council has already agreed a set of local transport objectives that were based on the objectives in the Mayor's draft *Transport Strategy* (although these were subsequently revised in the final *Transport Strategy*). These objectives can be used to indicate how the Borough's actions support the Mayor's priorities. However, the Council's objectives and priorities with regard to transport also need to be set into the context of *Southwark Community Strategy*.

Relationship to Other Schemes

19. In the development of schemes in this year's BSP, the wider context of regeneration, neighbourhood renewal and other types of projects has been considered. Where possible, schemes that have been proposed have been prioritised to continue the groundwork that has been laid in recent years and to contribute toward providing a 'step-change' in areas that have been identified in the Council's *Community Strategy* and *Neighbourhood Renewal Strategy*.

Road Safety and Personal Safety on School Journeys

20. Southwark Council has a Public Service Agreement (PSA) with central Government relating to road safety and personal safety on school journeys. If Southwark reaches agreed targets by 2005 then it will be eligible for a performance bonus. A substantive allocation with respect to the road safety and Safer Routes to Schools bids in the BSP will greatly assist in achieving these targets.
21. TfL allocates local safety scheme according to the cost effectiveness of treatments, measured in terms of the First Year Rate of Return. The Council has taken due account of this in its previous submissions and that currently before the Executive. This has involved taking account of the number of accidents at sites, and the treatability of remedial works in discussions with the Metropolitan Police. The Council has refined its prioritisation system further to take account of ward level indices of deprivation, the proximity to other safety schemes, and certain facilities and features close to the location concerned (e.g. schools, parks, playgrounds, child care centres, hospitals and aged care centres).

Consultation

22. The Guidance issued by TfL does not specifically require that the BSP submission be publicly consulted on. However, the schemes and issues that are incorporated in this year's bid, have their origins in formal and informal consultation exercises that have been ongoing in Southwark for many years.
23. Notwithstanding the limited timeframe that was allocated by TfL for the preparation of this year's BSP, an undertaking has been made to incorporate the feedback of the newly formed Community Councils in the preparation of schemes. This feedback has been invaluable in providing evidence of community support for various schemes.
24. However, due to the level of detail required by TfL and the complexity of preparing some types of schemes, not all issues and potential projects that have been identified through the Community Councils meetings in June 2003 could be incorporated in the 2004/05 bid, especially given the onerous requirements to meet TfL's guidance criteria and TfL's shorter timescale to produce the document than previously. These outstanding issues and schemes will however, be developed more fully, along with other issues that arise throughout the next 12 months, for inclusion in the 2005/06 bid. The submitted version of the BSP will include (in Table 5) those projects that do respond to issues raised by Community Councils, a timetable for future Community Council involvement in the BSP process (Table 4) and in Appendix E those issues raised by Community Councils for future consideration.
25. In addition to consultation with the Community Councils, some schemes within the BSP have been discussed, refined and in some instances, developed with Southwark Councillors, neighbouring London boroughs, relevant sub-regional partnerships, the business community, government organisations, residents groups, transport operators, transport providers and other interested groups. Furthermore, in preparing this bid, due account has been made of the submissions made to the Council through the Petitions Panel.
26. For those schemes that receive funding from TfL, separate consultation exercises, in accordance with Council's policies and commitments, will be undertaken prior to their detailed design or implementation.

Effect of proposed changes on those affected

27. As the BSP is a bid document only and the extent of funding will not be known until later in the year (see paragraph 30 below), there will be no immediate effects on residents or others as a result of this submission. However, it is expected that the proposed schemes that receive funding will provide a tangible positive benefit for the to those living and working in Southwark.

Resource Implications

28. Details of the total amounts of funding that are being requested are set out in the financial summary table on Page 1 of this report as well as the Executive Summary of the BSP document. More detailed breakdowns are contained within the relevant subsections of the BSP.
29. Specific management and implementation details for each scheme has been provided within the BSP document although these will be revised depending on the amount of funding that is allocated.

Timetable

30. The Guidance issued by TfL requires the submission of the full BSP by Friday 1 August 2003.

31. Subsequently, TfL will assess the submissions made by all London boroughs and sub-regional partnerships, using the criteria outlined in the Guidance. TfL has indicated that this assessment process will take place between the submission of the BSP and sometime in late October or early November 2003. In due course, TfL will report back to the boroughs specifying the level of funding that has been allocated.
32. Once this notification has been received, the full details of the funding allocation will be reported to the Executive Member for the Environment and Transport at the first available opportunity.
33. For those schemes that receive funding, most will not commence their preliminary stages until the start of the new financial year in April 2004. However, depending upon the type of scheme and upon agreement of advance funding with TfL, the preliminary design and consultation phases may be commenced as early as January, 2004.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Borough Solicitor & Secretary

34. The Borough Solicitor & Secretary notes the content of this Report, which confirms the consultation undertaken, the compatibility of the proposed schemes with existing Council policy and the extent of funding which will be requested from Transport for London.
35. The procurement of the necessary construction works will be conducted in accordance with the requirements of the Council's Contract Standing Orders, and the Borough Solicitor's Office (Contracts Section) will advise and assist the Report Author in that regard as necessary.

Reason for Lateness

36. The need to include the feedback from Community Councils within the bid document, as it relates to specific bids or as markers for future consideration and development.

Reason for Urgency

37. The need to ensure that the bid is with TfL by the due date of 1st August 2003.

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| Lead Officer: | Paul Evans | Strategic Director Regeneration |
| Report Authors: | Roy Turner Kendal Mackay | Projects Team Leader Project Officer |

BACKGROUND DOCUMENTS

| Background Papers: | Held at: | Contact: |
|--|---|---|
| <ol style="list-style-type: none"> 1. The Mayor's <i>Transport Strategy</i> 2. The Mayor's <i>London Plan</i> 3. TfL Guidance Papers 4. ILIP files | Transport Group Regeneration & Environment Chiltern Portland Street London SE17 2ES | Kendal Mackay Transport Group 020 7525 2290 |

Audit Trail

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|---|---------------------------------------|--------------------------|
| Lead Officer | <i>Paul Evans</i> | |
| Report Authors | <i>Roy Turner & Kendal Mackay</i> | |
| Version | Final Draft | |
| Dated | 25 th July 2003 | |
| Key Decision? | Yes | |
| CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER | | |
| Officer Title | Comments Sought | Comments included |
| Borough Solicitor & Secretary | Yes | Yes |
| Executive Member | Yes | No |
| Date final report sent to Constitutional Support Services | N/A | |