

Item No. 11.	Classification: Open	Date: 29 October 2019	Meeting Name: Cabinet
Report title:		Cycle Hire Expansion and Submission of TfL Grant Application (LIP programme)	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Richard Livingstone, Environment, Transport Management and the Climate Emergency	

FOREWORD – COUNCILLOR RICHARD LIVINGSTONE, CABINET MEMBER FOR ENVIRONMENT, TRANSPORT MANAGEMENT AND THE CLIMATE EMERGENCY

In April, cabinet agreed its innovative Movement Plan to transform our approach to transport in Southwark.

This report seeks cabinet approval for three important activities to take this work forward.

Firstly, I am delighted that this report sets out how the council will significantly extend the coverage of the Santander Cycle Hire scheme in the borough. Coverage is currently limited to a relatively small part of Southwark in and around the Congestion Charge Zone.

This strategy will extend coverage first to Bermondsey, Rotherhithe and Walworth - reaching Old Kent Road and Burgess Park. In the longer term, it will also bring the scheme to Camberwell and Peckham.

Secondly, this report sets out the council's annual bid for funding from Transport for London's (TfL) Local Implementation Plan (LIP) fund. This provides capital funding to deliver projects that meet both TfL's and the council's objectives.

Finally, the report sets out the next steps in our Liveable Neighbourhood transport initiatives around South Bermondsey station and the Bonamy and Bramcote estates.

I ask that cabinet, after due consideration, agrees to take these three important initiatives forward.

RECOMMENDATIONS

Recommendations for the Cabinet

That the cabinet:

1. Agrees the content of the council's proposed LIP submission to TfL that identifies transport projects to be delivered using this funding in 2020 / 21 in Appendix A and is submitted to TfL before 1 November 2019.
2. Notes the progress report on the Movement Plan as contained in Appendix B

3. Notes the cycle hire delivery plan as contained in Appendix C.
4. Notes the progress report on the Liveable Neighbourhood project as contained in Appendix D.

Recommendations for the Leader of the Council

That the leader:

5. Delegates authority to the cabinet member for environment, transport management and the climate emergency to amend the programme for 2020- 21 should any variations to the proposed programme be required.
6. Delegates authority to the cabinet member for environment, transport management and the climate emergency to determine the most appropriate use of the £100k discretionary funding allocated by TfL for 2020-21.

BACKGROUND INFORMATION

LIP funding

7. The Mayor of London revised and published his new Mayor's Transport Strategy (MTS) in March 2018. 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 MTS. In response to this requirement the Council adopted the Movement Plan in spring 2019.
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 bid for funding to deliver schemes identified in the LIP (or Movement Plan).
9. Southwark's allocation for 2020 / 21 is £2.149m, comprising:
 - £ 2,049k for corridors, neighbourhoods and supporting measures
 - £ 100k of discretionary funding to be spent on the transport schemes that the council sees fit.

These allocations are the total LIP funding that the borough should expect to receive in relation to the above categories. It should be noted that the borough is able to secure additional funding through separate funding processes for cycle quietways and superhighways and the bus priority and principal road maintenance.

10. It should also be noted that Southwark was successful in last years Liveable Neighbourhood funding that will continue for three years. Appendix C provides an update on the progress of this project.

KEY ISSUES FOR CONSIDERATION

11. Calculated from the formula funding, Southwark's funding allocation is £2.149 million for 2020 - 21.
12. Given the limited amount of funding available and the total number of possible

projects, they require prioritisation. Officers have reviewed the programme and identified the proposed schemes using available data and with reference to strategic priorities reflecting Southwark's Movement Plan and the broader council regeneration objectives to determine the final scheme list in Appendix A.

13. 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 Southwark's existing proposals, priorities and funding streams.
14. The council is committed to extending cycling within the borough. In September TfL announced that they will extend the Santander cycle hire scheme alongside Cycleway 4 (Jamaica Road) to Canada Water. Building on this, officers have prepared a delivery plan which sets out the potential further expansion of cycle hire. This details how the expansion will be delivered in two phases, the first which extends to Burgess Park will be delivered by 2021 and the second to Camberwell and Peckham by 2023. This is contained in Appendix B.
15. Upon adoption of the Movement Plan the cabinet requested an update on the progress of it's implementation, this is contained in Appendix C alongside a progress update on the Bonamy and Bramcote Liveable Neighbourhood project.

Policy implications

16. The proposed LIP programme of works in Appendix A is consistent with the council's Movement Plan, the Cycle Strategy as well as the council's broader policy framework for its Health and Wellbeing Strategy and the Southwark 2016: Sustainable Community Strategy and various national and regional policies.

Community impact statement

17. The proposed schemes that receive funding from TfL aim to provide a positive benefit for people living and working in Southwark. This is achieved by engaging with local people before the implementation of any scheme.
18. An equality analysis and a strategic environmental assessment on the community impact were undertaken as part of the development of Southwark's Movement Plan.
19. The Movement Plan also addresses the council's responsibilities to eliminate discrimination, promote equality of opportunity and good relations between the different groups. The analysis of the Movement Plan objectives was found to be consistent with these equality objectives.
20. These LIP proposals are in accordance with council policies and should have a positive impact on the majority of our residents. However, the council will undertake ongoing monitoring to ensure there are no unforeseen consequences for communities or that any identified impacts 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 variations in the impacts across different groups.

Financial implications

21. As a funding bid to TfL the proposed LIP schemes have no capital or revenue implications for Southwark, except for officer's time to prepare these bids. Details of the proposed LIP schemes together with the indicative costs of these bids are presented in Appendix A.
22. Indicative management and implementation costs for each scheme have been taken into account in the submission.

