

<b>Item No.</b> 24.	<b>Classification:</b> Open	<b>Date:</b> 7 December 2021	<b>Meeting Name:</b> Cabinet
<b>Report title:</b>		Approval of TfL funding grant submission for 2022-23	
<b>Ward(s) or groups affected:</b>		Borough wide	
<b>Cabinet Member:</b>		Councillor Catherine Rose, Transport, Parks and Sport	

## **FOREWORD - COUNCILLOR CATHERINE ROSE, CABINET MEMBER FOR TRANSPORT, PARKS AND SPORT**

This report is to be considered in the context of the current funding predicament of Transport for London. At the time of writing, there has been no interim settlement to agree the financial settlement for TfL past 11 December 2021. This bid document is a submission for funding for 2022-23 and in line with the revised bidding criteria and priorities set out to us by TfL. The amount being bid for is reflective of our previous borough allocations and is a prudent amount of money but strategic in its application to deliver key projects that have local and strategic significance for the wider TfL network.

It reflects our own borough priorities in terms of key schemes that are deliverable and proven interventions that will help us deliver on our key Movement Plan strategies for reducing the overall number of vehicles on the our roads and car journeys through our borough. The bid also protects and sustains this borough's commitment to see key growth projects such as the Bakerloo Line Extension being delivered and the benefits of jobs, housing, opportunities and social mobility being realised for thousands of our residents, many from some of the most low-income communities in London.

The projects listed are important to assist us to reduce the amount of carbon emissions by 2030 and to contribute more widely to tackling the Climate Emergency.

It is incumbent now on the Department for Transport, The Cabinet Office and The Treasury to ensure that TfL and all Londoners get the much-needed financial investment to allow boroughs such as ours create the transport network it deserves and needs now and for future growth.

## **RECOMMENDATIONS**

### **Recommendations for the Cabinet**

1. Agrees the content of the council's proposed LIP submission to TfL that identifies transport projects to be delivered using this funding in 2022-23 in

Appendix A and that this be submitted to TfL.

### **Recommendation(s) for the Leader of the Council**

2. Delegates authority to the cabinet member for transport, parks and sport to amend the programme for 2022-23 should any variations to the proposed programme be required.
3. Delegates authority to the cabinet member for environment, transport management and the climate emergency to determine the most appropriate use of the £100k discretionary funding allocated by TfL for 2022-23.

### **BACKGROUND INFORMATION**

4. The Mayor of London revised and published his new Mayor's Transport Strategy (MTS) in March 2018. 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 MTS. In response to this requirement the Council adopted the Movement Plan in spring 2019.
5. 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 bid for funding to deliver schemes identified in the LIP (or Movement Plan).
6. Southwark is now required to prepare a second three-year plan for their current LIPs, covering the period 2022/23 to 2024/25 with TfL publishing draft guidance in early August. Given the challenges around funding and recovery, TfL is asking boroughs to develop this plan in stages. The first stage contained within this report is a detailed plan 2022/23.
7. The further two and three years of the plans up to 2024/25 will be further developed and submitted in summer 2022 with a specific date to be set closer to this time.
8. TfL have indicated that the funding sought should be based on pre-pandemic formula allocation levels, which for Southwark in 2019/20 (base year) was £2.048m supported by £100k of Local Transport Funding. The TfL guidance states *'For borough cycling schemes (funded via Cycleways Network Development) boroughs are asked to include up to two schemes in design and up to two schemes for delivery. Routes for delivery in year 1 may include projects that were paused pre-pandemic or schemes to make temporary routes permanent. For Bus Priority please again take an ambitious yet realistic view of what you can deliver, using previous allocations and spend may be a helpful guide but the context of project specific factors should be taken into account'*
9. TfL guidance sets out the required focus areas of the programme, that derive from the London Recovery Board's missions and include;

- Enabling all Londoners to feel that active travel is a safe and accessible option
  - Enhancing and expanding London's bus priority network.
10. The guidance supports a data led approach informed by TfL's strategic analysis focused around casualty harm, bus level of service, walking, cycling and neighbourhood analysis

## **KEY ISSUES FOR CONSIDERATION**

11. Given the limited amount of funding available and the total number of possible projects, they require prioritisation. Officers have reviewed the programme and identified the proposed schemes using available data and with reference to strategic priorities reflecting Southwark's Movement Plan and the broader council regeneration objectives to determine the final scheme list in Appendix A.
12. The programme has been developed around;
- Continuing delivery of schemes from 2021/22
  - Schemes identified through strategic need analysis
  - Schemes identified through commonplace/community led schemes
  - Schemes to be coordinated with other programmes such as growth schemes, etc.
13. Whilst TfL have provided an indicative level of funding based on allocated funds in 2019/20, this funding is not currently secured or available. It is highly likely given the challenging financial situation TfL are managing and their ongoing need to negotiate funding settlements with the government (via DfT) that the programme will be subject to further consideration and possible amendments.

