

<b>Item No.</b> 13.	<b>Classification:</b> Open	<b>Date:</b> 20 September 2016	<b>Meeting Name:</b> Cabinet
<b>Report title:</b>		Approval of the Council's Local Implementation Delivery Plan, Annual Spending Submission for 2017/18	
<b>Ward(s) or groups affected:</b>		All	
<b>Cabinet Member:</b>		Councillor Ian Wingfield, Environment and the Public Realm	

## **FOREWORD – COUNCILLOR IAN WINGFIELD, CABINET MEMBER FOR ENVIRONMENT AND THE PUBLIC REALM**

This year's Local Implementation Plan (LIP) funding builds on the 3 year LIP programme agreed by cabinet in 2013 and is focussed on delivering the ambitions set within the Mayors Transport Strategy but also the council's ambitions for increasing cycling, improving road safety and air quality. With the change of Mayor in May 2016, it is anticipated that the Mayor's Transport Strategy will be updated/revised and in turn the borough will be asked to update our Transport Plan and associated LIP delivery programme at this point we will be going out to residents to ask their option on the revised programme.

Key initiatives in this programme include delivering improvements to Walworth Road, focussed on the southern end, Ilderton Road an area facing much change alongside existing transport challenges, delivering the Cycle Spine a key focus of our cycle strategy and Lordship Lane delivering on our road safety and speed reduction principles. Alongside this as a borough we are taking initiative to support air quality proposals supporting proposals for the Ultra Low Emission Zone (ULEZ) to be extended to the South Circular and opposing proposals that will introduce more traffic to the borough such as Silvertown Tunnel.

I support the proposals outlined within this report. They will help us to a more active, healthier, safety and more effective public realm.

## **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 2017/18 Appendix A.
2. Agrees that the identified programme be submitted to TfL by 28th October 2016.
3. Agrees to the implementation of the programmes as set out in Appendix A.
4. Note the progress of the Southwark Cycling Strategy as set out in Appendix B.

## **Recommendations for the Leader of the Council**

5. Delegates authority to the cabinet member for environment and the public realm to amend the programme for 2017/18 should any variations to the proposed programme be required. The cabinet member shall consult community council chairs regarding scheme changes in their area.
6. Delegates authority to the cabinet member for environment and the public realm to determine the most appropriate use of the £100k discretionary funding allocated by TfL for 2017/18.

## **BACKGROUND INFORMATION**

7. 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.
8. In May 2010, the Mayor of London published his revised transport strategy and all boroughs were required to prepare a local implementation plan (LIP) 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.
9. In 2013 boroughs were required to produce a new 3 year delivery plan taking into account new initiatives such as the Mayor's Roads Task Force and Vision for Cycling strategies. Council cabinet approved this delivery plan in September 2013 and funding was confirmed by Transport for London (TfL) in December 2013. 2016/17 was the final year of this agreed programme.
10. Following the election of a new mayor, it is anticipated that the Mayor's Transport Strategy will be updated/revised and in turn the borough will be asked to update our Transport Plan and associated LIP delivery programme.
11. In the interim, boroughs have been asked to prepare bids for LIP funding for 2017/18. Project proposals contained within this report represent a response to that request.
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 to deliver schemes identified in the LIP.
13. 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.
14. Southwark's allocation for 2017/18 is £3.372m, comprising £2.588m for corridors, neighbourhoods and supporting measures, £639k 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.

15. 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.
16. This report also responds to a previous cabinet request for an update on progress on the Southwark Cycling strategy which was adopted in 2015. Therefore, Appendix B summarises progress made in the first year according to the action plan contained within the strategy.
17. In support of the Mayor's plan to tackle air quality in London, we are taking the initiative to promote the extension of the ULEZ from covering the existing Congestion Charging Zone to a more effective boundary along the existing LEZ (Low Emission Zone) boundary. This would cover the South Circular, include more vehicle types and would progressively increase the emission restrictions.
18. The council introduced a borough wide 20mph speed restriction in March 2015, since then officers have been monitoring traffic speeds in affected areas. Interim results found that overall the scheme has been successful with speeds reduced on 86% of the roads reviewed with 12% showing an increase and 2% remaining the same. Officers are currently completing the 12 month review with this due to be completed in October, following this further interventions on those roads demonstrating an increase will be decided upon funding via the council's capital budget of £900k.