Consultation

23. This LIP bid was an extension of the consultation carried out during the production of the Movement Plan which allowed more than 12 weeks for the public to comment in late November 2018 and February 2019. The Movement Plan consultation included inviting views via, the council's Consultation Hub, electronic newsletters and social media networks, workshop with the Over 60's, Young Advisors, street interview surveys and via an online survey.
24. Given the extensive consultation noted above, which included the development of the first 3 year funding priorities, we are not required to re-consult until 2022 / 23 or if a change in Mayoral Policy happens in the interim. 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.
25. Once TfL have confirmed funding for the proposed LIP bid projects then the council shall conduct separate formal engagement with stakeholders, residents and other interested parties on those schemes prior to their detailed design or implementation.
26. Furthermore, all infrastructure schemes will now go before the community council to allow local people an opportunity to influence the proposals affecting their area.
27. Where schemes are altered, dropped, or where new schemes are proposed, then relevant ward councillors will be consulted.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

28. This report seeks approval of the council's proposed LIP submission to TfL that identifies transport projects to be delivered using the funding allocation for 2020 - 21. As stated in the background information at the beginning of this report, section 145 of the Greater London Authority Act 1999 (GLAA 1999) requires London boroughs to prepare a LIP outlining their proposals and how they intend to implement the MTS in their respective areas. Councils are required to consult various bodies and must include an implementation timetable for the proposals in their plan.
29. Section 146 of the GLAA 1999 provides for the Mayor to approve each LIP, ensuring that they adequately implement the MTS. The Mayor must not approve a LIP bid unless he is satisfied that it is consistent with the MTS, and that the bid proposals are adequate to achieve the MTS within an appropriate implementation timetable.

30. Under section 151 of the GLAA 1999, once a LIP plan has been approved by the Mayor the council must implement it according to the timetable in the plan.
31. Section 152 of the GLAA 1999 states 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 can exercise the appropriate powers of the council, at their expense, 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 their LIP.
32. 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 permits TfL to impose conditions on financial assistance it provides.
33. The LIP bid has to comply with the public sector equality duty in accordance with the provisions of the Equality Act 2010. The community impact statement notes that the requirements contained within section 149 of the Equality Act have been duly considered and assessed, and this is evidenced in an equality analysis and a strategic environmental assessment on the community impact undertaken as part of the development of the Movement Plan. During the delivery of the identified transport projects, their impact will be monitored and recorded in an annual monitoring report.
34. Under paragraph 6, Part 3D of the constitution the relevant cabinet 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 cabinet member has requested that this matter be considered by full cabinet.

Strategic Director of Finance and Governance (FC19/021)

35. This report is seeking cabinet approval to submit the council's proposed LIP annual spending submission to TfL for the 2020/21 allocation of £2.149m as detailed in Appendix A.
36. The strategic director of finance and governance notes the financial implications contained in the report and once the LIP is approved by TfL, expects detailed programme budgets to be set up, for regular monitoring and reporting as part of the council's capital and revenue monitoring arrangements.
37. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets

Director of Environment

38. The targets and actions contained in the Movement Plan and this delivery plan have been developed in consultation with officers of the environment and social regeneration department, and are consistent with our operational policies and

plans for highway asset management and design, parking, road network management, air quality and public health.

BACKGROUND DOCUMENTS

Background Papers	Held at	Contact
Movement Plan 2019	Southwark Council, 160 Tooley Street, London SE1 2QH	Naima Ihsan 07892 772540
Web link: http://modern.gov.southwark.gov.uk/ieDecisionDetails.aspx?ID=6809		

APPENDICES

No.	Title
Appendix A	LIP Delivery Plan
Appendix B	Movement Plan update
Appendix C	Cycle Hire action plan
Appendix D	Liveable Neighbourhood project update

AUDIT TRAIL

Cabinet Member	Councillor Richard Livingstone, Environment, Transport Management and the Climate Emergency	
Lead Officer	Kevin Fenton, Strategic Director of Place and Wellbeing	
Report Author	Naima Ihsan, Transport Planner, Transport Policy	
Version	Final	
Dated	17 October 2019	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Director of Planning	Yes	None
Director of Environment	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	17 October 2019	

APPENDIX A

LIP Delivery Draft LIP submission 2020 – 21			
Project	Location	Description	Cost £'000 2020-21
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.	300
Cycle and Scooter Training programme	Borough wide	Cycle and Scooter training programme.	220
Demonstrator Zones for schools	Borough wide	First phase of interventions identified as part of Lighthouse Schools programme.	110
Movement Plan Test and Evaluate	Borough wide	Monitor performance against the Movement Plan.	30
Deliver walking network of quality routes and spaces	Borough wide	Deliver first phase of interventions from Walking Network study/ based on Walking Zone expected feedback and consultation.	230
Increase cycle parking to encourage active travel.	Borough wide	Provide cycle parking.	100
Local environmental improvements	Borough wide	Small scale interventions to address specific issues e.g. dropped kerbs, and match funding to support air quality capital bids.	200
Camberwell Traffic Management enhancements	Camberwell Green	Delivery of enhancements in the Camberwell area.	200
Social Space Modal Filters	Borough wide	Trial of enhanced modal filters that encourage social streets and traffic reduction. Scoping & Principles year 1, and implement year 2.	199
Vision Zero	Borough wide	To reduce collisions on borough roads.	125
Accessible active travel – identify and remove obstacles to active travel	Borough wide	Small scale, quick wins to improve access to the Cycleways and cycle spine.	75
Public Transport Access Improvements - Denmark Hill Station and Kennington Tube Station		Improve active travel to support rail use.	260
Totals			
Corridors and neighbourhoods			2,049
Discretionary funding			100
Principal Road Renewal			
TOTAL £			2,149