

Briefing Paper to Highways Advisory Committee Members on Local Implementation Plan Annual Spending Submission Process

1. Why this report has been prepared

The report is in response to a Highways Advisory Committee Member requesting clarification on how the Council's annual Local Implementation Plan Funding Submission is prepared.

2. Executive Summary

- Each year the Council bids to Transport for London (TfL) for funding for its transport projects and programmes.
- In recent years, the allocation has been in the region of £3m per year.
- The funding represents the bulk of the money that the Council can put towards a wide range of transport activities and responsibilities.
- The Council has to spend this money in line with criteria set out by TfL within its Local Implementation Plan Guidance, and consistent with the Mayor's planning and transport strategies.
- The Council must also spend the money in line with Havering's own transport policy documents (which are approved by TfL).
- The Council has modest scope to adjust how it uses its funding but this has to be agreed with TfL in advance.
- in practice the content of the Council's submission is 'shaped' before it is agreed by Members and little scope for new items to be introduced or for changes to be made outside of the constraints set by TfL (although officers have effective links to their counterparts at TfL so that best outcomes for Havering can be secured wherever possible).
- The Council always looks for further funding from other sources. In recent years, this has seen the Council benefit substantially from the Mayor's Bus Stop Accessibility Programme. For example, in 2015/16 the Council has been allocated £700k to date to be spent on improving access for passengers boarding and alighting bus stops across the borough.
- The "in year" funding contributions assist the Council in working towards meeting its targets set out within its Approved Local Implementation Plan, some of which (such as Bus Stop Accessibility) are targets set by the Mayor of London.

3. Background

The Council makes an annual Local Implementation Plan (LIP) Spending Submission to Transport for London (TfL) for funding transportation initiatives.

This is the major source of funding for transport projects and programmes for the Council.

Every opportunity for further funding from other sources is, of course, pursued as necessary and appropriate.

In early spring of each year the Council receives an indicative funding allocation from Transport for London. This forms the basis of the subsequent Submission to TfL.

Havering's funding from TfL has three elements:

- **“Corridors, Neighbourhoods and Supporting Measures”** programme. These are comprehensive ('holistic') schemes and local area improvements. They include 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, travel awareness initiatives, road safety education, training and publicity schemes.
- **“Principal Road Maintenance”**. This focuses on highway surface improvements to Havering's Principal Road Network (PRN). This is based on condition surveys to determine how much of the Principal Road Network across London requires structural maintenance. Havering's 2015/16 allocation for Principal Road Maintenance reflects the good condition of Havering's PRN following regular maintenance.
- **“Local Transport Funding”** (£100K for spending on projects of the Council's choice that support the delivery of the Mayor's Transport Strategy).

4. What Havering's formal Submission has to take account of:

Havering's LIP submission must comply with :

- the Mayor's Transport Strategy
- the Council's approved Local Implementation Plan (LIP) strategy document and other strategies (such as the Corporate Plan)
- the Council's approved 2014/15 to 2016/17 Three Year Delivery Plan for the LIP
- the latest TfL Guidance on preparing Local Implementation Plans

This note sets out each of these areas in further detail.

(a) The Mayor's Transport Strategy

The Mayor's Transport Strategy (2010) (MTS) interprets the Mayor's London Plan transport vision and details how he and his partners will deliver the plan over the next 20 years.

The MTS is a key part of the Mayor's strategic policy framework to support and shape London's social and economic development. It sits alongside his other key documents such as his housing strategy.

The Mayor is seeking to achieve his vision by achieving the following overarching goals:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

The rationale and details of each of these is set out within the MTS. Table 2.1 of the MTS identifies the challenges which each goal is seeking to address along with the outcomes which the Mayor has identified. Table 2.1 can be found Appendix 1 of this report.

Havering has to show within its LIP Annual Spending Submission how it will work towards achieving the MTS goals, challenges and outcomes as set out within table 2.1.

The LIP Submission must be consistent with the Mayor's 'High Profile Outputs' which include implementation of street trees, cycle parking, better streets, cleaner local authority fleets and electric vehicle charging points. Every year boroughs have to report back to TfL on progress made on delivering these outputs within their LIP Programmes.

b) Approved Local Implementation Plan and Three Year Delivery Plan

As part of the legislative requirements set out under section 145 of the GLA Act 1999, Havering and every other borough has to prepare a Local Implementation Plan (LIP).

Havering's LIP is our transport strategy and it sets out how the Council intends to implement the Mayor's Transport Strategy (MTS) within its local area.

Havering's approved Local Implementation Plan was approved by the Mayor in April 2012.

Havering's LIP has several 'Borough Transport Objectives' that the borough is committed to working towards throughout the lifetime of the LIP.

Havering's LIP is supported by its 2014/15 – 2016/17 Three Year Delivery Plan which was prepared in 2013. It sets out the programme content of Havering's Annual Spending Submissions (ASS) for this period and was approved by TfL in December 2013.

The Delivery Plan shows how Havering's Annual Submission(s) for each financial year will support the MTS Goals. It also addresses Mayoral targets for mandatory indicators including modal share, bus service reliability, asset condition, road traffic casualties and CO2 emissions and new Interim targets were set for these.

