



CABINET

10 JULY 2013

Subject Heading:

Local Implementation Plan Annual Spending Submission 2014/15, Borough Cycling Programme Funding (BCPF) Submission, and Havering's Three Year Delivery Plan.

Cabinet Member:

COUNCILLOR BARRY TEBBUTT – Lead Member for Environment
COUNCILLOR ROBERT BENHAM – Lead Member for Community Empowerment

CMT Lead:

CYNTHIA GRIFFIN

Report Author and contact details:

DANIEL DOUGLAS
Transport Planner
01708 433220

daniel.douglas@havering.gov.uk

Policy context:

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)

Financial summary:

This report seeks Members' approval to the principles of Havering's LIP Annual Spending Submission to Transport for London for 2014/15 Financial Year, which has an indicative allocation of £2.994m . The report outlines requirements of the Three Year Delivery Plan (2014/15 – 2016/17) and Borough Cycling Programme Funding (BCPF) Submission.

Is this a Key Decision?

No

Is this a Strategic Decision?

THIS IS A STRATEGIC DECISION

When should this matter be reviewed?

January 2014

Reviewing OSC:

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) to secure funding for transportation initiatives that will be delivered across the Borough in the following financial year.

This year the Council is also required to prepare and submit a Three Year LIP Delivery Plan and has the opportunity to submit a bid to TfL for additional funding through the Borough Cycling Programme.

This report indicates the likely funding available through these initiatives and outlines the process for preparing Havering's:

- LIP Annual Spending Submission (ASS) for 2014/15;
- Three Year Delivery Plan for 2014/15 – 2016/17; and
- Borough Cycling Programme Funding (BCPF) submission for 2014/15 - 2016/17.

The report recommends that the approval of these items be delegated to the Lead Members for Environment and Community Empowerment.

RECOMMENDATIONS

1. That the guidance provided by TfL, summarised in Appendix 1 of this document, be noted.
2. That development of the LIP Annual Spending Submission (ASS) for 2014/15, Havering's Three Year Delivery Plan for 2014/15- 2016/17 and Borough Cycling Programme Funding submission be approved in principle.
3. That approval of Havering's final LIP ASS, Three Year Delivery Plan and Borough Cycling Programme funding submission to TfL be delegated to the Cabinet Members with responsibilities for Environment and for Community Empowerment.

4. 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

(A) Havering's Three Year Delivery Plan 2014/15 -2016/17

1. All London Boroughs are required to prepare and submit a Local Implementation Plan document (LIP). The LIP is effectively a borough transport strategy and sets out how a borough will implement the Mayor's Transport Strategy at a local level. Transport for London (TfL) consider LIPs to be a vital tool for supporting jobs and growth, whilst delivering a better quality of life for those living and working in the Capital. Importantly, the LIP forms the basis of the annual funding allocations that boroughs receive from Transport for London.
2. Havering's LIP has a Three Year Delivery Plan for 2011/12 – 2013/14 and it sets out an ambitious but realistic set of 'interventions' that will be implemented to achieve the Borough Transport Objectives which are consistent with the Mayor's Transport Strategy (MTS) for an initial three year period. This year is the final year of the Delivery Plan and all boroughs are required to prepare a new Three Year Delivery Plan for 2014/15 – 2016/17.

Delivery Plan Requirements

3. TfL's main requirements for the new Three Year Delivery Plan are to:
 - Provide a broad breakdown of how boroughs will spend their LIP monies for 2014/15, 2015/16 and 2016/17 identifying which of the MTS Goals and outcomes each programme category supports.
 - Identify non LIP funding in delivering interventions.
 - Explain how the proposed Programme of Investment in the Delivery Plan has been derived.
 - Explain how delivery of the Mayor's high priority infrastructure measures will be supported at a local level.
 - Include a timetable for the Delivery Plan.
 - Provide revised interim targets for the five mandatory indicators from the Mayor (mode share, bus service reliability, asset condition, road traffic casualties, CO2 emissions) for the period up to 2016/17.

Transport Policy Developments since 2010

4. TfL's guidance requires that boroughs should give particular consideration to the following matters when preparing their Three Year Delivery Plans:

- Sub-Regional Transport Plan for the relevant sub-region
- Roads Task Force
- Road Safety
- Cycling
- Transport Safety and Security
- Enforcement Considerations
- Air Quality
- Health
- Bus Stop Accessibility
- Crossrail Complementary Measures

Members will be aware that many of these issues and themes are the subject of specific Mayoral programmes and initiatives. Havering is already supporting or contributing significantly to the delivery of these through projects and officer involvement with TfL.

