

Item No.	Classification: Open	Date: September 29 2009	Meeting Name: Executive
Report title:		Submission of the Council's Transport for London Funded Work Programme for 2010/11 and Indicative Programme to 2012/13	
Ward(s) or groups affected:		All	
From:		Strategic Director for Regeneration and Neighbourhoods	

RECOMMENDATION(S)

That the Executive:

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 2010/11 and the indicative programme of work for the years 2011/12 and 2012/13 as contained in appendices A and B.
2. Agrees that the identified programme be submitted to TfL by September 30 2009.
3. Delegates authority to the Executive Member for Environment to amend the programme for 2010/11 should any variations to the proposed programme be required. The Executive Member shall consult community council chairs regarding scheme changes in their area.
4. Delegates authority to the executive member for environment to determine the most appropriate use of the £100K discretionary funding allocated by TfL for 2010/11.
5. Agrees to the implementation of the agreed programme as set out in appendices A and B.

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. The Lip sets out how the council works with partners to coordinate and improve its transport infrastructure and services in the borough. The council's Lip was approved by the Mayor of London on February 21 2007 and adopted by the council's Executive on March 20 2007.
8. The council's road safety plan was adopted on May 19 2009 and the schemes identified will help deliver the objectives set out in the plan and the council's goal of 20mph as the default speed limit for the borough.
9. 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).

10. The Mayor's Transport Strategy is due to be revised in 2010 with the new Mayor's policy for transport in London currently represented by the Statement of Intent published in May 2009.
11. The borough is responsible for identifying a programme of transport improvements to reflect the integrated transport programme allocation. This programme is then submitted to TfL for confirmation based on compatibility with the Mayor's policy framework.
12. In May 2009 TfL issued new guidance for borough funding in 2010/11. This 'transition' year will see significant changes to the Lip funding process prior to the development of the second round of Lips due in 2011/12. The council's submission must accord with the 'Lip funding guidance for 10/11' (hereafter referred to as 'the guidance').
13. The new Lip funding process replaces the previous system of bidding for funds with a new formula based allocation reflecting the transport needs of the borough. This formula contains a number of key criteria such as population, road network, road casualties and so on.
14. The formula funding is allocated under three categories that make up the "Integrated transport programme". These categories are corridors, neighbourhoods and smarter travel.
15. The overall TfL Lip budget remains similar with £155 million of transport funding for London authorities in 2010/2011 and £150m for 2011/12 and 2012/13. Southwark's allocation for 2010/11 is £3.349m comprising of £1.615m for corridors, £1.261m for neighbourhoods, £373k for smarter travel 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. The council may submit proposals up to 20% over the allocated budget, but only as reserve schemes should core schemes prove to be undeliverable. The council may also adjust the funding split between corridors, neighbourhoods and smarter travel by up to plus or minus 20%, but always within the same overall allocation.
16. The above allocation does not include area based schemes (large urban realm and accessibility projects). The council can still bid for area based schemes separately with £24m available for allocation across London in 2010/11.
17. The above allocation does not include 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 £381k for 2010/11 and an indicative maintenance programme is detailed in Appendix B. For the latter, at time of writing, a bid for 10/11 for design work on the Camberwell Grove Bridge is also envisaged.

KEY ISSUES FOR CONSIDERATION

18. The council's funding allocation for 2010/11 of £3.349m is broadly in line with funding received in previous years under the former funding system. In 2009/10 the council received equivalent funding (excluding area based schemes and principal road renewal) totalling £3.537m.

19. The new funding system recognises that transport projects do not necessarily fall into simple mode based treatments such as walking schemes, cycling schemes, bus schemes and so on. Instead, the system encourages a holistic approach which looks at all the transport issues at a particular location and seeks to deliver solutions that balance the needs of all users and to address them in one go in order to maximise value for money and minimise disruption.
20. Officers have undertaken 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. Through the community councils, the community have been asked to rank these hot spot areas in order of importance, as well as to suggest other areas not covered. As well as area specific issues, officers have also identified a number of cross borough issues and opportunities as part of this assessment.
21. The identification of projects at this stage of the process, albeit in outline form, brings forward the ability to involve residents and ward members at a more detailed level than before. Rather than considering how much to bid for against certain categories with particular schemes to be identified later, the focus is now on identifying and prioritising future schemes. Within the short timescales available, consultation has been carried out with the local community to help determine a list of schemes that best match local aspirations.
22. Given the limited amount of funding available and the number of possible projects in each community council area together with cross borough projects, it has been necessary to prioritise projects to take forward. Officers have therefore 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. Following consideration of community council and strategic priorities the executive member for the environment has agreed the overall scheme list presented in this report.
23. 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.

