



CABINET

13 July 2011

REPORT

Subject Heading:

**LOCAL IMPLEMENTATION PLAN
ANNUAL SPENDING SUBMISSION
2012/13**

Cabinet Member:

**COUNCILLOR BARRY TEBBUTT
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Policy context:

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

Financial summary:

This report seeks Members' approval to the principles of Havering's LIP Submission to Transport for London for 2012/13 Financial Year, which has an indicative allocation of £3.074 million.

Is this a Key Decision?

THIS IS A KEY DECISION

Is this a Strategic Decision?

THIS IS A STRATEGIC DECISION

When should this matter be reviewed?

January 2013

Reviewing OSC:

Environment

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

Clean, safe and green borough	[✓]
Excellence in education and learning	[]
Opportunities for all through economic, social and cultural activity	[✓]
Value and enhance the life of every individual	[✓]
High customer satisfaction and a stable council tax	[]

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 Local Implementation Plan (as approved by the Mayor of London following sign off by Cabinet). This report outlines the process for the Council preparing its LIP Annual Spending Submission for 2012/13.

The Council has been notified by TfL that it has been awarded an indicative amount of £3.074m LIP funding for the 2012/13 financial year which is broadly typical of most outer London boroughs. Later this year, it must submit to TfL how it plans to spend this, taking into account TfL's most recent LIP guidance. This report outlines the issues that must be addressed in the Council's Submission and how that will be progressed.

Following Cabinet, Officers will prepare the final detailed 2012/13 LIP Submission prior to forwarding it to TfL in October 2011. As in 2010, there will be consultation with the Highways Advisory Committee before the submission is finalised.

The report recommends that approval of the final LIP Submission is delegated to the Cabinet Member for Environment who has responsibility for strategic transport, and the Cabinet Member for Community Empowerment who has responsibility for local transport schemes. It is expected that TfL will issue final confirmation of the allocation to the Council in late 2011.

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 7 and 8, and other aspects to consider detailed in paragraph 9, and 12 in respect of Havering's Submission to TfL for LIP funding for 2012/13, be noted.
2. That development of the LIP Submission for 2012/13 having particular regard to the range of considerations set out in paragraph 12 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 2012/13 to TfL be delegated to the Cabinet Members with responsibility 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 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.
2. The Submission requirements for 2012 / 13 broadly reflect those of last year. Most importantly, the overall principle remains that projects must conform to the Mayor of London's new Transport Strategy (MTS) which was published in May 2010. The Mayor's Transport Strategy can be accessed at <http://www.london.gov.uk/publication/mayors-transport-strategy>. It must also reflect the Council's own priorities and strategies including the draft Local Implementation Plan (LIP) for 2011/12 -2013/14 which 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 Programme of Investment detailed within that document. (The draft LIP is currently being finalised following comments from TfL).

3. A procedural change from last year is that the two programme areas of “Corridors and Neighbourhoods” and “Smarter Travel” have now merged into one ‘block grant’ which has been renamed Corridors, Neighbourhoods and Supporting Measures. This results in three main LIP programmes : Corridors Neighbourhoods and Supporting Measures, Major Schemes and Maintenance. 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 main LIP programme areas. 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 2012/13

4. TfL notified the Council of its indicative LIP funding award for 2012/13 in May 2010. Havering’s indicative LIP funding allocation for 2012/13 is £3,074,000. For comparison, at this stage in the allocation process last year (ie the indicative funding for 2011/12), the Cabinet Report referred to a figure of £2.7 million. It will be seen that the indicative allocation for 2012/13 is almost £400,000 more and this is welcome. Officers would point out however that the £2.7million figure did not include any element for Principal Road Maintenance as this was not confirmed until mid 2010. It is also the case that year on year comparisons are difficult because they cannot reflect subsequent further in year allocations or indeed reductions as happened in Autumn 2010 at the time of the Comprehensive Spending Review (CSR). The indicative allocation for 2012/13 is broken down as follows:

- £2,483,000 for “**Corridors, Neighbourhoods and Supporting Measures**” projects which focuses on the development of holistic schemes and local area improvements. This covers bus priority, bus stop accessibility, cycling, walking, local safety schemes, schemes that smooth traffic flow, projects involving shared space, Controlled Parking Zones, 20 mph zones, schemes to assist freight, regeneration and accessibility and environmental improvements. This also covers ‘Smarter Travel’ schemes such as school and workplace travel plans, travel awareness initiatives, road safety education, training and publicity schemes.
- £491,000 for “**Principal Road Maintenance**”. This focuses on highway surface improvements to the Principal Road network within the borough. Officers consider that this is a very welcome and considerable increase on previous years. It reflects the Mayor’s concern about the importance of boroughs addressing road repairs following adverse winter weather. Members will be very aware that ensuring Havering’s roads and pavements are in a safe and well maintained condition was a particular priority identified by the community in the recent Your Council Your Say consultation. The increase will enable the Council to respond positively to the views of the community.

- £100,000 for “**Local Transport Funding**” (for spending on projects of the Council’s choice). 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 funding allocations for Bridge Strengthening and Assessment as well as for existing “Major Schemes” (covering town centre areas, and Station Access schemes and Streets for People) are excluded from the above. The funding submissions for these are conducted 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.
 6. The allocation for Havering is broadly typical of the allocations to most outer London boroughs. It exceeds those for the LBs of Barking and Dagenham (£2,261,000), Waltham Forest (£2,962,000), and Sutton (£1,820,000).

