



**Havering**  
LONDON BOROUGH

17/69 +  
appendices  
A - C

## Notice of Non-key Executive Decision

<b>Subject Heading:</b>	London Borough of Havering 2018/19 LIP Annual Spending Submission – Approval of submission to Transport for London
<b>Cabinet Member:</b>	Councillor Osman Dervish - Lead Member for Environment, and Community Safety
<b>CMT Lead:</b>	Steve Moore – Director of Neighbourhoods
<b>Report Author and contact details:</b>	Daniel Douglas -Transport Planning Team Leader Development and Transport Planning Group 01708 433220 <a href="mailto:daniel.douglas@havering.gov.uk">daniel.douglas@havering.gov.uk</a>
<b>Policy context:</b>	London Plan Consolidated with Alterations since 2011 (2015) Mayor's Transport Strategy Draft for Consultation (2017) Havering - Making a Greater London (2017) Havering's Local Implementation Plan (2012) Havering Local Plan Proposed Submission (2017) Cabinet Report – 5 <sup>th</sup> July 2017
<b>Financial summary:</b>	Approval sought for the content of the 2018/19 LIP Annual Spending Submission to be submitted to Transport for London.
<b>Relevant OSC:</b>	Environment
<b>Is this decision exempt from being called-in?</b>	No

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**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]

*Place an X in the [] as appropriate*

## Part A – Report seeking decision

### DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

That the Cabinet Member for Environment and Community Safety approve the recommended Local Implementation Plan (LIP) 2018/19 Annual Spending Submission (as set out in Appendix C) and authorise officers to submit this to TfL.

### AUTHORITY UNDER WHICH DECISION IS MADE

Cabinet, at its meeting on 5<sup>th</sup> July 2017, delegated the approval of the LIP funding Submission for 2018/19 to the Portfolio Holder for Environment and Community Safety.

### STATEMENT OF THE REASONS FOR THE DECISION

#### Background

1. The Council makes an annual Local Implementation Plan (LIP) Annual Spending Submission to Transport for London (TfL) to secure funding for transportation initiatives that will be delivered across the Borough in the following financial year. This 2018/19 LIP submission contains the list of projects that Havering will fund from its LIP allocation during the course of that year.
2. Havering's 2018/19 LIP expected allocations are, indicatively as follows:
  - £2.247m under Corridors, Neighbourhoods and Supporting Measures programme\*
  - £0.435m under the Principal Road Maintenance Programme (boroughs are encouraged to bid 25% in excess of this in the event that further "in year" funding becomes available) i.e. £0.550m\*

\*Please note that at this stage there has been no indication from TfL that this will be what the Council will receive. The nature of the programme categories can be found in Appendix A of this report.

3. In previous financial years a Local Transport Funding (LTF) pot to the value of £0.100m has been available to spend on projects of the Council's choice that support the delivery of the Mayor's Transport Strategy (MTS). Regrettably, as a

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result of pressures on TfL's borough budgets, this source of funding is no longer available.

4. TfL have advised boroughs to develop their 2018/19 submissions based on the 2018/19 LIP Funding Guidance. Havering's LIP Annual Spending Submission for 2018/19 should therefore have regard to:
  - The Mayor's Transport priorities as signalled in the A City for All Londoners and Healthy Streets for London documents.
  - The Healthy Streets approach as outlined in Healthy Streets for London.
  - Encourage measures that affect significant modal shift from the private car to walking, cycling and public transport.
  - Reflect the Mayor's three core priorities of Healthy Streets and Healthy People, A Good Public Transport Experience, and New Homes and Jobs as set out in the Draft Mayor's Transport Strategy.
  - Work towards delivering mandatory LIP targets relating to KSI's bus service reliability, modal shift (walking and cycling) and CO2 emissions.
  - Reflect the Council's own priorities and strategies and objectives as set out in our Local Implementation Plan (LIP), and other strategies such as the new *Making a Greater London* Vision and the Havering Local Plan.
  - Boroughs are expected to demonstrate through their bids their commitment to cycling, bus reliability and air quality in order to access complementary funding pots.
5. Within the constraints of TfL's requirements, Havering's LIP submissions are shaped each year, as far as practicable, to assist in the delivery of Council's priority areas and other Council strategies.
6. The programme of schemes delivered by the Council using LIP funding can play a significant role in achieving the Council's Corporate Vision 'Havering - 'Making a Greater London' which focuses on four key themes:
  - Communities
  - Places
  - Opportunities
  - Connections
7. At its July meeting, Cabinet approved a report describing the details of the submission processes, and the submission requirements. Members agreed that "sign off" of the detailed Submission be delegated to the Cabinet Portfolio Holder for Environment, and Community Safety.
8. This Executive Decision report concerns approval of the detail of the Submission for LIP funding for the 2018/19 financial year.

