

Item No. 13.	Classification: Open	Date: 17 September 2013	Meeting Name: Cabinet
Report title:		Approval of the Council's Revised Local Implementation Plan Delivery Plan, including Annual Spending Submission for 2014/15, Indicative Programme to 2016/17, Revised Targets and Related Funding Bids	
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 project proposals contained within this report represent an ambitious programme of transport schemes and initiatives that will make a significant contribution towards the goals set out in the council's transport plan as well as underpinning wider strategic objectives. In total the proposals represent an investment of £12.7M over the next 3 years to support sustainable travel objectives that will benefit the borough's economy, environment and general liveability. The proposals have been developed specifically to support council wide regeneration strategies for the borough.

The main proposals set out in the report relate to our submission to Transport for London for funding to support the delivery of the Transport plan (incorporating the Local Implementation Plan or Lip). The new 3 year Lip delivery plan contains proposals that have been developed after consultation with stakeholders and which are designed to help deliver the objectives and targets set out in the Transport plan. The projects identified will benefit a wide range of user groups, with a particular focus on creating neighbourhood environments that encourage local walking trips in and around our town centres.

This report also details proposals to implement the Mayor's Vision for Cycling and meet our own ambitious plans for cycling in the borough. As evidence of our commitment to this objective we are proposing an ambitious new target for cycling in Southwark. The new target sets a trajectory where 10% of all trips will be made by bike by 2026 – effectively doubling the existing Transport plan target. This has been possible due to the concerted effort we have made over recent years to improve provision for cycling. We have exceeded previous projections and this focus and investment will be sustained and expanded over the new 3 year delivery plan period.

The report also contains proposals that will greatly improve access to buses in the borough by ensuring that the vast majority of bus stops meet accessibility requirements. This is critical given the key role that buses play in Southwark. We are also proposing a range of innovative schemes to improve air quality.

I commend the proposals and initiatives contained within this report. If approved, they will make a significant contribution 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 2014/15 and an indicative programme of work for 2015/16 and 2016/17, as contained in Appendix A.
2. Agrees that the identified programme be submitted to TfL by 4 October 2013.
3. Agrees to the submission of the TfL funded borough cycling programme proposals for the four year period, 2013/14 – 2016/17 as set out in Appendix B.
4. Agrees to the submission of the TfL funded bus stop accessibility programme proposals for the period 2013/14 to 2014/15 as set out in Appendix C.
5. Agrees to the submission of the TfL funded air quality programme proposals for the period 2013/14 to 2015/16 as set out in Appendix D.
6. Agrees to the implementation of the agreed programmes as set out in Appendices A, B, C and D.
7. Agrees to the revision of the Transport Plan's delivery plan which includes revision of interim targets to 2016/17 as set out in Appendix E.

Recommendations for the Leader of the Council

That the leader of the council

8. Delegates authority to the cabinet member for transport, environment and recycling to amend the programme for 2014/15 should any variations to the proposed programme be required. The cabinet member shall consult community council chairs regarding scheme changes in their area.
9. Delegates authority to the cabinet member for transport, environment and Recycling to determine the most appropriate use of the £100,000 discretionary funding allocated by TfL for 2014/15.

BACKGROUND INFORMATION

10. 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 Mayor's Transport Strategy.
11. In May 2010, the Mayor of London published his revised transport strategy and all boroughs were required to prepare a local implementation plan in response to the new strategy. The council's Transport plan (incorporating the requirements of the Lip) 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.