## **Policy framework implications**

14. The proposed LIP programme of works in Appendix A is consistent with the council's Movement Plan, the Cycle Strategy as well as the council's broader policy framework for its Health and Wellbeing Strategy and the Southwark 2016: Sustainable Community Strategy and various national and regional policies.

## **Community, equalities (including socio-economic) and health impacts**

### **Community impact statement**

15. The proposed schemes that receive funding from TfL aim to provide a positive benefit for people living and working in Southwark. This is achieved by engaging with local people before the implementation of any scheme.

### **Equalities (including socio-economic) impact statement**

16. An equality analysis and a strategic environmental assessment on the

community impact were undertaken as part of the development of Southwark's Movement Plan. The Movement Plan also addresses the council's responsibilities to eliminate discrimination, promote equality of opportunity and good relations between the different groups. The analysis of the Movement Plan objectives was found to be consistent with these equality objectives.

17. These LIP proposals are in accordance with council policies and have been developed through the Movement Plan Equity Framework and is also supported by its own EQiA. They should have a positive impact on the majority of our residents. However, the council will undertake ongoing monitoring to ensure there are no unforeseen consequences for communities or that any identified impacts 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 variations in the impacts across different groups.

### **Climate change implications**

18. These LIP proposals are in accordance with the Council's Movement Plan, which was a vital policy document in informing the development of the council's Climate Change Strategy and Action Plan. One of the five key themes from the climate strategy is 'Active and Sustainable Travel'. This recognises that 15% of the borough's carbon emissions are generated by transport, which is almost entirely from on-road transport. The climate strategy requires both a reduction in car miles travelled by at least 9%, a transition to electric vehicles and a switch to sustainable forms of transport, ensuring that walking and cycling become the default way to travel.
19. The LIP contains a number of projects set out under key programmes which will all support the council's transition towards a net zero borough by 2030, including; Healthy Streets, Cycling and Bus Priority. The listed projects will direct support the council in achieving a number of actions set out within the climate strategy;
  - Continue to develop the cycling network in conjunction with the installation of LTNs
  - Install 200 new EV charge points by 2022 and confirm longer term implementation strategy
  - Increase enforcement on idling, introduce parking zones and road closures near schools during peak hours; support with public awareness campaigns.
20. The monitoring work proposed within the LIP also supports the aims of the climate strategy to ensure data is captured on projects, to quantify their benefits but also to inform future modelling on the level of carbon emissions within the borough. This work will help to support future iterations of the Climate Change Strategy and Action Plan.

## **Financial implications**

21. As a funding bid to TfL the proposed LIP schemes have no capital or revenue implications for Southwark, except for officer's time to prepare these bids. Details of the proposed LIP schemes together with the indicative costs of these bids are presented in Appendix xx.
22. Indicative management and implementation costs for each scheme have been taken into account in the submission.

## **Consultation**

23. This LIP bid was an extension of the consultation carried out during the production of the Movement Plan which allowed more than 12 weeks for the public to comment in late November 2018 and February 2019. The Movement Plan consultation included inviting views via, the council's Consultation Hub, electronic newsletters and social media networks, workshop with the Over 60's, Young Advisors, street interview surveys and via an online survey.
24. A key element of the evidence base, used to identify possible schemes, is the correspondence, commonplace webpage and feedback received from the public over previous years.
25. Once TfL have confirmed funding for the proposed LIP bid projects then the council shall conduct separate formal engagement with stakeholders, residents and other interested parties on those schemes prior to their detailed design or implementation.
26. Furthermore, all infrastructure schemes will now go before the community council to allow local people an opportunity to influence the proposals affecting their area. Where schemes are altered, dropped, or where

