



CABINET

11 JULY 2012

Subject Heading:

Cabinet Member:

CMT Lead:

Report Author and contact details:

Policy context:

Financial summary:

Is this a Key Decision?

Is this a Strategic Decision?

When should this matter be reviewed?

Reviewing OSC:

**LOCAL IMPLEMENTATION PLAN
ANNUAL SPENDING SUBMISSION
2013/14**

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London Plan (2011)
London Mayor's Transport Strategy (2010)
Havering Corporate Plan 2011-2014
(includes 'Living Ambitions' agenda)
Havering Local Development Framework
(2008)
Havering Local Implementation Plan
(2011/12 -2014 /15),
Council Regeneration Strategies (including
Romford, Hornchurch, Harold Hill and
Rainham)

This report seeks Members' approval to the principles of Havering's LIP Submission to Transport for London for 2013/14 Financial Year, which has an indicative allocation of £2,920,000.

THIS IS A KEY DECISION

THIS IS A STRATEGIC DECISION

January 2013

Environment

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

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input checked="" type="checkbox"/>
Valuing and enhancing the lives of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

The Council makes an annual Local Implementation Plan (LIP) Spending Submission to Transport for London (TfL) for funding transportation initiatives across the Borough. It must be consistent with the Mayor of London's Transport Strategy and the Council's own adopted Local Implementation Plan.

As in previous years, this report outlines the process for the Council preparing its LIP Annual Spending Submission for the next financial year (2013/14).

TfL has told the Council that it has been awarded an indicative amount of £2,920,000 LIP funding for the 2013/14 financial year which is broadly typical of most outer London boroughs. Later this year, Havering must tell TfL how it plans to spend this, taking into account TfL's LIP guidance.

Following Cabinet, Officers will prepare a suggested detailed 2013/14 LIP Submission for Member approval prior to forwarding it to TfL in October 2012. As in 2011, there will be consultation with the Highways Advisory Committee before the submission is finalised.

As previously, the report recommends that approval of the final LIP Submission is delegated to the Cabinet Members for Environment and Community Empowerment who have responsibility for strategic transport and local transport schemes, respectively.

TfL are expected to confirm the allocation to the Council in late 2012.

The report confirms that 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 e.g Biking Boroughs, other external funding sources and Section 106 contributions from development proposals.

RECOMMENDATIONS

1. That the guidance provided by TfL outlined in paragraphs 8, 9 and 10 and other aspects to consider detailed in paragraph 11 be noted in respect of Havering's Submission to TfL for LIP funding for 2013/14.
2. That development of the LIP Submission for 2013/14 having particular regard to the range of considerations set out in paragraph 14 be approved in principle.
3. That the advice of the Highways Advisory Committee be sought on the proposed LIP submission before it is finalised.
4. That approval of Havering's final LIP Funding Submission for 2013/14 to TfL be delegated to the Cabinet Members with responsibilities for Environment and for Community Empowerment.
5. That it be noted that other opportunities for investment in transportation initiatives will continue to be sought from TfL outside the LIP Annual Spending Submission process and from other stakeholders and funding sources.

REPORT DETAIL

Background

1. The Council submits an annual bid to Transport for London (TfL) for funding for transportation-related initiatives across the Borough. The funding awarded from this Local Implementation Plan (LIP) bid remains the major source of capital monies for transport schemes and projects in the Borough. In recent years, the Council has allocated significant funds from its own resources towards highway improvement works which have encompassed footways, road resurfacing, street lighting and environmental improvements.
2. TfL confirmed the Submission requirements for 2013/14 in June and they broadly reflect those of last year. Most importantly, projects must conform to the Mayor of London's Transport Strategy (MTS) and must also take account of the specific commitments set out in the Mayor's Election Manifesto that relate to borough responsibilities. The former can be accessed at

<http://www.london.gov.uk/publication/mayors-transport-strategy>. The Submission must also reflect the Council's own priorities and strategies including those of its Corporate Plan and Local Implementation Plan (LIP). The latter demonstrates how the Council intends to address the MTS at a local level and sets out longer term transportation strategies, objectives and policies. The Submission must reflect the approved Programme of Investment detailed within that document.

3. There are three main LIP programmes : Corridors, Neighbourhoods and Supporting Measures, Maintenance (dealing with Principal Roads and Bridges) and Major Schemes. As previously, officers expect that the Council will, subject to TfL's agreement, still have a reasonable degree of flexibility in transferring funding between projects within the Corridors, Neighbourhoods and Supporting Measures programme area. This is helpful in the event that there are difficulties in progressing individual schemes or in the event that priorities are reviewed.