#### **KEY ISSUES FOR CONSIDERATION**

19. Following the election of a new mayor, it is anticipated that the Mayors Transport Strategy will be updated/revised and in turn the borough will be asked to update our Transport Plan and associated LIP delivery programme.
20. In the interim, boroughs have been asked to prepare bids for LIP funding for 2017/18. Project proposals contained within this report represent a response to that request.
21. This report is for a one year extension the previous three year programme which was developed in 2013 for implementation between 2014/15 to 2016/17; The council's funding allocation for 2017/18 of £3.372 million
22. 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 inter-linked themes and optimise resources
23. Given the limited amount of funding available and the number of possible projects, it has been necessary to prioritise projects to progress. Officers have reviewed the programme and identified the proposed schemes using available data and with reference to strategic priorities reflecting the Southwark Transport plan and broader council regeneration objectives to determine a final scheme list.
24. 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.

25. Following consideration of strategic priorities, the Cabinet Member for Regeneration, Planning and Transport has agreed the overall scheme list presented in this report.

### **Policy implications**

26. 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.
27. The proposals in the report have been developed in line with the aims and policies contained within the Core Strategy linking policy to delivery.

### **Community impact statement**

28. 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.
29. 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.
30. 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.
31. 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. It identifies general travel trends within Southwark and includes an assessment of any variation of impacts across different groups.

### **Resource implications**

32. Details of the proposed LIP schemes together with indicative costs are presented in Appendix A.
33. Indicative management and implementation costs for each scheme have been taken into account in the submission.

### **Consultation**

34. 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.

35. 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 Community Council chairs have been consulted and any feedback considered in refining these proposals.
36. 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.
37. 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.
38. Where schemes are altered, dropped, or where new schemes are proposed, relevant ward councillors will be consulted.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Law and Democracy**

39. 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") outlining their own proposals on how they intend to implement the Mayor's Transport strategy 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.
40. 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 appropriate.
41. 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.
42. 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 outlined in sections 145 to 151, i.e. provisions on the preparation, submission, re-submission, revision and implementation of Local Implementation Plans.
43. Section 159 allows TfL to give financial assistance (by grant, 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 permits TfL to impose conditions on financial assistance it provides.

44. There has been compliance with the public sector equality duty in accordance with the provisions of the Equality Act 2010. All the requirements contained within section 149, Equality Act have been duly considered and assessed, and 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.
45. 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.
46. 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.
47. 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 Governance**

48. This report seeks cabinet approval to the submission of the council's proposed Local Implementation Plan (LIP) annual spending submission to TfL for the 2017/18 allocation of £3.372m, as detailed in Appendix A in the report.
49. Once the LIP is approved by TfL, a programme budget will be set up for the schemes that will be regularly monitored and reported as part of the council's capital and revenue monitoring arrangements.
50. Staffing and any other costs connected with the recommendation are to be contained within existing departmental budgets.

#### **Strategic Director of Environment and Leisure**

51. The proposals, targets, and actions contained in the Transport plan have been developed in consultation with officers of the Highways and Regulatory Services 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	Planning and Transport, 5 <sup>th</sup> Floor, Tooley Street	Mohammed Chibou 020 7525 2953
<b>Link:</b> <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/transport_plan">http://www.southwark.gov.uk/info/200107/transport_policy/1947/transport_plan</a>		

## APPENDICES

No.	Title
Appendix A	LIP Delivery Plan
Appendix B	Cycle Strategy Progress Report

## AUDIT TRAIL

<b>Cabinet Member</b>	Councillor Ian Wingfield, Environment and the Public Realm	
<b>Lead Officer</b>	Simon Bevan, Director of Planning	
<b>Report Author</b>	Mohammed Chibou, Transport Planner, Transport Policy	
<b>Version</b>	Final	
<b>Dated</b>	8 September 2016	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Law and Democracy	Yes	Yes
Director of Planning	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
<b>Cabinet Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>	8 September 2016	

Draft LIP submission 17/18 revised			
Project	Location	Description	Cost £'000
			2017 /18
Behaviour change including Smarter travel and Road safety Education	Borough wide	Smarter travel programme including Road Safety, Travel Awareness and School Travel Plans. Cycle strategy smarter measures programme	407
Cycle Training programme	Borough wide	Cycle training programme and cycle parking programme including cycle hangers.	170
Southwark Cycle Spine	Borough wide	Design, development and delivery of Southwark cycle strategy 2015 including the development of the Southwark Cycle Spine	500
Surveys	Borough wide	Cross borough programme of surveys and monitoring at a strategic level, including walking, cycling and traffic counts.	30
Scheme review	Borough wide	Safety audits and minor scheme amendments resulting	100
Walworth Road Corridor Scheme	Walworth	Corridor scheme between John Ruskin and Merrow Street to the south and from Elephant Road to Wansey Street to the north either side of the mixed priority scheme.	400
Local environmental improvements	Borough wide	Small scale interventions to address specific issues identified in year e.g. dropped kerbs, station access, as well as match funding to support air quality bids.	200
Ilderton Road	Livesey & South Bermondsey	Phase 1 of interventions from traffic management study (15-16 discretionary funding). Rotherhithe New Road to Zampa Road	200
Long lane	Chaucer, Grange and Cathedral	Feasibility study of area to address rat running, improve connection to Guy's Hospital and identify improvements to section of the C10 bus route which are within the study area.	26
Lordship Lane	East Dulwich, Village and College	Speed reduction measures Junction with south circular to Goodrich road	556