Indicative Allocations for the Three Year Delivery Plan

5. TfL have not yet announced indicative levels of funding for 2015/16 and 2016/17 but boroughs have been advised to expect similar levels of funding to the 2014/15 allocation (see below). The final allocations for these years will be subject to the Comprehensive Spending Review CSR announcement.

(B) 2014/15 LIP Annual Spending Submission

6. The funding awarded through the LIP submission remains the major source of capital monies for transport schemes and projects in the Borough. Details of Havering's 2014/15 LIP Allocation together with TfL's requirements can be found in Appendix 1. The 'headline' figure is that the Council's indicative allocation is £2,994m.

Submission Requirements for the 2014/15 LIP Annual Spending Submission

7. The submission requirements for 2014/15 broadly reflect those of last year. To reflect the latest Mayoral transport-themed thinking there are a number of areas that boroughs are advised to give particular consideration to, including safety, health, cycling and air quality, bus stop accessibility and measures that will complement the Crossrail scheme.
8. Where boroughs are bidding for complementary funding outside of LIP, boroughs are expected to supplement this with LIP funding contributions to these transport areas.
9. Most importantly, projects must conform to the Mayor's priorities (referred to as High Level Outcomes and High Profile Outputs) (see Appendix 2) as contained in the Mayor's Transport Strategy (MTS). The Submission must also reflect the

Council's own priorities and strategies including those of its Corporate Plan and Local Implementation Plan (LIP).

10. Notwithstanding the above, officers consider that Havering's Submission for 2014/15 can be prepared so as to have considerable potential to address existing Council priorities, help deliver established regeneration priorities and respond to the views of the community.

Submission Process

11. The proposed detail of the Council's LIP Submission for 2014/15 will be prepared following Cabinet's approval to develop the submission. Officers have begun to work up its potential components ahead of its formal approval which is recommended, as in previous years, to be delegated to the Lead Members for Environment and Community Empowerment.

Submission Content

12. The Council's Submission must be 'balanced' in terms of meeting TfL and Mayoral requirements, delivering continuing commitments from the 2013/14 allocation and considering any 2013/14 "reserve" schemes. As far as practicable it will be shaped with regard to:
 - 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.
 - 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.
 - Supporting other initiatives and funding secured through TfL complementary funding pots.
 - Schemes that were included as "reserve" schemes as part of the 2013/14 submission process may be included as part of the main 2014/15 LIP Submission. These schemes received Lead Member approval in September 2012 as part of the 2013/14 LIP Submission process with the intention of being implemented in the event that other LIP schemes had to be dropped.

Indicative Allocation

13. TfL has informed the Council that it has been awarded an indicative allocation of **£2.994m** LIP funding for the 2014/15 financial year. As in previous years, the Council will also be able to bid for TfL funds from its Major Schemes 'pot' as this is outside the LIP funding regime. Funds for bridge assessment and strengthening will also be dealt with outside of the LIP regime.

Additional funding opportunities

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.

(C) Mayor's Vision for Cycling Borough Delivery Programme

15. Earlier this year the London Mayor published the Mayor's Vision for Cycling in London. Within this, the Mayor set out his commitment to invest £913m in cycling over the next decade. Approximately £300m of this is being made available to boroughs to deliver locally led cycle improvements and initiatives.
16. TfL have recently published guidance setting out how boroughs can bid for funding to progress a variety of "soft" measures including cycling and driver training, cycle parking, monitoring measures and strategy development from 2014/15 to 2016/17. Individual boroughs are able to bid for funding of up to £315k in 2014/15, £350k in 2015/16 and £359k in 2016/17, with funding for the last two years subject to the Comprehensive Spending Review announcement.
17. TfL are expected to issue guidance later this year in respect to the remainder of the funding, which will be allocated for the delivery of cycle routes. Members and officers have already met with the Mayor's new Cycling Commissioner to discuss the opportunities in Havering for taking this work forward.

Next Steps

18. Following approval of this report and its recommendations, officers will begin work on the various submissions. In line with TfL's requirements these documents will be submitted to TfL by Friday 4th October.

