



CABINET

Subject Heading:

**2018/19 Local Implementation Plan
Annual Spending Submission – funding
for transport programmes and projects
in Havering**

Cabinet Member:

Councillor Osman Dervish – Lead Member
for Environment and Community Safety.

SLT Lead:

Steve Moore – Director of
Neighbourhoods

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Policy context:

Havering Corporate Vision – *Making a
Greater London*
Havering Corporate Plan 2017-2018
London Plan Consolidated with Alterations
since 2011 (2015)
London Mayor's Transport Strategy (2010)
Havering Local Development Framework
(2008)
Havering Local Implementation Plan
(2012)
A City for all Londoners (2016)

Financial summary:

This report seeks Members' approval to
the principles of Havering's 2018/19 LIP
Submission to Transport for London

Is this a Key Decision?

Yes

When should this matter be reviewed? **January 2018**

Reviewing OSC: **Environment**

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

SUMMARY

The Council makes an annual Local Implementation Plan (LIP) Spending Submission to Transport for London (TfL) for funding transportation initiatives. It is the major source of funding for transport projects and programmes for the Council.

The Submission must be consistent with other strategy documents of the London Mayor and the Council.

There will be considerable scope for the Council to ensure that its LIP Submission for 2018/19 is consistent with, and helps to deliver, its recently adopted Havering - Making a Greater London 'Vision.'

This report recommends that Cabinet approval of the detailed and full LIP Submission is delegated to the Lead Member for Environment and Community Safety prior to it being submitted to TfL.

TfL's guidance to boroughs on preparing the 2018/19 submission was published in June. A copy of this guidance has been placed in the Members' Resource Room.

TfL has told the Council that it has been awarded an indicative amount of £2,682,000 LIP funding for the 2018/19 financial year. Later this year, Havering must tell TfL how it plans to spend this, taking into account TfL's latest LIP guidance.

Members will have the opportunity to comment on the schemes in the draft Submission before it is considered by the Lead Member.

This report concerns the processes and requirements for preparing the 2018/19 LIP Submission rather than the detailed content of the proposals.

This report confirms that, as previously, the Council will continue to explore additional opportunities for funding transport programmes/policies to supplement those from the LIP allocation such as other TfL funding streams, other external funding sources and contributions from development proposals.

RECOMMENDATIONS

That Cabinet:

1. delegates authority to the Cabinet Member for Environment and Community Safety, approval of Havering's full final LIP Funding Submission for 2018/19 to TfL.
2. approve that the Council evaluate, consider and submit further opportunities for investment in transportation initiatives that are available from TfL including potential Liveable Neighbourhoods applications, which sit outside the LIP Annual Spending Submission process.
3. delegates authority to the Cabinet Member for Environment and Community Safety, approval of the submission of such further transport infrastructure funding initiatives.

REPORT DETAIL

Background

4. Funding from Transport for London (TfL) under the 'umbrella' of the Local Implementation Plan (LIP) remains the major source of capital monies for transport schemes and projects in Havering.
5. Each year the Council submits a funding submission (bid) to TfL for funding for the following financial year. The Council has previously also allocated significant funds from its own resources towards highway improvement works for footways, road resurfacing, street lighting and environmental improvements consistent with its corporate objectives.

Taking Havering's LIP Submission forward in 2018/19

6. The forthcoming General Election and the associated 'Purdah' restrictions initially delayed TfL publishing the individual indicative borough funding allocations and its guidance setting out the criteria against which boroughs will be expected to submit their proposed LIP funding programmes.

7. Preparation of this report began ahead of TfL publishing its guidance on how boroughs must prepare their 2018/19 Annual Spending Submissions. The guidance was published in early June. The guidance will be taken into account as the detailed Submission is 'worked up' over summer.
8. Boroughs no longer have to ensure that their LIP Submission reflects their adopted LIP Three Year Delivery Plan because the timeframe for these has ended and TfL has not required their replacement.
9. Members will be aware that the Council works very closely with TfL to ensure that a high level of spend is achieved with all TfL funding. In recent years, the level of spend achieved across the Havering LIP programme has been higher than the Council's Corporate target. This high level of performance has resulted in Havering benefitting from unexpected ad hoc payments for further LIP schemes from TfL.

