



## HIGHWAYS ADVISORY COMMITTEE

6<sup>th</sup> February 2018

**Subject Heading:**

**TRANSPORT FOR LONDON LOCAL  
IMPLEMENTATION PLAN  
Cuts to 2018/19 Delivery Plan**

**SLT Lead:**

Steve Moore

**Report Author and contact details:**

Mark Philpotts  
Principal Engineer  
01708 433751  
mark.philpotts@havering.gov.uk

Daniel Douglas  
Transportation Planning Team Leader  
01708 433220  
Daniel.douglas@havering.gov.uk

**Policy context:**

London Borough of Havering 2018/19 LIP  
Annual Spending Submission – Approval  
of submission to Transport for London  
Executive Decision

Mayor's Transport Strategy Draft for  
Consultation (2017)

Havering - Making a Greater London  
(2017)

Havering Local Plan Proposed  
Submission (2017)

This report is asking HAC to note the cut  
in funding made by TfL for 2018/19.

**Financial summary:**

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

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

## SUMMARY

This report updates the Committee on funding cuts announced to the 2018/19 Local Implementation Plan and how the Council will change it's 2018/19 Delivery Plan to take them into account.

## RECOMMENDATIONS

1. That the Committee notes the contents of this report.

## REPORT DETAIL

### 1.0 Background

- 1.1 Each year Havering has to prepare a funding submission to Transport for London (TfL) setting out how it intends to spend funding it receives from the Mayor to deliver the Mayor's Transport Strategy at a local level; this is known as the Local Implementation Plan (LIP).
- 1.2 Havering's LIP submission for its 2018/19 LIP was submitted to TfL by 20<sup>th</sup> October as required by TfL Guidelines. This followed a detailed Member approval process including consultation with local Ward Councillors and the submission being formally signed off via an Executive Decision. At that point in time, Havering had received an indicative 2018/19 allocation of £2.247m for the LIP "Corridors" programme and £0.435m for Principal Road Maintenance. The later essentially covers Havering's own Strategic Road Network, which are the "A" roads in the borough that do not belong to Transport for London.
- 1.3 Since the Council made it's submission, TfL has published its Business Plan setting out plans for the five years from 2018/19 to 2022/23. Amongst the challenges facing TfL over the next few years include:
  - From 2018/19 TfL must absorb an average of £700m per annum reduction in its central Government grant to support operating costs, becoming one of the only major cities in the world to operate a public transport network without government subsidy to cover day to day running costs.

- Vehicle Excise Duty of £500m raised every year in London will be invested in roads outside the Capital from 2020.

1.4 These pressures are on top of a public commitment made by the Mayor that TfL fares will remain frozen until 2020.

1.5 As a result, TfL as an organisation has been undertaking a “Transformation” process looking at reducing its operating costs. Last financial year TfL reduced its operating costs by £153m, the first reduction in its history.

## **2.0 Implications for Havering**

2.1 As a result of these challenges TfL have written to all London Boroughs to set out the direct implications this will have on borough LIP allocations.

2.2 Havering’s 2018/19 LIP settlement for ‘corridors’ will be cut from £2.247m (as previously advised) to **£1.9182m** for 2018/19 financial year. Representing a cut in LIP Corridors funding for Havering of almost **£0.329m** (15%).

2.3 TfL has reinstated a programme called ‘Local Transport Funding’ to the value of £0.1m for Havering (as with all other London Boroughs). Boroughs have a greater level of flexibility in terms of what this funding can be spent on.

2.4 TfL is ‘pausing’ investment on principal road maintenance and Bridge assessment/ strengthening for the next 2 years, except where it is safety related and /or committed schemes (eg Ardleigh Green Bridge). Therefore Havering has no Principal Road Maintenance or Bridge Strengthening budgets for 2018/19 (or 2019/20 as it currently stands).

## **3.0 Next Steps**

3.1 Transport for London (TfL) now requires all London boroughs to “reprofile” their Funding Submissions in order to accommodate the revised funding allocations.

3.2 A meeting was held between Staff, Cllr Dervish, Cllr Frost and Deputy Leader Cllr White on 5<sup>th</sup> January to review Havering’s original submission and to discuss how to accommodate the reductions in funding.

3.3 The outcome of the discussion is as follows

- Given the cut in Havering’s Corridors Funding was around 15%, it was considered the fairest and most equitable way of reprofiling the programme was to reduce most schemes budgets by 15%. This has allowed the vast majority of the proposed Corridors programme to still be progressed.