TfL’s requirements for the Funding Submission for 2012/13

7. 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 have recommended that boroughs submit bids for Principal Road Renewal approximately 25% above the indicative funding to allow for possible reserve schemes to 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 2011.
8. TfL’s Guidance on Developing Local Implementation Plans (May 2010) provides the framework for preparing the Annual Spending Submission and this has been supplemented by further LIP Guidance published in May 2011. Copies of these 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. TfL also requires 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. Boroughs are asked not to undertake any works on any parts of the road network that need to be kept clear during the lead up to, operation and decommissioning of the Olympic Games and boroughs also have to notify TfL if any proposals require ‘signal’ slots. TfL’s Guidance also requires boroughs to identify how the scheme packages included will help deliver the Mayor’s high profile outputs which includes Cycle Superhighway

schemes, Cycle Parking, Electric Vehicle Charging Points, Better Streets, Cleaner Local Authority Fleets and Street Trees. 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.

9. Other important aspects to be taken 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 (formally known as Area Based Schemes (ABS). This is done through a three stage process defined through separate TfL Guidance. Members will be aware that the Council has successfully progressed several ABSs in recent years including in Romford and Hornchurch and has included further proposals for Major Schemes in its draft LIP for 2011/12 - 2013/14.
- That funding for LIP schemes started in 2011/12 that are being phased over more than one year must be funded from the 2012/13 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

10. As previously, it is proposed to seek the Highways Advisory Committee's advice on the 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 Community Empowerment and Environment as they have responsibility for local transport and strategic transport, respectively, under the Council's constitution.

Havering's LIP Funding Submission for 2012/13

11. The proposed detailed Council LIP Submission for 2012/13 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 7, 8, and 9 it will be essential for the Council's Submission to be 'balanced' in terms of meeting TfL and Mayoral requirements and current commitments from the 2011 / 12 allocation and 2011/12 "reserve" schemes.
12. Notwithstanding the above, officers consider that Havering's Submission for 2012/13 has the 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 '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.
- 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
- Development of existing and future regeneration initiatives covering Hornchurch, Romford, Harold Hill, London Riverside and Rainham. Members will recall for example that the 2011/12 allocation includes projects for, Hornchurch Town Centre Major Scheme, South Street environmental improvements in Romford, Harold Hill (including Gooshays Drive and Gubbins Lane), and the Rainham Traffic Management scheme.
- Maximising value for money 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.
- Implementation of the Ingrebourne Valley Sustrans Connect2 project and other Greenways schemes.
- Havering's draft 2nd Local Implementation Plan which is in the process of being finalised following its submission to TfL in December 2010.
- Complementary to other initiatives and funding secured through the 'Biking Boroughs' work (see para. 13 below).
- Schemes that were included as "reserve" schemes as part of the 2011/12 submission process may be included as part of the main 2012/13 LIP Submission. These schemes received Lead Member approval in September 2010 as part of the 2011/12 LIP Submission process with the intention of being implemented in the event that other LIP schemes had to be dropped.

Additional funding opportunities

13. 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. Additionally, the Council will continue to work closely with TfL to deliver projects and programmes under the 'Biking Boroughs' 'brand.' Havering is one of 13 'Biking Boroughs' and was allocated £87.5k for 2011/12 under this in Spring 2011, and indicative allocations for 2012/13 and 2013/14 of £117,500 and £77,500 respectively. TfL will expect the detailed Submission for 2012/13 to encompass further works and programmes to facilitate the continued delivery of cycling initiatives.

14. 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:

15. 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:

16. There are no alternatives if the Council wishes TfL to confirm its LIP funding award to Havering for 2012/13.

IMPLICATIONS AND RISKS

Financial implications and risks:

17. The funding that the Council will obtain from TfL through the LIP Submission for 2012/13 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 2012 / 13 but Members will be aware that the initial allocation for 2011/12 was subsequently reduced by £112k at the time of the Comprehensive Spending Review (CSR). Members will recall that they were advised in the Cabinet Report last year, which dealt with indicative funding for a three year period, that the position with regard to 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.
18. The schemes that will be recommended to be included in the Submission for 2012/13 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.

19. The Council Capital Programme for 2012/13 is expected to include £2m to support capital investment in safety and other schemes. This budget is ongoing and will be available to support the 2012/13 schemes, subject to the necessary Council approval. 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.

20. If the Submission is not made the Council will not receive its most significant funding for highways, road safety and other transportation planning projects. TfL is expected to confirm its approval of the make-up of Havering's Annual Spending Submission in December 2011.

Legal implications and risks:

21. Consideration of the Network Management Duty mentioned in Paragraph 8 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:

22. 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:

23. 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 Submission is anticipated to contain a range of measures supporting sustainable transportation modes such as cycling, walking and public transport which will benefit individuals and communities who would otherwise be potentially at risk of experiencing social exclusion. As the ultimately selected schemes are designed and developed full regard will be given to their implications for equalities and social inclusion.

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)