Requirements for the funding submission for 2018/19

10. Boroughs will have to align their 2018/19 LIP submissions with:

- **'A City for All Londoners' (2016)**

The Mayor's new Vision for London titled: *A City for all Londoners* explains his direction of travel for his Mayoral term. All other Mayoral Strategies (including the London Plan, Economic Development, Environmental, Transport and Accessibility Plan) will be revised following the publication of *A City for All Londoners* to ensure its principles are embedded within them. It sets out the challenges and opportunities across various policy areas including accommodating growth, housing, the economy and transport and how the Mayor wants to address these.

- **'Healthy Streets' Agenda (2017)**

In February 2017, the Mayor launched his 'Healthy Streets for London' Vision. It sets out his long term vision to encourage more Londoners to walk and cycle and use public transport more and to make London's streets healthier, safer and more welcoming. It will see increasing physical activity placed at the centre of a wide range of Mayoral policies. Boroughs will be expected to align their LIP submissions with the Mayor's new 'Healthy Streets' agenda.

- **Draft Mayor's Transport Strategy**

At the time of preparing this report, the Draft Mayor's Transport Strategy (MTS) is expected to be published in June after the General Election with consultation taking place over the summer. The final MTS is expected to be published by the end of 2018/early 2019. It will be a strategic document

setting key aims and objectives for London over the next 25 years. It is expected that the new MTS will focus on three core mayoral priorities:

- Delivering a good public transport experience,
- Healthy Streets and Healthy People, and
- new homes and jobs.

These emerging priorities are a feature of the 2018/19 LIP Guidance.

11. In addition to the Mayoral priorities set out above, the 2018/19 submission should also take into account the Council's own priorities and objectives in our Local Implementation Plan (LIP) and other strategies such as the new Making a Greater London Vision
12. TfL notified the Council of its indicative LIP funding award for 2018/19 in June 2017. Havering's indicative LIP funding allocation for 2018/19 is **£2,682,000**. This allocation however is subject to revision as part of TfL's business planning round and the formal allocation of the 2018/19 budget. The indicative allocation for 2018/19 is broken down as follows:

- **Corridors and Neighbourhoods (£2,247m)**

Comprehensive ('holistic') schemes and local area improvements including schemes to tackle congestion by smoothing traffic flows, measures to assist freight, contribute to regeneration, deliver environmental improvements, improve safety as well as projects involving spaces used by several users, Controlled Parking Zones, 20 mph zones, cycling, walking, bus priority and bus stop accessibility. It also covers 'Smarter Travel' schemes such as school and workplace travel plans, choices around how people travel, travel awareness initiatives, road safety education, training and publicity schemes.

- **Principal Road Maintenance (£435k)**

Focuses on highway surface improvements to Havering's Principal Road Network (PRN) based on condition surveys to determine how much of the Principal Road Network needs structural maintenance.

13. In previous years a Local Transport Funding pot to the value of £100k has been available to spend on projects of the Council's choice that support the delivery of the Mayor's Transport Strategy. As a result of pressures on TfL's borough budgets, this funding pot is no longer available.
14. As in previous financial years, officers expect that the Council will, subject to TfL's agreement, still have a degree of modest flexibility (i.e. making changes to the approved list of schemes). This is potentially helpful if Member priorities

change or other circumstances arise which warrant the programme being reviewed.