- Exceptions to a 15% cut have been schemes which are safety related, multi-year schemes and staff resourcing.
  - £0.1m Local Transport Funding would be retained for “patching work” on the Principal Road Network.
  - Two schemes that were put forward to the Highways Advisory Committee, Wood Lane speed reduction scheme and a speed table at the junction of Alma Avenue and Standen Avenue are to be taken out from the main submission and placed in the reserve list, with priority given to both of them for the 2019/20 LIP Submission.
- 3.4 With the schemes recommended by HAC, those with the smallest budget would not be feasible to take forward in the event that the 15% cut is applied across this part of the programme. The deferral of the speed table at the junction of Alma Avenue and Standen Avenue will enable the other smaller schemes to proceed. It should be noted that the junction is already within a traffic-calmed 20mph zone and there is no recent casualty history at the site.
- 3.5 With the larger schemes, the Squirrels Heath Lane crossing is the second of a 2-year scheme and therefore committed. The Squirrels Heath Road/Shepherds Hill pedestrian refuges have been requested because of very long standing pedestrian accessibility issues in the area.
- 3.6 In the choice of delaying either Wood Lane or Ockendon Road, the latter has a higher casualty record and being a rural ‘B’ road, the route carries a high volume of traffic. It is therefore being prioritised.
- 3.7 The Committee should note that in the event another scheme fails to proceed or if there are in-year savings, then one or both could be brought forward, otherwise they will be the 2019/20 LIP as a priority for HAC supported requests.
- 3.8 The changes to the programme will be made via an Executive Decision signed by Cllr Dervish in line with him signing off the original decision to submit the 2018/19 bid to TfL. The revised programme is set out in the appendix to this report.

## IMPLICATIONS AND RISKS

### **Financial implications and risks:**

This report is asking HAC to note the cut in funding made by TfL for 2018/19 and the revised programme designed to take this into account.

### **Legal implications and risks:**

None directly arising from this report.

**Human Resources implications and risks:**

None directly arising from this report.

**Equalities implications and risks:**

None directly arising from this report.

**BACKGROUND PAPERS**

None.

**APPENDIX  
REVISED PROGRAMME**

**2018/19 LIP Submission Programme**

<b>Schemes</b>	<b>Original 2018/19 Submission (£'000)</b>	<b>Reprofiled 2018/19 LIP Submission (£'000)</b>
<b>Supporting the Havering Vision</b>	<b>399</b>	<b>342</b>
Romford Town Centre Public Realm Improvements	50	43
Beam Parkway Major Scheme (Match funding commitment)	150	150
Local Plan Strategic Transport Interventions - Gallows Corner Feasibility Study	150	100
A124/Hacton Lane/Wingletye Lane Junction (continued from 2017/18 LIP)	25	25
Romford Taxi Marshall Scheme	24	24
<b>Traffic Monitoring and Controlled Parking</b>	<b>258</b>	<b>219</b>
Controlled Parking Zone Reviews	148	126
Traffic Monitoring	110	94
<b>Tackling Air Quality</b>	<b>125</b>	<b>110</b>
Delivery of air quality initiatives (Project Delivery)	25	25
Improving air quality across Havering	100	85
<b>Casualty Reduction Measures (Statutory requirement - LIP and National Casualty Targets)</b>	<b>648</b>	<b>585</b>
Accident Reduction schemes - Straight Road	90	80
Accident Reduction schemes (Borough wide)	100	90
Accident Reduction schemes - Brentwood Road	90	80
Accident Reduction schemes - Main Road	90	80
Accident Reduction schemes - Upminster Road South and Upper Rainham Road	90	80
Accident Reduction schemes - Chase Cross Road and Gooshays Drive	98	90
Road Safety Education Initiatives	90	85

<b>Improving travel choices and healthy residents (Statutory requirement - Education and Inspections Act 2006)</b>	<b>470</b>	<b>413</b>
Travel planning and business engagement	120	102
Cycle Safety Training	60	51
Delivery of Sustainable travel initiatives (project delivery)	90	90
School Travel Plan Engineering	155	132
Engineering measures outside schools (Feasibility work on issues identified in STP reviews)	45	38
<b>Public Transport Reliability</b>	<b>63</b>	<b>54</b>
Improving reliability of public transport (bus punctuality)	63	54
<b>Requests made through CRM or the Highways Advisory Committee</b>	<b>284</b>	<b>196</b>
Ockendon Road, North Ockendon Village (speed reduction scheme)	48	48
Squirrels Heath Road/ Shepherds Hill (ped refuges)	58	58
Wood Lane (speed reduction scheme)	68	0
Herbert Road near Nelmes Road (speed table to reduce driver speed)	10	10
Junction of Alma Avenue and Standen Avenue (speed table to reduce driver speed)	20	0
Traffic Calming along North Road and Havering Road (feasibility work)	20	20
Pedestrian Crossing at the corner of Kinglsey Gardens and Ashlyn Grove (Ardleigh Green schools)	50	50
Width restriction and 20 mph zone for Percy Road	10	10