

Item No. 11.	Classification: Open	Date: 19 July 2011	Meeting Name: Cabinet
Report title:		Transport Plan 2011-16	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Barrie Hargrove, Transport, Environment and Recycling	

FOREWORD – COUNCILLOR BARRIE HARGROVE, CABINET MEMBER FOR TRANSPORT, ENVIRONMENT AND RECYCLING

The borough's transport plan has been developed over the past year and provides the borough's response to the Mayor's Transport Strategy document (MTS2) which was published in May last year, setting out new targets and requirements for all London boroughs for the next 20 years. It is important that we have common ambitions with the Mayor not just because we are very dependent on the Mayor and Transport for London (TfL) for the funding of our traffic, travel and transport schemes but also because there is broadly a shared understanding of what all of us are trying to achieve in transport terms for London and Londoners.

Through the consultation of the transport plan we found that people supported many of our key objectives and ambitions. I would like to thank all those that responded, these responses helped to develop a robust Transport Plan that makes the case for transport in Southwark, confirms our aspirations, proposes solutions and sets a plan for delivering these improvements to residents, visitors and the travelling public, all of whom dependent on a fast, efficient, clean, safe transport system and a quality public realm that is a pleasure to travel in.

At the same time, I am also honoured to present the Sustainable Modes of Travel document to Cabinet. This document, which is also a statutory obligation, is the culmination of much joint work between officers, the school community and other interested parties, resulting in a strategy which works towards making sustainable transport more of a reality for many more of our young people. Safe cycling and walking to schools and colleges is more healthy and better for the environment in which we all live.

RECOMMENDATIONS

Recommendations for Cabinet

That the Cabinet

1. Agrees to the adoption of the final Transport Plan.
2. Agrees to the adoption of the sustainable modes of travel strategy (SMoT).
3. Agrees that the Transport Plan incorporating the requirements of Southwark's second local implementation plan be submitted to TfL by 26 July 2011.

Recommendation for the Leader of the Council

4. That the leader confirms the authority of the Cabinet Member for Transport, Environment and Recycling to amend the Transport Plan should Transport for London require amendment of the plan.

BACKGROUND INFORMATION

5. This report considers the final Transport Plan incorporating the requirements of Southwark's local implementation plan and the sustainable modes of travel strategy (SMoT).
6. In May 2010, the Mayor of London published his revised transport strategy. Section 145 of the Greater London Authority Act 1999 (GLA 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. Following the revision of the Mayor's Transport Strategy all boroughs are required to revise their Lip (also known as Lip 2) in response to the new strategy.
7. This Transport Plan incorporates the requirements of the borough's second Lip in responding to the revised Mayor's Transport Strategy. It replaces the current Lip which was approved by the Mayor of London on 21 February 2007 and adopted by the council's Executive on 20 March 2007. Annually the cabinet has considered and approved the TfL funding submission to deliver the improvements in the Lip.
8. The plan has been developed in accordance with the TfL guidance released in May 2010. As well as addressing these requirements the Transport Plan sets the future direction for improving transport in Southwark for the next 15 years and includes policies, schemes and initiatives to deliver sustainable, efficient and effective transport services and programmes.
9. An equality analysis and strategic environmental assessment (SEA) were carried out for the Transport Plan, as required by the council's equality scheme and the SEA regulations. A health impact assessment was also carried out.
10. Comments received on these plans have helped to modify and shape the assessments and the Transport Plan. For example as a result of comments by English Heritage an additional policy was created to ensure that historic environment is sufficiently conserved and enhanced when implementing the Transport Plan.
11. The Transport Plan, its assessments and the SMoT were consulted on for eleven weeks from 22 December 2010 until 8 March 2011. In addition, the draft Transport Plan was submitted to TfL for comment. Over 440 responses were received and a summary of these are included in paragraph 31. The document has been revised considering the comments by the community, key stakeholders and statutory bodies.
12. 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 this funding on an annual basis to deliver schemes identified in their Lip. The Transport Plan will set and inform the

direction for future funding submissions through the transport improvement programme.

13. Section 76 of the Education and Inspection Act 2006, introduced section 508A Education Act 1996, which outlines the duty placed on the authority to promote sustainable travel of children and young people to and from core and extended activities in schools and colleges. Southwark's SMoT has been prepared in response to this duty and is a statement of the council's vision for improving accessibility to schools and colleges, and promoting sustainable travel for children and young people. It aims to help parents, carers, schools, children and young people, including those with special educational needs, use sustainable modes of transport safely and easily.