15. It is currently anticipated that boroughs planning bids for 'Liveable Neighbourhoods' funding (formerly called Major Schemes) which is done outside the normal LIP process will need to include outline details of these within their 2018/19 spending submission. 'Liveable Neighbourhoods' funding will be by means of a competitive bidding process. Boroughs are also expected to need to submit funding bids for Bridge Strengthening measures.
16. Havering's submission must also have regard to its Network Management Duty under the Traffic Management Act 2004 to manage the borough road network to secure expeditious movement of traffic, including pedestrians. This factor will be important in the light of the Council's increasing concern to improve air quality in Havering.
17. Officers consider that as well as meeting TfL / Mayoral requirements, the 2018/19 LIP Programme will have considerable potential to :
 - assist the Council in the delivery of projects and programmes to deliver Havering's Corporate Vision – *Making a Greater London* including the key strategic transport interventions that the Council is seeking to promote
 - assist in ensuring that Havering is 'open for business' and has a strong and vibrant economy by tackling such issues as congestion, and the ease and convenience with which people, goods and services can get around Havering
 - help ensure that the borough's roads and pavements are in as good a condition as possible subject to resources and the relative priority for their maintenance
 - maximise value for money and ensuring the best outcomes for the borough by linking schemes (where feasible) to projects involving the investment of the Council's own capital budgets
 - support other initiatives and funding secured through complementary funding 'pots' (see below – paragraphs 21,22,23)
 - respond to the views of the community
 - Promote Healthy Living across the borough by encouraging people to make active travel choices
 - Improve safety for users of the public highway
18. The detailed content of the full submission including the elements for Principal Road Maintenance, Bridge Strengthening and any Liveable Neighbourhoods will be prepared following approval of this Cabinet Report. As previously, it is recommended that approval of this be delegated to the Lead Member for Environment and Community Safety. There will be scope for Members to comment on the draft Submission before it is considered by the Lead Member.

19. It should be noted that Transport for London are currently going through another round of business planning in an effort to identify financial savings. It is uncertain at this stage what impact if any, this will have on future LIP funding arrangements.
20. TfL are likely to confirm the Council's final allocations for the Corridors Neighbourhoods and Supporting Measures, Principal Road Maintenance, and Liveable Neighbourhoods programme areas before the end of 2017.

What additional funding opportunities may be available for transport projects and programmes

21. The 'Liveable Neighbourhoods' funding category is applicable to projects such as Town Centres, Streetscape and station accessibility improvements including "shared space" projects and public realm enhancements. Schemes are expected to deliver programmes of measures that support the Mayor's *Healthy Streets* agenda and are more than £1 million in value. TfL are currently in the process of developing guidance for this new funding category which will replace the Major Schemes initiative. Officers will examine TfL's 2018/19 guidance to ensure that future transportation projects covering these and other regeneration areas in the Borough are channelled through the mechanism most likely to maximise the total overall TfL funding to Havering to deliver them.
22. Havering regularly bids for and receives "in year" funding from other funding "streams" that are launched by TfL and the Mayor and other agencies. This year Havering's 'in year' funding allocations include receiving £600K for progressing the detailed design of the Beam Parkway Major Scheme project, £780K Crossrail Complimentary Measures around Romford, Gidea Park, and Harold Wood Stations, and £38K for bus improvement measures. Officers will continue to work closely with TfL to ensure that when such funding opportunities become available that they are optimised and they are spent in the most beneficial ways for Havering.
23. Other possible funding streams such as Section 106 contributions, European initiatives and DfT/CLG funding opportunities will also be pursued as appropriate by officers. This is in line with TfL's requirement that Boroughs should not rely exclusively for their funding on TfL and should develop alternative complementary funding sources accordingly.
24. It is recommended that approval of the final detailed LIP Submission to TfL be subsequently, delegated to the Lead Member for Environment and Community Safety.

REASONS AND OPTIONS

Reasons for the decision:

25. The LIP Funding Submission is a statutory requirement submitted annually to TfL in order to secure funding for a range of initiatives in the Borough with a focus on transport and also encompassing public realm, safety and the environment.
26. Without the LIP funding, it is extremely unlikely that the Council would have the resources to take these forward.