Havering's Allocation for 2013/14

4. TfL notified the Council of its indicative LIP funding award for 2013/14 in June 2012. Havering's indicative LIP funding allocation for 2013/14 is **£2,920,000**. The indicative allocation for 2013/14 is broken down as follows:
 - £2,432,000 for "**Corridors, Neighbourhoods and Supporting Measures**" projects which focuses on the development of comprehensive ('holistic') schemes and local area improvements. This covers schemes that tackle congestion by smoothing traffic flows, schemes to assist freight, regeneration and accessibility and environmental improvements, local safety schemes, , 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.
 - £388,000 for "**Principal Road Maintenance**". This focuses on highway surface improvements to Havering's Principal Road Network (PRN). The allocation is less than previous years but it is based on the results of condition surveys carried out to determine the proportion of the Principal Road Network across London that requires structural maintenance. The reduction in allocation for this programme area reflects the good condition of Havering's PRN following regular maintenance
 - £100,000 for "**Local Transport Funding**" (for spending on projects of the Council's choice that support the delivery of the Mayor's Transport Strategy). Officers consider this should again be welcomed and suggest that the Mayor is again invited to increase the future discretion given to

boroughs in deciding how to spend the LIP allocation in accordance with local priorities.

5. The LIP Allocation for Corridors Neighbourhoods and Supporting Measures is more than the indicative allocations advised in May 2010 because the Mayor has retained the level of LIP Funding across London at £147m across each financial year. This has resulted in a number of boroughs having their LIP Allocation for this programme area increased for the 2013/14 financial year.
6. The LIP funding allocations for “Major Schemes” (covering town centre areas, and Station Access schemes and Streets for People) and Bridge Strengthening and Assessment are **excluded** from the above because these are funded outside the normal LIP Process. Whilst boroughs are required to reference existing Major Schemes as part of its Annual Spending Submission and provide details of Bridge Strengthening proposals via the Borough Portal, no indicative allocations have been announced to boroughs.
7. Havering’ s indicative allocation for 2013/14 is broadly similar to the allocations for other outer London boroughs.

TfL’s requirements for the Funding Submission for 2013/14

8. TfL requires the Council to submit a set of proposals for the Corridors, Neighbourhoods and Supporting Measures programme, and Local Transport Funding consistent with the amounts outlined above (see also paragraph 4). TfL has recommended that boroughs over-bid for Principal Road Maintenance by approximately 25% so that possible reserve schemes may be brought forward. TfL will then assess all these proposals to ensure that they generally conform to the Mayor of London’s Transport Strategy. It will confirm the Council’s final allocations for all these programme areas before the end of 2012.
9. TfL’s Guidance on Developing Local Implementation Plans (May 2010) provides the framework for preparing the Annual Submission and has been supplemented by further LIP Guidance published in June 2012. In particular, the latest TfL Guidance draws attention to the Mayor’s Manifesto commitments relating to congestion busting, pedestrians and the public realm, parking, making it easier for everyone to use buses and cycle safety. Copies of the guidance documents are in the Members’ Resource Room. Most importantly, when the Council develops its proposals for the Corridors Neighbourhoods and Supporting Measures programme, it must consider the goals, challenges and outcomes from the Mayor’s Transport Strategy as set out in Appendix A to this report. As LIP Funding is provided to support delivery of local transport improvements that reflect the Mayor’s priorities, boroughs must also take account of the specific commitments set out in the Mayor’s Manifesto that relate to borough responsibilities.
- 10 Boroughs should also have regard to their Network Management Duty under the Traffic Management Act 2004 to manage their road network to secure

expeditious movement of traffic, including pedestrians, on their network and to facilitate the same on the networks of other authorities. As in previous years, TfL also require boroughs to identify how the scheme packages included will help deliver the high profile outputs in the MTS. These include Better Streets Cycle Superhighway schemes, Cycle Parking, Electric Vehicle Charging Points, Cleaner Local Authority Fleets and Street Trees. TfL also require the Council to consider the potential impact of the proposals on Crossrail. Boroughs are encouraged to consider Crossrail related initiatives as part of their LIP Funding Submissions.

11. Other important aspects that the Council can take into account include:

- Boroughs can continue to make funding submissions to TfL outside the annual LIP Submission for **new** Major Schemes. These are schemes that are expected to deliver transformational changes and assist in delivering the Mayor's 'Better Streets' agenda. They will normally comprise schemes of over £1million in total value. Members will be aware that the Council has successfully progressed several Major Schemes in recent years including in Romford and Hornchurch and has included further proposals for Major Schemes in its Local Implementation Plan. These will remain an important element in the Council's strategy for ensuring that its town centres are attractive, safe and convenient for everyone and will assist in ensuring that the Borough has a healthy and vibrant economy.
- Funding for LIP schemes started in 2012/13 that are being phased over more than one year must be funded from the 2013/14 allocation. Several of the Council's schemes fall into this category reflecting the fact that TfL has encouraged such proposals.

Consultation with the Highways Advisory Committee and final approval by Members

12. As previously, it is proposed to seek the Highways Advisory Committee's advice on the detailed LIP Submission before it is finalised. It is recommended that approval for the formal submission of the final LIP Submission to TfL be subsequently, delegated to the Lead Members for the Environment and Community Empowerment who have responsibility for strategic transport and local transport, respectively..

