

Item No. 12.	Classification: Open	Date: September 2012	Meeting Name: Cabinet
Report title:		Approval of the council's Transport for London funded work programme for 2013/14 and indicative programme to 2014/15 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 Local Implementation Plan (Lip) 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 aims and objectives and has considered previous consultation with community councils and issues raised by the community as well as transport and related data. If approved, these bids will contribute towards delivering the Transport plan by addressing the need for improved infrastructure and to promote sustainable travel in 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 2013/14 and an indicative programme of work for 2014/15, as contained in Appendix A.
2. Agrees that the identified programme be submitted to TfL by 5 October 2012.
3. Agrees to the implementation of the agreed programme as set out in Appendix A.

Recommendations for the Leader of the Council

That the leader

4. Delegates authority to the Cabinet Member for Transport, Environment and Recycling to amend the programme for 2013/14 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 Transport, Environment and Recycling to determine the most appropriate use of the £100k discretionary funding allocated by TfL for 2013/14.

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 core funding allocation which is based on a formula. This programme is then submitted to TfL for confirmation based on compatibility with the Mayor's policy framework.
10. The formula funding is allocated as one programme - corridors, neighbourhoods and supporting measures. The overall TfL Lip budget is £147.8 million for London authorities in 2013/2014, the same as 2012/2013.
11. Southwark's allocation for 2013/14 is £3.462m, comprising £2.816m for corridors, neighbourhoods and supporting measures, £546k for principal road renewal funding and £100k of discretionary funding to be spent on a transport scheme as the council sees fit. The principal road renewal programme allows over-bids of +25% to cover the possibility of additional funding being made available in year. These allocations are the total funding that the borough should expect to receive for the integrated transport programme.
12. 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 2013/14. It is through this funding that the Camberwell Town Centre scheme is being progressed.

KEY ISSUES FOR CONSIDERATION

13. The council's funding allocation for 2013/14 of £3.462m is broadly in line with funding received in previous years. In 2012/13 the council received equivalent funding (excluding area based schemes and principal road renewal) totalling £3.445m.

14. 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. This bid closely reflects the third year of that three year programme published in the Transport plan.
15. Given the limited amount of funding available and the number of possible projects, it was necessary to prioritise projects to take forward. Officers carried out a further assessment using available data, including evidence of community support, Transport plan policies and deliverability factors in order to arrive at a final scheme list.
16. The three year delivery programme was consulted on as part of the borough's Transport plan. Officers have also briefed community council Chairs to advise them of the proposed submission and any proposals in their area.
17. There is a natural link between this work, 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.
18. Following consideration of strategic priorities the Cabinet Member for Transport, Environment and Recycling has agreed the overall scheme list presented in this report.

Policy implications

19. The proposed programme of works is consistent with the council's Transport plan 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.

Community impact statement

20. 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.
21. 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.
22. 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.
23. 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 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

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

Consultation

26. The submission builds on the consultation carried out during the compilation of the Transport plan including the delivery programme up to and including 2013/14, 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.
27. Given the extensive consultation noted above, it is not proposed to consult with the public again on the 2013/14 submission. 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.
28. 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.
29. 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.
30. Where schemes are altered, dropped, or where new schemes are proposed, relevant ward councillors will be consulted.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

31. 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.
32. 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.

33. 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.
34. 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.
35. 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.
36. There has been compliance with the council's Approach to Equalities 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, 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.
37. 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.
38. 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 Corporate Services

39. 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 2013/14 and the indicative programme of work for the years 2014/15, and that the Leader 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 2013/14.
40. The total amount of funding that the council has been allocated by TfL for 2013/14 and for which the submission is prepared, is £3.462m comprising of £2.816m for corridors and neighbourhoods and supporting measures, £546k 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 and Leisure

41. 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	Annual Spending Submission

AUDIT TRAIL

Cabinet Member	Councillor Barrie Hargrove, Transport, Environment and Recycling	
Lead Officer	Eleanor Kelly, Chief Executive	
Report Author	Sally Crew, Group Manager Policy and Programmes	
Version	Final	
Dated	14 September 2012	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Environment and Leisure	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team		14 September 2012