### **Content of Havering's 2018/19 LIP Submission**

9. In addition to the criteria set out in para 4 of this report, the 2018/19 LIP Submission has been developed taking into account five thematic areas, namely resident/member requests, Mayoral priorities/LIP criteria, Officer Recommendation, casualty (KSI) rates and Feasibility work.
10. The Council's recommended Submission for 2018/19 for LIP projects (under the Corridors and Neighbourhoods and Supporting Measures, Principal Road Maintenance, Bridge Assessment and Strengthening) is outlined in Appendix C.
11. The proposed submission will assist in ensuring that Havering is "open for business" and has a strong and vibrant economy by tackling issues such as congestion, and the ease and convenience with which people, goods and services can get around Havering. Accordingly, it includes projects and programmes to address a wide range of transport themes such as supporting Havering's vision, '*Making a Greater London*', enhancing the public realm and access to the borough's town centres, improving highway safety, and encouraging people to make healthy choices when making journeys and improving air quality.
12. Bids for Bridge Strengthening measures will be submitted to TfL at the same time as the other LIP Programme areas. Unlike the Core LIP programme, funding is allocated to boroughs through a competitive bidding process and borough submissions will be prioritised and funded according to pan-London needs and available resources. Historically, Havering has received only modest levels of funding for bridge strengthening. Havering will be submitting a funding bid to the value of £0.300m for Bridge Assessment and Strengthening.

### **Other funding opportunities**

13. Officers continue to work closely with TfL to ensure that when in year funding opportunities become available, that they are maximised. TfL expects boroughs to prioritise these activities within the 2018/19 annual spending submissions, in order to access this complimentary funding. This is reflected within the 2018/19 submission.
14. The Council has the opportunity to make further submissions to TfL for projects that have a total value of over £1m, under the Liveable Neighbourhoods funding category. This is done outside of the normal LIP process.
15. TfL's Liveable Neighbourhoods programme reflects the Healthy Streets Agenda and includes funding for large scale, area-based schemes in and around town centres and in residential areas and are designed to deliver transformational improvements in walking and cycling provision, road safety and road danger reduction and mode shift from private car use.

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16. Officers will continue to examine TfL's Guidance to ensure that future transportation and urban realm projects covering these and other regeneration areas in the Borough are channelled through the mechanism most likely to optimise the total overall TfL funding made available to Havering to deliver them.

### **Consultation**

17. Ward members were invited to comment on schemes specifically proposed for their wards. A table detailing the comments received together with Officer responses to these comments can be found in Appendix B of this report.

### **Next Steps**

18. Subject to final Lead Member's approval of the submission, the 2018/19 LIP Annual Spending Submission will be submitted to TfL. TfL will assess the Submission to ensure it conforms with the Mayoral requirements before confirming the Council's final LIP allocation.
19. As in previous years, Members will be advised of the approval of the Submission when it is confirmed (expected to be at the end of the Calendar year).

## **OTHER OPTIONS CONSIDERED AND REJECTED**

1. The LIP Funding Submission is required in order to secure funding from TfL for a range of transportation-related initiatives in the Borough. Without such a Submission, the Council will not receive adequate funding for its highway and transportation policies and programmes.
2. There are no alternative funding sources or mechanisms for securing funding for these programmes in Havering in 2018/19.