<b>Totals</b>	<b>2017 /18 000s</b>
<b>Corridors and neighbourhoods</b>	<b>2588</b>
Discretionary funding	100
Principal Road Renewal	639
<b>TOTAL</b>	<b>3372</b>

**Cycle Strategy Progress Report**

**APPENDIX B**

<b>Scheme</b>	<b>Objectives</b>	<b>Progress to date</b>
<b>Infrastructure measures</b>		
Cycle parking	1.8, 1.11, 2.5, 2.6, 2.7	Implementation of 70 hangers (420 spaces)
Cycle Superhighways	1.3, 1.11	TfL led scheme - currently at outline design stage.
Cycle Superhighways North-South	1.3, 1.11	Launched in April 2015.
Southwark Spine	1.7, 1.8, 1.9, 1.11	Southwark Spine South ~ Chandler Way to Lordship Lane - Outline design completed. Design review completed and consultation sections decided. Consultation commencing late Sept 2016. This excludes the Bellenden area.  Thurlow Street to St George's Circus - Thurlow Street design commissioned, with design to commence in 2018.
Quietway 1: Waterloo to Greenwich	1.7, 1.9, 1.11	Scheme completed March 2016. Wayfinding signing installed. (Small part along Webber St to be completed once development completed)
Quietway 7: Elephant & Castle to Crystal Palace	1.7, 1.9, 1.11	Delivery of route by end 2016/17. Section 1: north of Burgess Park design processing. Section 2: consultation complete. Champion Hill and Dog Kennel Hill measures removed from design. Section 3: consultation in Summer 2016 with Dulwich junction measures provisionally agreed.
GRID 14: Southwark to Tower Bridge Road	1.7, 1.8, 1.9, 1.11	Draft Detailed design to be completed late Sept 16. Formal response to IDM report prepared.
Quietway 14: Tower Bridge Road to Canada Water	1.7, 1.9, 1.11	Consultation Sept/Oct 2016.
Quietway 14: Canada Water to Russia Dock	1.7, 1.9, 1.11	Scoping stage. Minor interventions required as complex design could significantly extend programme.
Quietway 89: Nunhead (Southern Circular)	1.7, 1.9, 1.11	Scoping stage. Consultation to commence in Spring 2017.
Quietway 8: Kennington to Burgess Park	1.7, 1.9, 1.11	Design review complete. Consultation to commence in Spring 2016.

Scheme	Objectives	Progress to date
<b>Infrastructure measures</b>		
Quietway 83: Link from Q1 to Honour Oak Park	1.7, 1.9, 1.11	Scoping stage. Measures and funding to be agreed with TfL. Analysis from Peckham Walking project to be used to influence the design.
Townley Road	1.7, 1.9, 1.11	Scheme delivered for early start for cyclists at signals and RSA undertaken.
Filtered permeability	1.7, 1.9, 1.11	Included in wider LIP programme
<b>Complementary measures</b>		
Cycle training for adults and children	1.1, 3.1, 3.2, 3.3, 3.4, 3.5, 3.7	300 adult individually trained 34 adult group trained 14 HGV driver individually trained 1077 children trained
Programme management	All	Cycle Programme Manager role on-going
Behaviour change (Smarter travel)	1.12, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3	New behaviour change programme introduced in 2016. Phase 1 of the new integrated marketing campaign commenced in Summer 2016. The pilot of the cycle loan scheme (2015/16 funding) is in the process of being reviewed in partnership and re-launched in 2017.
VeloCitta (cycle hire market diversification)	1.12, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3	Extensive market segmentation stage complete. Delivery Spring 2016. Residential - London College of Communications (LCC) commissioned to design marketing campaign. DarLab, London South Bank University (LSBU) commissioned to build the installation for Harper Road using digital technology. Business - 160 Tooley Street promotion with free cycle codes for staff and led rides. Pilot of business account for some council teams. Students - Free discount codes were provided to students living in the halls in 2015. The council has been working with LSBU on a proposal for cycle hire membership to be included in student halls' fees. Older people - In partnership with TfL and Silver Fit, the council is working on providing cycle confidence training and led rides on Santander Cycle Hire.