REASONS AND OPTIONS

Reasons for the decision:

These submissions are required if the Council is to receive funding from Transport for London (TfL). The Three Year Delivery Plan is a statutory requirement for the borough.

Other options considered:

There are no alternatives if the Council wishes TfL to confirm its LIP funding award to Havering for 2014/15 and meet the Statutory LIP requirements.

IMPLICATIONS AND RISKS

Financial implications and risks:

The funding that the Council obtains from TfL through the Local Implementation Plan process is 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 2014/15; the indicative level of £2.994m is expected to be provided by TfL; the LIP submission is expected to secure this amount. There is a small increase on the 2013/14 equivalent figure of £2.920m. However funding for future years is unknown at this time and is subject to the Government's Comprehensive Spending Review (CSR). Allocations of funding from the Mayor's Vision for Cycling Borough Delivery Programme are dependent on development of a satisfactory funding submission meeting TfL's requirements.

The schemes and programmes put forward for the Submission for 2014/15 and Three Year Delivery Plan will reflect Council priorities. Additionally, every opportunity will continue to be taken to secure funding from other sources and programme areas, including Section 106/CIL 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.

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 2014/15, 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.

This spend will be accounted for within the Council's Capital Budget.

Legal implications and risks:

Consideration of the Network Management Duty mentioned in Appendix 1 is a statutory requirement.

Under Section 145 of the Greater London Authority Act 1999, London local authorities must prepare Local Implementation Plans (LIPs) containing their proposals for the implementation of the Mayor's Transport Strategy (MTS). An updated Three Year Delivery Plan forms part of that requirement. The Act also gives the Mayor powers to set targets in relation to the delivery of the MTS and the final approval of the LIP. It is a statutory requirement of the Act (Section 151) that the Council shall implement the proposals contained in the LIP.

Human Resources implications and risks:

Once schemes are selected a subsequent review will take place to consider the impact on existing resources and/or any subsequent or associated cost.

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 (Jacobs) and/or consultants engaged specifically to manage projects (such as Major Schemes in the priority regeneration areas).

Equalities implications and risks:

One of the main objectives in drawing up the LIP Annual Spending Submission, Borough Cycling Programme and Three Year Delivery Plan to improve accessibility, convenience and safety of the transport network and infrastructure across the Borough for local residents, people who work or visit the area, and businesses. It is anticipated that disabled people, children and young people, older residents will be amongst the protected groups who are most likely to benefit from the above projects.

The Council will pay due regard to its Public Sector Equality Duty when deciding which schemes to include within the LIP submission for 2014/15 and the programme of measures that will form part of the Three Year Delivery Plan. Individual projects will be subject to separate Equality Analyses to ensure positive equality outcomes are optimised and any potential negative impact will be reduced / eliminated.

BACKGROUND PAPERS

Havering's Approved Local Implementation Plan

None

Havering's Allocation for 2014/15

TfL notified the Council of its indicative LIP funding award for 2014/15 in May 2013. Havering's indicative LIP funding allocation for 2014/15 is **£2.994m**. The indicative allocation for 2014/15 is broken down as follows:

- **£2.325m** 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, schemes to assist freight, regeneration and accessibility and environmental improvements, local safety schemes, ,shared space Controlled Parking Zones, 20 mph zones and limits, cycling, walking, bus priority and accessibility. It also covers 'Smarter Travel' schemes such as school and workplace travel plans, travel awareness initiatives, road safety education, training and publicity schemes.
- **£569K** for “**Principal Road Maintenance**”. This focuses on highway surface improvements to Havering's Principal Road Network (PRN).
- **£100K** for “**Local Transport Funding**” (for spending on projects of the Council's choice that support the delivery of the Mayor's Transport Strategy).

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.

TfL's requirements for the Annual Spending Submission for 2014/15

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. TfL has recommended that boroughs over-bid for Principal Road Maintenance by approximately 25% so that possible reserve schemes may be brought forward.

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 May 2013. Copies of the guidance documents are provided in the Members' Resource Room.

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 B to this report.

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.

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.
- Funding for implementation of LIP schemes started in 2013/14 that are being phased over more than one year must be funded from the 2014/15 allocation. Several of the Council's schemes fall into this category reflecting the fact that TfL has encouraged such proposals.

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 and its legacy	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

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