## **PRE-DECISION CONSULTATION**

The "Core" content of the 2018/19 LIP Annual Spending Submission was the subject of a Cabinet Report on '5<sup>th</sup> July'. Consultation with Cabinet Members and local Ward Councillors has been undertaken as part of finalising the submission content.

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**NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER**

Name: Daniel Douglas

Designation: Transport Planning Team Leader

Signature: 

Date: 03/11/2017

## **Part B - Assessment of implications and risks**

### **LEGAL IMPLICATIONS AND RISKS**

Under section 145 The Greater London Authority Act 1999 requires all London Borough Councils develop a Local Implementation Plan (LIP) setting out how they intend to implement the Mayor of London's Transport Strategy.

Council's make spending submissions to Transport for London for funding towards proposed transportation projects and initiatives. At point 4 of the Report the author sets out TfL's main parameters for the allocation of funding and at point 2 of the Report the author has listed the projects, which are in line with the Council's clean, safe and proud agenda and will form the Council's submission.

Whilst there remains some uncertainty as to the level of funding the Council will ultimately receive from Transport for London the advice from Transport for London is that for guidance the submissions should be based on the indicative allocations as set out in TfL's 2018/19 LIP Guidance notes.

There are no specific legal implications or risks arising directly from this submission. Although further legal resources in the form of drafting contractual documentation and advice will need to be committed to bring into effect the measures for which funding is sought.

Cleared by email on 25/10/2017.

### **FINANCIAL IMPLICATIONS AND RISKS**

The estimated 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.

Every 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.



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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.

The 2018/19 proposed allocation is based on the LIP funding guidance as per advice from TfL. At this stage however it is indicative only and there is a risk that Council may not receive expected funding.

The Councils LIP bid submission for 2018/19 which is shown in more detail in Appendix C is as follows:

£2.247m under Corridors, Neighbourhoods and Supporting measures  
£0.550m (which includes 25% additional bid) Principal Road Maintenance Programme  
£0.300m Bridge Assessment and Strengthening  
£3.097m Total

The amounts under the Corridors, Neighbourhoods and Supporting Measures and the Principal Road Maintenance programme areas reflect the indicative allocations TfL announced earlier this year and in the case of Principal Road Maintenance TfL have advised boroughs to submit bids 25% in excess of their indicative allocations.

Havering also has the opportunity to submit a funding bid for Bridge Assessment and Strengthening schemes, however unlike the other two programme areas no indicative funding allocation has been provided by TfL.

Funding will only be confirmed in December 2017.

Cleared by email on 26/10/2017

### **HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

It is anticipated that the programmes and projects in the LIP will be delivered mainly by Council officers. On occasion there may need to be input and support from the Council's term contractors for highways works (Project Centre) and/or consultants engaged specifically to manage projects.

If LIP funding were not secured for the 2018/19 programme of projects, it is likely that this would have staff resource implications.

Cleared by email 18/10/2017

## **EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS**

An important factor in drawing up the funding Submission is to include measures that will improve transport and infrastructure accessibility, convenience and safety for everyone who lives, works or visits the Borough.

The Submission contains a range of measures (as outlined in Appendix C) including schemes, such as improving reliability of public transport, road safety programmes and the taxi marshal scheme. These anticipated schemes will have a positive impact for accessibility, safety and inclusion of people with different protected characteristics, including disabled people, women and younger and older age groups. In addition to this, it will help tackle social exclusion and health inequalities by improving access to sustainable transportation modes, including cycling, walking and public transport.

As the ultimately selected schemes are designed and developed, full regard will be given to their equalities and social inclusion implications and risks through the Equality Impact Assessment process.

Cleared by email 26/10/2017

## **BACKGROUND PAPERS**

None

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**Part C – Record of decision**

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

**Decision**

Proposal agreed

*Delete as applicable*

Proposal NOT agreed because

**Details of decision maker**

Signed 

Name: Councillor Osman Dervish

Cabinet Portfolio held: Lead Member for Environment, and Community Safety

CMT Member title: Steve Moore – Director of Neighbourhoods

Head of Service Title: Chris Hilton, Assistant Director of Development

Other manager title: Martyn Thomas – Development and Transport Planning  
Group Manager

Date: 6/11/17

**Lodging this notice**

The signed decision notice must be delivered to the proper officer, Andrew Beesley, Committee Administration & Interim Member Support Manager in the Town Hall.