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Law and Governance**

27. This report seeks approval of the council's proposed LIP submission to TfL that identifies transport projects to be delivered using the funding allocation for 2022 - 23. As stated in the background information at the beginning of this report, section 145 of the Greater London Authority Act 1999 (GLAA 1999) requires London boroughs to prepare a LIP outlining their proposals and how they intend to implement the MTS in their respective areas. Councils are required to consult various bodies and must include an implementation timetable for the proposals in their plan.
28. Section 146 of the GLAA 1999 provides for the Mayor to approve each LIP, ensuring that they adequately implement the MTS. The Mayor must not approve a LIP bid unless he is satisfied that it is consistent with the MTS,

and that the bid proposals are adequate to achieve the MTS within an appropriate implementation timetable

29. Under section 151 of the GLAA 1999, once a LIP plan has been approved by the Mayor the council must implement it according to the timetable in the plan. 31. Section 152 of the GLAA 1999 states 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 can exercise the appropriate powers of the council, at their expense, 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 their LIP.
30. 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 permits TfL to impose conditions on financial assistance it provides.
31. The LIP bid has to comply with the public sector equality duty in accordance with the provisions of the Equality Act 2010. The community impact statement notes that the requirements contained within section 149 of the Equality Act have been duly considered and assessed, and this is evidenced in an equality analysis and a strategic environmental assessment on the community impact undertaken as part of the development of the Movement Plan. During the delivery of the identified transport projects, their impact will be monitored and recorded in an annual monitoring report.
32. Under paragraph 6, Part 3D of the constitution the relevant cabinet 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 cabinet member has requested that this matter be considered by full cabinet.

#### **Strategic Director of Finance and Governance (CE21/054)**

33. This report is seeking cabinet approval to submit the council's proposed LIP annual spending submission to TfL for the 2022/23 allocation of £3.398m as detailed in Appendix A.
34. This report is also requesting the Leader of the Council to delegate authority to the cabinet member for transport, parks and sport to amend the programme for 2022-23 should any variations to the proposed programme be required and to delegate authority to the cabinet member for environment, transport management and the climate emergency to determine the most appropriate use of the £100k discretionary funding

allocated by TfL for 2022-23

35. The strategic director of finance and governance notes the financial implications contained in the report and once the LIP is approved by TfL, expects detailed programme budgets to be set up, for regular monitoring and reporting as part of the council's capital and revenue monitoring arrangements.
36. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Movement Plan 2019	Southwark Council, 160 Tooley Street, London SE1 2QH	<a href="mailto:Sally.crew@southwark.gov.uk">Sally.crew@southwark.gov.uk</a>
<b>Link:</b> <a href="https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809">https://moderngov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809</a>		

## APPENDICES

No.	Title
Appendix A	TfL grant programme 2022/23

## AUDIT TRAIL

<b>Cabinet Member</b>	Councillor Catherine Rose, Transport, Parks and Sport	
<b>Lead Officer</b>	Stephen Platts, Director of Planning and Growth	
<b>Report Author</b>	Sally Crew, Transport Policy Manager	
<b>Version</b>	Final	
<b>Dated</b>	29 November 2021	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Law and Governance	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>	29 November 2021	

## APPENDIX A

Priority	Programme	Scheme	Funding (£k)
1	Cycling	Lower Road – cycleway Covid scheme	600
2	Healthy Streets	Low traffic school zones	400
3	Healthy Streets	Behaviour change	200
4	Healthy Streets	Cycle and scooter training	200
5	Healthy Streets	Low carbon community zone - Wyndham Road	140
6	Healthy Streets	Evelina Road improvements	150
7	Healthy Streets	Vision Zero – safer high streets	58
8	Healthy Streets	Active travel community zones	150
9	Healthy Streets	Access to public transport (Denmark Hill-phase 2)	150
10	Healthy Streets	Bonamy and Bramcote low carbon neighbourhood	200
11	Cycling	Rotherhithe to Peckham cycleway	400
12	Cycling	Southwark Cycling Spine - Kelly Avenue	150
13	Cycling	Cycleway 35 (formerly Q9)	50
14	Healthy Streets	Monitoring programme	100
15	Bus Priority	Peckham bus priority	50
16	Healthy Streets	Cycle hire expansion	100
17	Healthy Streets	Walworth Healthy Streets	50
18	Healthy Streets	Low carbon transport (EVCP)	100
19	Healthy Streets	ULEZ implementation measures	50
20	Local Transport Fund	Local Transport Fund	100
<b>Total</b>			<b>£3,398k</b>
Total (Healthy Streets)			£2,048k
Total (Cycling)			£1,200k
Total (Bus Priority)			£50k
Total (Local Transport Fund)			£100k