

Item No. 11.	Classification: Open	Date: 20 September 2011	Meeting Name: Cabinet
Report title:		Approval of the Council's Transport for London funded work programme for 2012/13 and indicative programme to 2013/14 for submission to Transport for London	
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 transport improvement programme or LiP (Local Implementation Plan) funding is a key source for traffic, travel, safety and transport schemes in the borough and forms a key component to deliver the ambitions contained within our transport plan.

The programme contained within this report has been developed in line with the transport plan and considering consultation with community councils, existing projects and funding opportunities. I am confident that if approved, these bids will contribute towards addressing some of the transport infrastructural problems that remain in our busy urban environment.

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 Local implementation plan (Lip) funding in 2012/13 and the indicative programme of work for 2013/14 as contained in Appendices A and B.
2. Agrees that the identified programme be submitted to TfL by 7 October 2011.
3. Agrees to the implementation of the agreed programme as set out in Appendices A and B.
4. Requests the relevant cabinet member when considering variations to the proposed programme to consult with community council chairs regarding schemes in their area.

Recommendation for the Leader of the Council

5. Delegates authority to the Cabinet Member for Transport, Environment and Recycling to determine the most appropriate use of the £100K discretionary funding allocated by TfL for 2012/13.

BACKGROUND INFORMATION

6. 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.
7. In May 2010, the Mayor of London published his revised transport strategy and all boroughs are required to revise their Local implementation plan in response to the new strategy. The council's transport plan (incorporating the requirements of the local implementation plan) 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. 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 on an annual basis to deliver schemes identified in the Lip. This process is part of the Lip annual progress report (APR).
9. The borough is responsible for identifying a programme of transport improvements to reflect the integrated transport programme funding allocation. This programme is then submitted to TfL for confirmation based on compatibility with the Mayor's policy framework.
10. The formula funding is allocated under two categories, corridors and neighbourhoods and supporting measures. The overall TfL Lip budget is £147.8 million of transport funding for London authorities in 2012/2013 down from £155m for 2010/11.
11. Southwark's allocation for 2012/13 is £3.445m comprising of £2.875m for corridors and neighbourhoods and supporting measures, £471k of principal road renewal or bridge strengthening funding and £100k of discretionary funding to be spent as the council sees fit. This is the total funding that the borough should expect to receive for the integrated transport programme.
12. The above allocation includes maintenance of the principal road network or bridge strengthening and assessment works which are funded on a needs basis. For the former, the council has been provisionally allocated £471k for 2012/13 and an indicative maintenance programme is detailed in Appendix B.
13. The above allocation does not include major schemes (large urban realm and accessibility projects). The council can still bid for major schemes separately with £28m available for allocation across London in 2012/13. Further funding will be sought through separate means to progress the Camberwell town centre streetscape improvements.

KEY ISSUES FOR CONSIDERATION

14. The council's funding allocation for 2012/13 of £3.445m is broadly in line with funding received in previous years. In 2011/12 the council received equivalent funding (excluding area based schemes and principal road renewal) totalling £3.349m.

15. A three year programme was developed alongside the preparation of the borough's transport plan. 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. As a result a number of 'hot spots' were identified in each community council area.
16. Given the limited amount of funding available and the number of possible projects in each community council area, together with cross borough projects, it was necessary to prioritise projects to take forward. Officers carried out a further assessment balancing local priorities against borough wide priorities and strategic policies and objectives in order to arrive at a final scheme list.
17. The three year delivery programme was then consulted on as part of the borough's transport plan. Officers are also attending September community councils to advise them of the current programme and any future proposals in their area.
18. There is a natural link between this work, the s106 project banks and other projects identified by the community such as cleaner, greener, safer. In developing the transport improvement programme officers have considered the prioritised Community Project Bank proposals. The schemes identified complement existing proposals, priorities and funding streams. It is noted that s106 contributions are used to mitigate the effect of new development on infrastructure in the vicinity of that development. This source of funding complements and works alongside that received from TfL, in areas where development has impacted on the transport network.
19. Following consideration of community council and strategic priorities the Cabinet Member for Transport, Environment and Recycling has agreed the overall scheme list presented in this report.