KEY ISSUES FOR CONSIDERATION

14. The Transport Plan and SMoT have been prepared in response to the duties and requirements set out in the GLA Act and the Education Act respectively.
15. All councils within London are able to obtain funding on an annual basis to deliver schemes identified in the final Transport Plan (as this incorporates the requirements of the Lip). TfL provides financial assistance to boroughs under section 159 of the GLA Act 1999. Therefore it is essential that the borough comply with the requirements in preparing our Transport Plan. The authority is required to submit a final version of the Transport Plan to Transport for London for their consideration by 26 July 2011. Failure to do so could result in the withdrawal of TfL funding grant.
16. TfL requires that the borough detail future investment in transport, Table 19 of the plan details the funding anticipated to be available for the delivery of the Transport Plan. The plan also includes details of the risks in delivering the plan such as a reduction in funding availability and proposes appropriate mitigation measures.
17. TfL comments were received on 18 March 2011 and the Transport Plan was reviewed following this and public consultation.

Policy implications

18. The Transport Plan has been prepared to meet the Mayor's Transport Strategy objectives and will help the council to achieve the priorities set out in the Southwark 2016: Sustainable community strategy.
19. The Transport Plan and SMoT are consistent with the council's broader policy framework. The Transport Plan references and draws from the local development framework including the transport assessments that inform the core strategy and the area action plans. It brings together the analysis of the development areas and considers the impacts cumulative impact of this development alongside that of existing travel patterns. The plans also support various national and regional policies including the Mayor's Transport Strategy and sub regional Transport Plans, as required by TfL.

Community impact statement

20. The Transport Plan will encourage greater use of public transport and greater levels of active travel whilst supporting an appropriate level of movement of cars

and goods vehicles. The plan has been prepared in recognition of the important role that transport can have in supporting and achieving other initiatives. The plan includes measures to promote economic prosperity, improve safety and accessibility and promote social inclusion.

21. The SMoT through its actions seeks to improve access to schools and colleges, and promote the use of active and sustainable travel. The plan also seeks to improve safety of travel to school.
22. An equality analysis, a health impact assessment and a strategic environmental assessment have been undertaken in developing the borough's Transport Plan. All policies and proposals within the Transport Plan have been developed in accordance with these documents.
23. The council will undertake ongoing monitoring of the Transport Plan 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.

Resource implications

24. The targets and actions in the Transport Plan and the SMoT identify responsibilities and funding sources. The majority of funding is likely to be from external sources through bidding and grants. Progression of actions is heavily dependent on such areas of funding.
25. The investment table (Table 19 of the plan) details the funding anticipated to deliver the Transport Plan from 2011/12 to 2013/14. This totals just over £59m with the council providing 52% of this funding. This mainly comprises the council's maintenance schedule but also includes programmes such as street lighting and parking enforcement.
26. The capital budgets for the Transport Plan are incorporated into the capital programme in the quarter 3 2010/11 monitoring report to Cabinet in March 2011, and included as part of the capital refresh programme to be presented for Council Assembly approval in July. The revenue budgets have been approved as part of the 2011/12 budget setting process, and include staff costs where appropriate. Both capital and revenue expenditure will be contained within budgeted limits.
27. The Mayor is currently consulting on the introduction of the Community Infrastructure levy which at its earliest will be introduced in 2012/13. This will complement the Crossrail Levy which is currently in operation. Under the current timetable the council plans to introduce its own CIL in 2014/15. The full impacts of this change in the deliver of the Transport Plan will be considered when developing the delivery plan for 2014/15 through to 2016/17.

Consultation

28. Consultation was a key process in the development of Southwark Council's Transport Plan and SMoT. The council has gained a generally positive feedback and the comments received were often detailed and of a constructive nature.
29. The Transport Plan consultation was held for an eleven week period, 22 December until 8 March 2011. The community were invited to comment on the