The Three Year Delivery Plan sets out in detail the schemes that the Council has committed to progress in each of the three financial years of the Plan. **The Three Year Delivery Plan should form the basis for each Annual Spending Submission.**

TfL requires borough submissions to closely align with their own individual approved delivery plans. This approach provides much more certainty for boroughs over the expected content of their forthcoming annual spending submissions than in previous years. It also enables a more strategic, long-term and comprehensive approach to be taken to the delivery of LIP themed work.

c) LIP Guidance Notes

Every year TfL publishes guidance notes for boroughs preparing their LIP Submissions.

These include any new Mayoral priorities arising since the last LIP Submission that boroughs need to give consideration to when preparing their LIP Programme. For example, within the most recent LIP Guidance for the 2016/17 financial year submission it draws attention to the Mayor's commitments relating to making it easier for people to Walk and Cycle, Road Safety, Air Quality, Freight, Bus Access and the Mayor's Roads Task Force.

It is important to note that LIP Financial Assistance is provided by TfL under section 159 of the GLA Act 1999. The funding is provided to support local transport improvements that accord to the Mayors Transport Strategy Goals Challenges and Outcomes. **Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding.**

5. Member approval process of submission

Each July a report goes to Cabinet seeking endorsement of the content of the LIP programme and that approval of Havering's final LIP submission is delegated to the Cabinet Member for Environment.

An Executive Decision is subsequently prepared for the Lead Member of Environment to sign off the detailed content of the proposals.

Officers then prepare the LIP submission proforma document detailing the Councils proposals which is then submitted electronically to TfL by the required deadline (normally the first week in October).

TfL then review the content of the Annual Spending Submission and confirm if they are happy with it in December.

6. 'In year' funding

Havering regularly bids for, and receives in year funding from TfL including through the Borough Cycling Programme (BCP), Bus Stop Accessibility (BSA) Programme, TfL Training budget, Bus Enabling Works programme, Crossrail Complimentary Measures, Mayors Air Quality Fund and the Schools Programme.

These funding streams support key Mayoral priorities such as cycling, bus stop accessibility and Air Quality in addition to the financial assistance provided to boroughs through the LIP process.

TfL emphasises that these are not alternative funding mechanisms and boroughs are expected to submit schemes that compliment these "Pots" of funding within their own Annual Spending Submissions.

7. Future LIP Submissions beyond 2016/17

The current Three Year Delivery Plan will enter its final year in 2016/17. Boroughs are expecting to be asked to prepare a further Three Year Delivery Plan in 2016. However with a new Mayor scheduled to be elected in May 2016, details of the processes involved for the next Delivery Plan are yet to be finalised.

Daniel Douglas
Transport Planning Team Leader
30/10/15

Appendix One

High Level Mayoral Outcomes

Goals	Challenges	Outcomes
Support Economic development and population growth	Supporting population and employment growth	<ul style="list-style-type: none"> Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel
	Improving transport connectivity	<ul style="list-style-type: none"> Improving employers' access to labour markets Improving access to commercial markets for freight movements and business travel
	Delivering an efficient and effective transport system for goods and people	<ul style="list-style-type: none"> Smoothing traffic flow (managing road congestion and reducing traffic journey time variability) Improving public transport reliability Reducing operating costs Bringing and maintaining all assets to a state of good repair
Enhance the quality of life for all Londoners quality of life	Improving journey experience	<ul style="list-style-type: none"> Improving public transport customer satisfaction Improving road user satisfaction Reducing public transport crowding
	Enhancing the built and natural environment	<ul style="list-style-type: none"> Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives
	Improving air quality	<ul style="list-style-type: none"> Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
	Improving noise impacts	<ul style="list-style-type: none"> Improving perceptions and reducing impacts of noise
	Improving health impacts	<ul style="list-style-type: none"> Facilitating an increase in active travel
Improve the safety and security of all Londoners	Reducing crime, fear of crime and anti-social behaviour	<ul style="list-style-type: none"> Reducing crime rates (and improved perceptions of personal safety and security)
	Improving road safety	<ul style="list-style-type: none"> Reducing the numbers of road traffic casualties
	Improving public transport safety	<ul style="list-style-type: none"> Reducing casualties on public transport networks
Improve transport opportunities for all Londoners Transport opportunities	Improving accessibility	<ul style="list-style-type: none"> Improving the physical accessibility of the transport system Improving access to jobs and services Ensuring the affordability of public transport fares
	Supporting regeneration and tackling deprivation	<ul style="list-style-type: none"> Supporting wider regeneration outcomes
Reduce transport's contribution to climate change, and improve its resilience	Reducing CO2 emissions	<ul style="list-style-type: none"> Reducing CO₂ emissions from ground based transport, contributing to a London-wide 60% reduction by 2025
	Adapting for climate change	<ul style="list-style-type: none"> Maintaining the reliability of transport networks
Support delivery of the London 2012 Olympic and Paralympic Games	Developing and implementing a viable and sustainable legacy for the 2012 Games	<ul style="list-style-type: none"> Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London Physical transport legacy Behavioural transport legacy

and its legacy		
----------------	--	--

Source : Table 2.1 Mayor's Transport Strategy (May 2010)