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 funding on an annual basis to deliver schemes identified in the Lip. This process is part of the Lip annual progress report (APR).
13. The council's Transport plan includes a 3 year delivery plan covering the period 2011/12 to 2013/14. As this is the 3rd year of the current plan, the council is now required to produce a new 3 year plan covering the period 2014/15 to 2016/17 as well as to review the key targets agreed with in the plan. The first year of this plan comprises our annual spending submission for 2014/15.
14. The borough is responsible for identifying a programme of transport improvements to reflect the core funding allocation for each year of the plan which is based on a formula. This programme is then submitted to TfL for confirmation based on compatibility with the Mayor's policy framework.
15. The formula funding is allocated as one programme - corridors, neighbourhoods and supporting measures. The overall TfL Lip budget is £148.8 million for London authorities in 2014/2015, £1m higher than 2013/2014.
16. Southwark's allocation for 2014/15 is £3.166m, comprising £2.521m for corridors, neighbourhoods and supporting measures, £545k 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 corridors, neighbourhoods and supporting measures.
17. For years 2 and 3 (15/16 and 16/17) of the delivery plan it is assumed that the same level of funding will be available as for 2014/15 above and indicative schemes have been programmed accordingly. Funding and projects for these future years will be confirmed on an annual basis as part of the council's yearly Lip funding submission.
18. The above allocation does not include TfL funded 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 2014/15. It is through this funding that the Camberwell Town Centre scheme is being progressed.
19. In May 2013 TfL issued guidance for its borough cycling programme which will aid the implementation of the Mayor's Cycling Vision for London. This vision outlines plans to transform the capital into a city where cycling is a part of everyday life.
20. The borough cycling programme guidance deals only with funding for cycle parking, cycle to school partnerships, cycle training, lorry safety, driver training and other measures such as awareness programmes. Funding to deliver infrastructure improvements for cycle routes is also available as part of the Mayor's Vision for Cycling, but there is a separate application process for this, with officers currently working to develop proposals in this area.
21. The Mayor of London has set a target for 95% of all bus stops to be accessible by the end of 2016. To help deliver this the TfL Business Plan has identified additional funding for bus stop accessibility works between 2013/14 and

2016/17. Boroughs are encouraged to identify bus stops that do not meet accessibility requirements and bid for funding to remedy this.

22. The Mayor's Air Quality Fund has been established to support local action to improve air quality in London. This is to be achieved through the delivery of a variety of measures including clean air zones at schools, hospitals and other sites; installing green infrastructure; freight consolidation; engagement and awareness raising; and trialling new technologies.
23. Within the Transport Plan (Lip) each borough sets interim and longer term targets for five mandatory indicators relating to mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions. The interim targets previously provided for the period up to 2013/14 now need to be updated to cover the period to 2016/17.

KEY ISSUES FOR CONSIDERATION

24. The council's funding allocation for 2014/15 of £3.166m represents a slight reduction in funding compared with previous years. In 2013/14 the council received equivalent funding totalling £3.462m.
25. A three year programme has been developed for 2014/15 to 2016/17. 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. Workshops were also held with internal stakeholders from across the council in order to identify cross cutting themes and plan the most efficient use of resources.
26. Given the limited amount of funding available and the number of possible projects, it has been necessary to prioritise projects to take forward. Officers carried out a further assessment using available data and with reference to strategic priorities, including fit with Transport Plan and broader council regeneration objectives as well as deliverability factors in order to arrive at a final scheme list.
27. Officers have briefed community council chairs to advise them of the proposed submission and any proposals in their area. Stakeholder groups have also been consulted on the proposals.
28. There is a natural link between schemes identified as part of the Lip process, 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.
29. Following consideration of strategic priorities the cabinet member for transport, environment and recycling has agreed the overall scheme list presented in this report.
30. Officers are currently working with TfL and other partners to identify a new network of cycle routes to help realise the council's objective to encourage more, safer cycling. This work is outside the scope of the current funding submission and is being progressed in close collaboration with the Cycling Joint Steering Group with the objective of submitting proposed routes to TfL by December 2013.