Transport Plan 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. The council also consulted the Police, representatives of the disabled, neighbouring boroughs and all other persons they are statutorily required to consult under section 145(2) Greater London Authority Act.
31. The council received a total of 447 responses to the consultation, comprising 402 completed surveys and 23 individual responses. This was in addition to responses from statutory stakeholders and key interest groups. The majority of comments and responses have been positive and welcome a robust document. The key issues from consultation and how this has been considered in the Transport Plan is included below;
 - The community supported the prioritisation of improvements to town centres and as a result our delivery programme will include projects in town centres.
 - A majority wished to see the council introduce parking permits based on CO₂ in order to encourage less polluting vehicles. We are working to introduce CO₂ based parking permits and are currently undertaking wider consultation.
 - Many respondents stated that they believed that street condition was important (pot holes etc) and wished to play an active role in the design and management of their street. Our community streets programme will enable people to engage in how their streets are improved.
 - Many supported public transport and nearly 90% of respondents wished to see buses given priority over general traffic on our roads. We have therefore placed greater emphasis on prioritising buses in the Transport Plan.
 - Three quarters also supported the council's key ambition to become a 20mph borough and therefore this ambition is retained.
 - A majority of responses supported the council continuing to provide free cyclist training and we will continue to provide this programme.
32. The SEA Environmental Report was consulted on during the same period with specific consultation undertaken with the three statutory environmental consultees (English Heritage, Environment Agency and Natural England). Comments were received from these consultees and these have been incorporated in the final stage of the SEA, the SEA statement. The document has been amended to consider English Heritage's concerns about protecting the built environment when delivering the Transport Plan.
33. The SMoT consultation was carried out alongside that of the Transport Plan and tailored to consult with teachers; parents; carers and guardians, and children and young people themselves. Focus groups were held at a sample of schools across the borough and the key findings from the SMoT consultation were:
 - Support was given for the council's work assisting the school community to promote sustainable travel and to maintaining the cyclist training programme

- Parents and students need support and encouragement to travel sustainably, as well as practical assistance such as training and information
 - 'Walk on Wednesday' (promoting walking to school once a week) is the most widely known and supported council initiative in this area
 - People felt that the current infrastructure provision for cyclists needs to be improved before they would be happy for their children to cycle
34. The SMoT, Transport Plan and its assessments have since been amended to incorporate and address issues discussed above. Each submission, where an address was provided, was sent a letter 7 July thanking them for their submission and where possible, providing feedback on issues raised.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance

35. Cabinet are being asked to agree the content of the council's final Transport Plan, prior to its submission to TfL. The Transport Plan incorporates the borough local implementation plan the latest approval of which was given on 21 September 2010.
36. Community Councils were consulted in accordance with paragraph 21 of Part 3H of the Southwark Constitution, their comments are summarised in appendix C.
37. The Cabinet Member for Transport, Environment and Recycling has authority under Part 3D 7 of the Southwark Constitution to approve any variations to the proposed Transport Plan. For the avoidance of doubt the Leader, who can vary the delegated authority of a Cabinet Member within a Cabinet report, and is asked to confirm the Cabinet Member for Transport, Environment and Recycling authority to vary the plan if required by Transport for London.
38. This report is being put before Cabinet for a decision under Part 3B of the Constitution. Paragraph 4 of that Part which is headed "Policy" states that Cabinet will be responsible for determining the council's strategy and programme in relation to the policy and budget framework set by the council. The following paragraph 5, states that Cabinet is responsible for determining the authority's strategy and programme in relation to social, environmental and economic needs of the area. This plan forms part of that strategy and its approval is a decision properly reserved to Cabinet.

Finance Director (NR/R&N/15/6/2011)

39. This report seeks approval from Cabinet to agree to the adoption of the final Transport Plan, agree to the adoption of the SMoT, and agree that the Transport Plan incorporating the requirements of Southwark's second local implementation plan be submitted to TfL by 26 July 2011.
40. The Finance Director notes that the adoption of the Transport Plan will be undertaken using allocated budgeted capital and revenue resources-, which comprises external funding and the council's own funds. The plan is anticipated to be delivered within the allocated budgetary resource.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
N/A		

APPENDICES

No.	Title
Appendix A	Southwark's Transport Plan – available on council's website
Appendix B	Sustainable modes of travel strategy – available on council's website
Appendix C	Community Council feedback on Transport Plan – available on council's website

AUDIT TRAIL

Cabinet Member	Councillor Barrie Hargrove, Transport, Environment and Recycling	
Lead Officer	Eleanor Kelly, Deputy Chief Executive	
Report Author	Sally Crew, Group manager policy and programmes	
Version	Final	
Dated	7 July 2011	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	Yes	Yes
Finance Director	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional/Community Council/Scrutiny Team		7 July 2011