**For use by Committee Administration**

This notice was lodged with me on 8/11/17

Signed A-N. SM

## Appendix A

### Local Implementation Plan Funding Categories

**Corridors, Neighbourhoods and Supporting Measures:** projects for the development of holistic schemes and local area improvements. These cover schemes that smooth traffic flow and tackle congestion, projects involving shared space and the removal of street clutter, improvements at public transport interchanges, community safety measures, bus stop improvements, cycling and walking enhancements, casualty reduction schemes, schemes to assist freight and environmental improvement schemes. It also includes Smarter Travel initiatives such as school and workplace travel plans, travel awareness initiatives, road safety education, training and publicity schemes.

**Principal Road Maintenance:** resurfacing of the Borough's Principal Road network. These are the "A" roads in the borough and include the Romford Ring Road, Main Road, London Road, North Street, Rom Valley Way, Rush Green Road, Rainham Road, Upper Rainham Road, A124 from Hornchurch Road to St Mary's Lane and the A1306 New Road. The A13, A127 and A12 are the responsibility of TfL, forming part of the Transport for London Road Network and are therefore excluded from this fund.

Boroughs have been advised to submit bids of up to 25% above the allocation for Principal Road Maintenance to enable reserve schemes to be brought forward if further funding becomes available. The roads proposed for maintenance have been identified through a condition based survey which means that the principal roads most in need of maintenance are prioritised to receive funding under this programme.

The LIP funding allocations for **Bridge Strengthening and Assessment** as well as for "**Liveable Neighbourhoods**" are separate to the above. Unlike Corridors, Neighbourhoods and Supporting Measures and Principle Road Maintenance schemes, where boroughs are informed in advance of their indicative funding allocations for the year, funding is allocated to Bridge Strengthening and Assessment schemes as well as Liveable Neighbourhood Schemes through a competitive bidding process.

## Appendix B – Consultation Responses

### 2018/19 LIP Funding Submission - Ward Members Consultation responses

<u>WARD</u>	<u>COUNCILLOR</u>	<u>DATE RECEIVED</u>	<u>COMMENT</u>	<u>OFFICER RESPONSE</u>
Squirrels Heath	Cllr Melvin Wallace	<u>05/10/2017</u>	Supportive of schemes	Noted
Havering Park	Cllr Ray Best	<u>05/10/2017</u>	I would like to see Orange Tree Hill included in the second scheme as being between North Road and Havering Road, it is still a major speeding area, indeed I have had meetings at the Town Hall with residents about this very problem.	The feasibility work will examine the entire route from the Borough boundary in North Road Havering-atte-Bower all the way down to the Havering Road junction with the A12. This study will also include Orange Tree Hill.
Elm Park	Cllr Stephanie Nunn	<u>05/10/2017</u>	What I would like is a shelter for the bus stop at the junction of Wood Lane with Rosewood Avenue and an information board for the bus stop outside Elm Park station.	Officers will pass on this request to the TfL bus infrastructure team who are responsible for providing such infrastructure.
South Hornchurch	Cllr Michael Deon Burton	<u>05/10/2017</u>	Would like to know what constitutes 'Public Realm Improvement'?	Public Realm improvements refers to small scale interventions to footways, highway verges, kerb realignments, additional street furniture where appropriate, and small scale planting schemes.
Romford	Cllr Frederick	<u>05/10/2017</u>	Although the taxi-marshal scheme is good I	Noted.