31. Currently 88% of bus stops on roads in the borough controlled by the council meet accessibility requirements. Officers have reviewed the remaining bus stops and identified a programme of works that will deliver improvements at 74 stops, thereby achieving the goal of 100% accessibility for these roads. In parallel, TfL will seek to improve bus stops on their network in order to meet the overall objective of 95% coverage across the borough.
32. TfL require boroughs to provide evidence that the new interim targets for the Delivery plan are both ambitious and realistic, given indicative funding levels. In establishing new interim targets for 2016/17, officers have examined the evidence of the impact of interventions delivered to date in contributing towards the 2013/14 interim and longer term LIP targets. In addition, benchmarking of performance against other comparable boroughs has been carried out, together with quantitative analysis and forecasting.
33. Funding bids for related TfL programmes have been developed alongside the Lip delivery plan and are being submitted in parallel to the Lip submission.

Policy implications

34. The proposed programme of works is consistent with the council's Transport plan 2011 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.
35. The revised three year delivery plan has been developed in line with the aims and policies contained within the core strategy linking policy to delivery.

Community impact statement

36. 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.
37. 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.
38. 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.
39. 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 currently takes place through an annual monitoring report collating all available data on the impacts of the plan and identifies general travel trends within Southwark. This will include an assessment of any variation of impacts across different groups.

Resource implications

40. Details of the proposed Lip schemes together with indicative costs are set out in

Appendix A. Appendices B, C and D set out indicative costs for related bids.

41. Indicative management and implementation costs for each scheme have been taken into account in the submission.

Consultation

42. 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 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.
43. Given the extensive consultation noted above and the short timescales involved for this submission, it has not been possible to consult with the public again on the current proposals. 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. Furthermore, key stakeholder groups as well as community council chairs have been consulted and their feedback considered in refining these proposals.
44. 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.
45. 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.
46. 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

47. As stated in the main body of the report, section 145 of the Greater London Authority Act 1999 (GLAA 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.
48. Section 146 of the GLAA 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.
49. Under section 151 of the GLAA 1999, once a plan has been approved by the Mayor the council must implement it according to the timetable in the plan.

50. It is also worth noting that section 152 of the GLAA 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 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 set out in sections 145 to 151, i.e. provisions on the preparation, submission, re-submission, revision and implementation of local implementation plans.
51. 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.
52. 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.
53. The Human Rights Act 1998 has imposed a duty on the council, as a public authority, to apply the European Convention on Human Rights and not to act contrary to these rights. The rights most frequently referred to include article 8 (respect for home) and article 1 of the First Protocol (peaceful enjoyment of property). Article 6 is also frequently engaged in relation to the principle of natural justice. The application of funding is considered unlikely to contravene any of the contravention rights but will also continue to be monitored.
54. 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.
55. 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 (FC13/057)

56. This report is requesting, amongst other recommendations detailed in paragraphs 1-7, that cabinet approve the submission of the council's proposed Local Implementation Plan (LIP) to TfL for the 2014/15 allocation of £3.166m and to also approve the indicative programme of works for the years 2015/16 and 2016/17.
57. Once the LIP is agreed and approved by TfL, the agreed funds will be appropriately budgeted against the programme for regular monitoring and reporting within the council's capital and revenue monitoring arrangements.

58. Staffing and other any other costs connected with the recommendation to be contained within existing departmental budgets.

Strategic Director of Environment and Leisure

59. 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 2011	www.southwark.gov.uk/transportplan .	Sally Crew 020 7525 5564
Mayor's Vision for Cycling	http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling	

APPENDICES

No.	Title
Appendix A	Annual spending submission & 3 year delivery plan
Appendix B	Borough cycling programme proposals
Appendix C	Bus stop accessibility proposals
Appendix D	Air quality proposals
Appendix E	Revised Transport plan targets

AUDIT TRAIL

Cabinet Member	Councillor Barrie Hargrove, Transport, Environment and Recycling	
Lead Officer	Eleanor Kelly, Chief Executive	
Report Author	Sally Crew, Transport Policy Manager	
Version	Final	
Dated	5 September 2013	
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 Finance and Corporate Services	Yes	Yes
Strategic Director of Environment and Leisure	Yes	Yes
Cabinet Member	Yes	Yes
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