Havering's LIP Funding Submission for 2013/14

13. The proposed detailed Council LIP Submission for 2013/14 will be prepared following this Cabinet. Officers have begun to work up its potential components and further discussion involving officers and Members will continue to take place as the Submission is prepared. As referred to in paragraphs 8 -10 the Council's Submission must be 'balanced' in terms of meeting TfL and Mayoral requirements and meeting commitments from the 2012 / 13 allocation and 2012/13 "reserve" schemes.

14. Notwithstanding the above, officers consider that Havering's Submission for 2013/14 has considerable potential to address existing Council priorities, help deliver established regeneration priorities and respond to the views of the community. It is considered that it should be shaped as far as practicable with regard to:
- The aspirations of the Council's Corporate Plan including the 'Living Ambitions' agenda which are underpinned by established land-use, transportation and planning objectives as set out in the Local Development Framework and Local Implementation Plan and other Council strategies.
 - Helping to ensure that Havering is 'open for business' and has a strong and vibrant economy by addressing such issues as congestion, on and off street parking, and the ease and convenience with which people, goods and services can get around the borough.
 - Ensuring that Havering's principal roads and pavements are in as good a condition as possible subject to resources and the relative priority for their maintenance
 - Delivery and development of existing and future regeneration initiatives covering Hornchurch, Romford, Harold Hill, London Riverside and Rainham. The 2012/13 allocation includes projects for, Hornchurch and Romford Town Centre Major Schemes, Romford Public Realm Improvements, Harold Hill (including access improvements to the Learning Village and environmental improvements to the Briar Road Estate), and feasibility work into street lighting improvements in Marsh Way in Rainham.
 - Maximising value for money and ensuring the best outcomes for the borough by linking schemes where feasible to projects involving investment of Havering's own capital budgets such as those for major street works enhancements and improvements. 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 Councils' own scarce capital resources.
 - Complementary to other initiatives and funding secured through the 'Biking Boroughs' work.
 - Schemes that were included as "reserve" schemes as part of the 2012/13 submission process may be included as part of the main 2013/14 LIP Submission. These schemes received Lead Member approval in September 2011 as part of the 2012/13 LIP Submission process with the intention of being implemented in the event that other LIP schemes had to be dropped.

Additional funding opportunities

15. TfL's Major Schemes funding category is applicable to projects such as Town Centres, Streetscape and station accessibility improvements including "shared space" projects and public realm enhancements. It is intended to encompass schemes where the overall costs are more than £1 million. Officers will examine TfL's 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.

16. Other possible funding streams such as Section 106 developer 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.

REASONS AND OPTIONS

Reasons for the decision:

17. The LIP Funding Submission is required annually to TfL in order to secure funding for a range of transportation-related initiatives in the Borough.

Other options considered:

18. There are no alternatives if the Council wishes TfL to confirm its LIP funding award to Havering for 2013/14.

IMPLICATIONS AND RISKS

Financial implications and risks:

19. The funding that the Council will obtain from TfL through the LIP Submission for 2013/14 will be the main source of capital funding for transportation projects and initiatives in the Borough. There is no indication at the time of preparing this report that there will be any significant change in the level of funding for 2013/14 however the indicative funding levels for subsequent years is less certain in the light of the wider economic circumstances and the cuts to public sector finance.
20. The schemes that will be recommended to be included in the Submission for 2013/14 will reflect Council priorities and, as far as is possible, their delivery will be programmed in line with these priorities should there be any

reduction in the funding available. Additionally, every opportunity will continue to be taken to secure funding from other sources and programme areas, including Section 106 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.

21. The Council Capital Programme has in recent years included £2m to support capital investment in highway maintenance and improvement schemes. It is assumed in financial plans that £2m will again be invested in 2013/14, but this will be subject to Cabinet approval via the budgeting process. 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:

22. Consideration of the Network Management Duty mentioned in Paragraph 10 is a statutory requirement. There are no other specific legal implications or risks arising from 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:

23. 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:

24. 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. The Council will comply with its Public Sector Equality Duty when deciding which schemes to include within the LIP submission for 2013/14. An Equalities Analysis of the proposed schemes and their different equalities implications for all protected characteristics will be completed and this information will be included in the report to Highways Advisory Committee which will precede the Lead Members' decisions.

BACKGROUND PAPERS

None

Appendix A

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	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	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	Developing and	<ul style="list-style-type: none"> Supporting regeneration and convergence of social

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delivery of the London 2012 Olympic and Paralympic Games and its legacy	implementing a viable and sustainable legacy for the 2012 Games	and economic outcomes between the five Olympic boroughs and the rest of London <ul style="list-style-type: none">• Physical transport legacy• Behavioural transport legacy
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Source : Table 2.1 Mayor's Transport Strategy (May 2010)