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Town	Thompson		don't feel the so-called nighttime economy has ever been good for the town.	
St Andrews	Cllr John Mylod	<u>06/10/2017</u>	Wonderful news, we have been trying for 15 years ever since John Cryer MP and I were nearly run over trying to cross the junction on our way to lay wreathes at St Andrews Church for Remembrance Sunday, didn't know we could run so fast. Upwards and onwards	Noted
Rainham and Wennington	Cllr Jeffrey Tucker	<u>05/10/2017</u>	We need to remove the widened curb outside Barclays Bank and create safer parking bays for the banks delivery cash drivers because they the banks drivers continue to park on the pavement outside the this bank also blocking footway access, this is furthermore making it very unsafe for residents to cross the road or even use the pavement, this would further provide at least two extra parking bays that could generate income and be used much more safely for the banks and other drivers.	The kerb build-out that is currently in place is designed to assist pedestrians with crossing the road.  Such as scheme would require the removal of some of the pay and display parking and the installation of a loading bay. Officers will forward this request to the parking team within the Street Management department.
Harold Wood	Cllr Darren Wise	<u>05/10/2017</u>	Supportive of scheme	Noted
Emerson	Cllr Roger	<u>05/10/2017</u>	Supportive of scheme	Noted

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Park	Ramsey Cllr John Glanville	<u>07/10/2017</u>		
Hacton	Cllr Ray Morgon	<u>08/10/2017</u>	Supportive of scheme	Noted
Goodshays	Cllr Lawrence Webb	<u>10/10/2017</u>	Supportive of scheme	Noted
Pettits	Cllr Osman Dervish	<u>10/10/2017</u>	Supportive of scheme	Noted
Pettits	Cllr Philippa Crowder	<u>14/10/2017</u>	Supportive of scheme	Noted

## Appendix C - Proposed Submission Content

### 2018/19 LIP Submission Programme

Schemes	Cost (£000's)
<b>Supporting the Havering Vision</b>	<b>399</b>
Romford Town Centre Public Realm Improvements	50
Beam Parkway Major Scheme (Match funding commitment)	150
Local Plan Strategic Transport Interventions - Gallows Corner Feasibility Study	150
A124/Hacton Lane/Wingletye Lane Junction (continued from 2017/18 LIP)	25
Romford Taxi Marshall Scheme	24
<b>Traffic Monitoring and Controlled Parking</b>	<b>258</b>
Controlled Parking Zone Reviews	148
Traffic Monitoring	110
<b>Tackling Air Quality</b>	<b>125</b>
Delivery of air quality initiatives (Project Delivery)	25
Improving air quality across Havering	100
<b>Casualty Reduction Measures (Statutory requirement - LIP and National Casualty Targets)</b>	<b>648</b>
Accident Reduction schemes - Straight Road	90
Accident Reduction schemes (Borough wide)	100
Accident Reduction schemes - Brentwood Road	90
Accident Reduction schemes - Main Road	90
Accident Reduction schemes - Upminster Road South and Upper Rainham Road	90
Accident Reduction schemes - Chase Cross Road and Gooshays Drive	98
Road Safety Education Initiatives	90
<b>Improving travel choices and healthy residents (Statutory requirement - Education and Inspections Act 2006)</b>	<b>470</b>
Travel planning and business engagement	120
Cycle Safety Training	60
Delivery of Sustainable travel initiatives (project delivery)	90
School Travel Plan Engineering	155
Engineering measures outside schools (Feasibility work on issues identified in STP reviews)	45



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<b>Public Transport Reliability</b>	<b>63</b>
Improving reliability of public transport (bus punctuality)	63
<b>Requests made through CRM or the Highways Advisory Committee</b>	<b>284</b>
Ockendon Road, North Ockendon Village (speed reduction scheme)	48
Squirrels Heath Road/ Shepherds Hill (ped refuges)	58
Wood Lane (speed reduction scheme)	68
Herbert Road near Nelmes Road (speed table to reduce driver speed)	10
Junction of Alma Avenue and Standen Avenue (speed table to reduce driver speed)	20
Traffic Calming along North Road and Havering Road (feasibility work)	20
Pedestrian Crossing at the corner of Kinglsey Gardens and Ashlyn Grove (Ardleigh Green schools)	50
Width restriction and 20 mph zone for Percy Road	10
<b>Total 2018/19 LIP Submission Total</b>	<b>2,247</b>

<b>Principal Road Maintenance</b>	<b>Cost (£000's)</b>
Carriageway Resurfacing	550

<b>Bridge Assessment and Strengthening</b>	<b>Cost (£000's)</b>
Strengthening measures	300