Policy implications

24. The proposed programme of works is consistent with the council's Lip as well as the council's broader policy framework and various national and regional policies including the Mayor's Statement of Intent, as required by TfL.
25. The Lip 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

26. 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.

27. An equality impact statement and a strategic environmental assessment were undertaken as part of the development of the Lip and the impact on the community was considered as part of this.
28. It was considered that overall proposals within the Lip, including the road safety plan, school travel plan strategy, parking and enforcement plan, walking plan, and cycling plan 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.

Impact on child safety

29. Several projects for improving child safety in the borough are included in the funding submission and this has been a key consideration in assessing priority projects. In particular, projects will support the aims set out in the school travel plans strategy that is included in the Lip. This assists the borough in meeting its commitments to achieve a 60% reduction in the number of children killed or seriously injured by 2010.

Resource implications

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

Consultation

32. The submission builds on the consultation carried out during the compilation of the Lip, which underwent six weeks of community consultation in late 2005. Over subsequent years 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. For example, the proposed scheme to improve the junction of Peckham Hill Street and Bird in Bush Road was identified following requests from the local school and the school crossing patrol at the junction, and was previously submitted by the community as a cleaner, greener, safer scheme.
33. Officers attended each of the community councils in July 2009 to present the proposed programme and seek local input. Despite short timescales dictated by TfL the consultation period was open for 6 weeks and the shortest timescale for the return of feedback following community council meetings was 2 weeks.
34. A presentation or workshop was held at each of the community councils, outlining the purpose of the funding submission and the processes involved. Attendees were asked to provide feedback by ranking the projects proposed in their area in order of importance and by suggesting alternative projects. This local information and feedback from the community councils has been a significant factor in the selection of schemes to take forward.
35. 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

36. Comments have been sought from the Strategic Director for Communities, Law and Governance, the departmental finance manager and the Strategic Director of Environment and Housing.

Strategic Director of Communities, Law and Governance

37. Executive are being asked to agree the content of the Council's proposed submission to TfL identifying the transport projects to be delivered with TfL Lip funding in the year 2010/11 and also to agree the indicative programme of works for the years 2011/2012 and 2012/2013.
38. Executive are also being asked to delegate to the Executive Member for Environment, the authority to delegate any variations to the proposed programme in consultation with community council chairs. Full consultation of all eight of the community councils took place in July 2009 in accordance with Paragraph 20 of Part 3H of the Constitution, therefore any further minor amendments can be consulted upon direct with the community council chair only.
39. In addition to the above, Executive are being asked to delegate to the Executive Member for Environment the authority to decide the most appropriate use of the £100k discretionary funding allocated by TfL for the year 2010/2011. The funding must be used for transport purposes which must be consistent with the Mayor's Transport Strategy. The council's proposed programme of works satisfies this criteria.
40. This report is being put before Executive for a decision under Part 3B of the Constitution. Paragraph 4 of that Part which is headed "Policy" states that Executive will be the decision making body for matters determining the council's programme of works having regard to budgetary considerations. The following paragraph 5, states that Executive has the authority to identify a programme of works for the environmental needs of the area.

Departmental Finance Manager

41. This report is seeking the agreement of the Executive to the council's proposed submission to Transport for London (TfL) identifying transport projects to be delivered with TfL Lip funding in 2010/11 and the indicative programme of work for the years 2011/12 and 2012/13
42. There are no adverse resource implications if this report is approved. Funding will come entirely from TfL budgets.

Strategic Director of Environment and Housing

43. The proposed programme of works is consistent with the environment and housing departments programme for investment in the public realm for the coming years as well as the council's broader public realm policy framework and

various national and regional policies. Projects have been considered along side other known public realm investment plans to ensure the coordination of interventions in each area. The levels of expenditure allocated against each project are currently indicative only and may be subject to change following more detailed design and procurement options.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Local implementation plan, including road safety plan, school travel plan strategy, parking and enforcement plan, walking plan, and cycling plan	Transport and Planning, Tooley Street	Simon Phillips on 020 7525 5542

APPENDICES

No.	Title
Appendix A	Integrated transport programme proposals
Appendix B	Principal road renewal proposals