Policy implications

20. The proposed programme of works is consistent with the council's transport plan as well as the council's broader policy framework and various national and regional policies including the Mayor's Transport Strategy, as required by TfL.
21. The Transport Plan (incorporating the requirements of Lip2) has been prepared to meet the Mayor's Transport Strategy objectives and will help the council to achieve the priorities set out in Southwark 2016: Sustainable community strategy.

Community impact statement

22. It is expected that the proposed schemes that receive funding will provide a tangible positive benefit for those living and working in Southwark and local consultation will be undertaken as part of their implementation.
23. 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.

24. The Transport Plan seeks to actively address with 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.
25. As proposals are in accordance with both of these documents 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 will be through an annual monitoring report collating all available data on the impacts of the plan and identifying general travel trends within Southwark. This will include an assessment of any variation of impacts across different groups.

Resource implications

26. Details of the proposed schemes together with indicative costs are set out in Appendices A and B.
27. Indicative management and implementation costs for each scheme have been taken into account in the submission.

Consultation

28. 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/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.
29. 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 Transport Plan was subsequently amended to consider the comments provided.
30. Furthermore, since 2010 all correspondence from the community has been logged and this together with broader feedback received and community led proposals has been a major factor in the consideration of schemes proposed in this report.
31. As well as the detailed consultation undertaken in September 2010, officers have consulted the community council chairs in developing the programme and will be attending community council meetings in September to seek local views.
32. Once the projects we are proposing have been confirmed by TfL, separate formal consultation, in accordance with the council's policies and commitments, will be undertaken prior to their detailed design or implementation. This provides the opportunity for community councils and residents to influence the detailed design. In addition, community councils will be given the opportunity to influence the delivery of cross-borough proposals affecting their area.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance

Greater London Authority Act 1999

33. As stated in the main body of the report, section 145 Greater London Authority Act (GLA) 1999 requires London borough councils to prepare local implementation plans ("LIPs") setting out their own proposals on how they intend to put the Mayor's transport strategy into effect 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.
34. Section 146 GLA 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 adequate for those purposes.
35. Under section 151 GLA 1999, once a plan has been approved by the Mayor the council must implement it according to the timetable in the plan.
36. It is also worth noting that section 152 GLA 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 GLA 1999 provides that the Mayor may give legally binding directions to councils on the manner in which they perform any of their duties set out in sections 145 to 151, i.e. provisions on the preparation, submission, re-submission, revision and implementation of local implementation plans.
37. Section 159 allows TfL to give financial assistance (by grant or 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 also allows TfL to impose conditions on financial assistance it provides.
38. There has been compliance with the council's Equalities and Human Rights Scheme 2008-2011 as well as the public sector equality duty as contained within section 149 of the Equality Act 2010. All six equality strands have been duly considered and assessed as part of 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.
39. 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.

Finance Director

40. This report recommends amongst other things, that the Cabinet agrees the content of the council's proposed submission for TfL Local implementation plan (Lip) funding in 2012/13 and the indicative programme of work for 2013/14 and that the Cabinet delegates authority to the Cabinet Member for Transport, Environment and Recycling to determine the most appropriate use of the £100K discretionary funding allocated by TfL for 2012/13.
41. The total amount of funding that the council has been allocated by TfL for 2012/13 and for which the submission is prepared, is £3.445m comprising of £2.875m for corridors and neighbourhoods and supporting measures, £471k of principal road renewal or bridge strengthening funding and £100k of discretionary funding, the overall funding allocation requiring final approval from TfL. In the unlikely event that the funding submission to assist in delivering the Mayor's Transport Strategy is restricted in some way, a further report would be prepared. Officer time to effect the recommendations will be contained within existing budgeted resources.

Strategic Director of Environment & Leisure

42. 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	Planning and Transport, 160 Tooley Street, London SE1 2QH	Sally Crew 020 7525 5564

APPENDICES

No.	Title
Appendix A	Integrated transport programme proposals
Appendix B	Maintenance programme (principal road renewal and bridge assessment and strengthening) proposals

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	8 September 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
Strategic Director of Environment & Leisure	Yes	Yes
Finance Director	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	8 September 2011	