Other options considered:

27. There are no alternatives if the Council wishes TfL to confirm its LIP funding award to Havering for 2018/19.

IMPLICATIONS AND RISKS

Financial implications and risks:

28. The Council has been given an indicative funding allocation from Transport for London (TfL) of £2.682m for the 2018/19 Financial Year. £2.247m has been allocated for Corridors, Neighbourhoods and Supporting Measures and £435k has been allocated for Principal Road Maintenance. These figures however are subject to revision as part of TfL's 2017 business planning round and the formal allocation of the 2018/19 budget. No Local Transport Funding is available for 2018/19 due to pressures on TfL's borough budgets.
29. The funding that the Council will obtain from TfL through the LIP Submission for 2018/19 will be the main source of capital funding for transportation projects and initiatives in the Borough.
30. Every appropriate opportunity will continue to be taken to secure funding from other sources and programme areas, including Developer contributions, to supplement this in line with TfL's requirement that boroughs should reduce their dependency on TfL funding. The need to minimise as far as practicable

ongoing maintenance costs will be taken into account in all schemes that are awarded funding. New schemes have the potential to reduce or increase maintenance requirements, but this net effect will need to be contained within existing budgets.

31. The Council Capital Programme has in recent years included funding to support capital investment in highway maintenance and improvement schemes. As far as possible, within the constraints of the TfL LIP guidance and funding allocations, every opportunity will be taken to make use of the LIP funding in a way which safeguards the Council's own scarce capital resources.

Legal implications and risks:

32. It is a statutory requirement for London local authorities to ensure the implementation of a transport strategy that is in alignment with the Mayor of London's Transport Strategy (MTS). Section 145 of the Greater London Authority Act (1999) requires all London borough councils to develop Local Implementation Plans setting out how they intend to implement the Mayor of London's Transport Strategy. Councils are then required to implement such transport strategy proposals that are included within their Local Implementation Plan. The funding proposal included within the report is aligned to the Havering Local Implementation Plan and accordingly includes projects such as streetscape, accessibility requirements and public realm. It is intended the allocation of funding from TfL goes towards assisting the Council to meet this legal obligation.
33. Under sections 147 and 153 of the Greater London Authority Act 1999 the Mayor of London has the power to issue directions to any London Borough Council as to the manner in which it is to implement the Local Implementation Plan (transport strategy). If the Mayor of London considers that a Council has failed or is likely to fail to implement the proposals, the Mayor of London may exercise on behalf of the Council the powers that the Council has in connection with implementing the proposals and recover from the Council as a civil debt any reasonable expenses which he has incurred by exercising these powers.
34. The Traffic Management Act 2004 was introduced by central government to tackle congestion and disruption to the road network. The Act places a duty on local authorities to ensure traffic moves freely and quickly on their roads. The statutory duty mentioned in Paragraph 13 is correct and consideration to that duty must be given. It is intended the allocation of funding from TfL goes towards assisting the Council to meet this legal obligation.
35. There are no other specific legal implications or risks that arise directly from the request within this report. Although further legal resources will need to be committed to bring into effect the measures for which funding is eventually sought.

Human Resources implications and risks:

36. Once schemes are selected a subsequent review will take place to consider the impact on existing resources and/or any subsequent or associated cost.

Equalities implications and risks:

37. An important factor in drawing up the funding Submission will be to improve the ease, convenience and safety of everyone in the Borough who needs to move around in the course of their day to day living and business.
38. Havering's proposal for the 2018/19 LIP Programme should include schemes that will have a positive impact on accessibility, safety and inclusion of a number of protected groups, including disabled people, women and people from different age groups. In addition to this, they should help tackle social exclusion and health inequalities by improving access to sustainable transportation modes such as cycling, walking and public transport.
39. When the Council decides which schemes to include within the finalised LIP submission for 2018/19, it will need to ensure that it complies with the Public Sector Equality Duty. An overarching Equalities Impact Assessment of the proposed programme in respect of the protected equality characteristics will be completed. A decision will be made on carrying out additional individual impact assessments for each project, where deemed appropriate.

BACKGROUND PAPERS

None