AUDIT TRAIL

Lead Officer	Richard Rawes, Strategic Director for Regeneration and Neighborhoods	
Report Author	Simon Phillips, Principal Transport Planner	
Version	Final	
Dated	Sept 18 2009	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law and Governance	Yes	Yes
Finance Director	Yes	Yes
Strategic Director of Environment and Housing	Yes	Yes
Executive Member	Yes	Yes
Date final report sent to Constitutional/Community Council/Scrutiny Team	18.09.2009	

APPENDIX A – INTEGRATED TRANSPORT PROGRAMME

Provisional Lip settlement 2010/11

Programme area	Allocation £000
Corridors	1,615
Neighbourhoods	1,261
Smarter travel	373
Total allocation	3,249

Project	Type	Community Council	Description	Cost £000		
				2010/11	2011/12	2012/13
Southampton Way (between Commercial Way and Bowyer Place)	Corridors	Camberwell	Public realm, cycling infrastructure and parking improvements	135	140	
East Dulwich public realm and pedestrian access scheme (Grove Vale and Lordship Lane)	Corridors	Dulwich	Public realm and improved access to the East Dulwich station, improved pedestrian crossing provision on Lordship Lane, speed reduction measures on Grove Vale	240	260	
Peckham Hill St (between Commercial Way and Peckham High Street)	Corridors	Peckham	Road safety and bus stop interchange improvements (20mph limit)	300		
Camberwell Road junction with Wyndham Road	Corridors	Camberwell	Introduction of pedestrian phasing at the junction of Camberwell Road with Wyndham Road	220		
Peckham Rye South (between Scylla Road, East Dulwich Road and Nunhead Lane)	Corridors	Nunhead and Peckham Rye	Review of signalised junctions, pedestrian and cycle improvements	190	300	
Southwark Park Road/Grange Road (between St James's Road and Tower Bridge Road)	Corridors	Bermondsey	Road safety and access to Spa Park. Reduce speeds and address vehicle dominance	220	180	

Project	Type	Community Council	Description	Cost £000		
				2010/11	2011/12	2012/13
Lower Road-Plough Way junction	Corridors	Rotherhithe	Remove No Entry restriction to allow through access to Rotherhithe New Road	140		
Cycle training	Corridors	Boroughwide	Provision of cycle training across Southwark. To cover staffing, management, promotion, publicity and delivery of training sessions to all groups	170	170	170
Albany Road (between Old Kent Road and Camberwell Road)	Neighbourhoods	Walworth	Average speed camera trials and associated measures to calm traffic and improve accessibility for pedestrians	70	100	
Bird in Bush junction with Peckham Hill Street	Neighbourhoods	Peckham	Raised zebra to improve road safety and access to the canal and the introduction of a 20mph speed limit on this stretch of road	200		
The Blue and surrounds	Neighbourhoods	Bermondsey	Works to complement the ILRE funding, safety and pedestrian accessibility improvements	181	185	
Copeland Road and Consort Road	Neighbourhoods	Nunhead and Peckham Rye	Improvements to pedestrian and cycle facilities, particularly around school on Brayard's Road	250		
East Street public realm improvements	Neighbourhoods	Walworth	Improvements to the market area and safety at the junction with Portland Street	250		
Accessibility around the Brunel Museum (Rotherhithe)	Neighbourhoods	Rotherhithe	Access to the Brunel museum and the river Thames, including widening footways, declutter and signage	160		
Speed reduction measures (boroughwide)	Neighbourhoods	Boroughwide	General speed reduction measures, including ISA devices on council fleet vehicles and 20mph speed limits on borough roads	50	50	50
Sustainable travel infrastructure	Neighbourhoods	Boroughwide	Identification and delivery of borough wide on street cycle parking, dropped kerbs, estate cycle parking and other measures to support sustainable modes of travel	60	60	60

Project	Type	Community Council	Description	Cost £000		
				2010/11	2011/12	2012/13
Surveys	Neighbourhoods	Boroughwide	Cross borough programme of surveys and monitoring at a strategic level, including walking, cycling and traffic counts	40	40	40
Travel awareness promotion and events	Smarter travel	Boroughwide	Various events and activities associated with promoting smarter travel choices. Including mobility week, bike week and the promotion of car clubs	143	145	150
School travel plan monitoring and implementation	Smarter travel	Boroughwide	Support for school travel, including staffing a school travel advisor, allocations for small grants to schools, independent travel for those with special needs and monitoring of school travel plans.	131	129	129
Travel plan support and implementation	Smarter travel	Boroughwide	Advice and support for travel planning groups and travel plan development and implementation. Includes staffing, implementation of the council's own travel plan and providing funding for local travel planning groups	70	70	70
Travel awareness initiatives to support corridor and neighbourhood schemes	Smarter travel	Boroughwide	Initiatives to achieve a more holistic delivery of the transport improvement programme and maximise the impact of new corridor and neighbourhood schemes through travel awareness, education, publicity, cycle training etc.	29	29	29
Denmark Hill (from Champion Park to Champion Hill)	Corridors	Camberwell	Works to address collisions and vehicle speeds		165	160
Salter Road speed reduction	Corridors	Rotherhithe	Reduce vehicle speeds and dominance by lowering the speed limit to 20mph through physical measures or average speed cameras (depending on suitability)		150	250
Number 42 bus extension	Corridors	Dulwich	Extension of the 42 bus to Sainsbury's on Dog Kennel Hill		250	250
West Walworth pedestrian improvements	Neighbourhoods	Walworth	Encourage more walking trips through legibility, permeability and accessibility improvements to the stations and Walworth Road		185	200

Project	Type	Community Council	Description	Cost £000		
				2010/11	2011/12	2012/13
Borough and Bankside area wide traffic calming	Neighbourhoods	Borough and Bankside	Area wide traffic calming through the use of 20mph zones, limits and/or average speed cameras		380	
Long Lane safety improvements	Neighbourhoods	Borough and Bankside	A scheme to vary carriageway width and lessen the dominance of vehicles to give more space to pedestrians. Elements of shared space proposed		245	100
Electric vehicle on street charging points	Neighbourhoods	Boroughwide	Electric vehicle on street charging points at key locations		50	
Evelina Road pedestrian improvements	Corridors	Nunhead and Peckham Rye	Traffic calming and improved crossing points. Calmed central area			250
Walking links from Bermondsey Spa to Bermondsey Station	Corridors	Bermondsey	Improvements to walking links to Bermondsey station, wayfinding and public realm works.			234
Riverside and Museum access	Neighbourhoods	Borough and Bankside	Accessibility and declutter/public realm improvements around the Tate modern and on the streets that lead to the river, complementary to the Bankside Urban Forest			350
Rotherhithe area wide traffic calming	Neighbourhoods	Rotherhithe	Area wide traffic calming through the use of 20mph zones, limits and/or average speed cameras			350
Bellenden area traffic management scheme	Neighbourhoods	Nunhead and Peckham Rye	Review of one-way system and network operation in the Bellenden area			75
Nunhead Station	Neighbourhoods	Nunhead and Peckham Rye	Accessibility improvements around station			151
Peckham access improvements	Neighbourhoods	Peckham	Accessibility and declutter/public realm improvements on the streets that run between Commercial Way and St George's Way			215
				2010/11	2011/12	2012/13
Totals £000				3,249	3,283	3,283
Corridors				1,615	1,755	1,354
Neighbourhoods				1,261	1,155	1,551
Smarter travel				373	373	378

APPENDIX B – PRINCIPAL ROAD RENEWAL

The table below shows principal roads (excluding TfL roads / red routes) in Southwark prioritised according to need, based on condition surveys. Southwark has been allocated indicative funding of £381k for 2010/11, but asked to submit proposals up to 25% above that figure (giving a total of £477k) to allow for possible reserve schemes. All things being equal, roads should be treated in order of the priority list below and this will form the basis of the council's submission to TfL. Other factors such as deliverability and co-ordination with other schemes and street works, however, need to be taken into consideration and may affect the order in which maintenance improvements are delivered.

Road name	Cost of footway	Cost of carriageway	Total
Borough Road	£93,610.00	£284,625.00	£378,235.00
Champion Park	£78,589.00	£105,294.00	£183,883.00
Lower Road	£78,056.00	£150,682.00	£228,738.00
Bush Road	£64,125.00	£202,500.00	£266,625.00
Rotherhithe Old Road	£69,851.00	£139,702.00	£209,553.00
Hawkstone Road	£82,400.00	£187,872.00	£270,272.00
Lambeth Road	£61,927.50	£174,474.00	£236,401.50
Rye Lane	£127,664.00	£494,496.00	£622,160.00