

	<h2>Environment Committee</h2> <h3>16 September 2014</h3>
<p style="text-align: right;"><b>Title</b></p>	<h2>Local Implementation Plan Annual Spending Submission 2015/16</h2>
<p style="text-align: right;"><b>Report of</b></p>	Declan Hoare, Lead Commissioner for Housing & Environment
<p style="text-align: right;"><b>Wards</b></p>	All
<p style="text-align: right;"><b>Status</b></p>	Public
<p style="text-align: right;"><b>Enclosures</b></p>	Appendix 1 – 2015/16 LIP Annual Spending Submission proposals Appendix 2 – LIP ‘refreshed’ delivery plan (2014/15-2016/17)
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<h2>Summary</h2>
<p>The report identifies proposals for the 2015/16 Local Implementation Plan Annual Spending Submission to Transport for London that endeavour to remain close to the Delivery Plan proposals previously identified to TfL while taking into account new information and making provision for a changed approach to 20mph proposals.</p> <p>Details mainly relate to distribution of formula allocated funding across a ‘Corridors, Neighbourhoods and Supporting Measures’ programme and to identification of schemes for inclusion in the ‘Principal Road Renewal’ programme that provides maintenance funding for borough controlled ‘A’ roads.</p>

<h2>Recommendations</h2>
<p><b>1. That the Committee approve the proposals set out in Appendix 1 for inclusion in Barnet’s 2015/16 LIP Annual Spending Submission to TfL.</b></p>

## 1. WHY THIS REPORT IS NEEDED

- 1.1 The Annual Spending Submission (ASS) to Transport for London (TfL) for Local Implementation Plan (LIP) funding for the 2015/16 financial year is due to be submitted by 3 October 2014.
- 1.2 TfL provide core funding for the implementation of the LIP is provided by TfL through a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues, separate maintenance programmes for Principal Roads and Bridges based on condition and a borough discretionary budget of £100k for use for any transport purpose. A Major schemes programme is subject to a separate bidding process. The programmes are described in more detail in Table 1.

Programme	Description	Detail
Corridors, Neighbourhood and Supporting Measures	Holistic or area-based interventions including bus priority and accessibility, cycling, walking, safety measures, 20 mph zones and limits, freight, regeneration, environment, accessibility and controlled parking zones. This programme also includes expenditure on cycle parking, cycle training, shared space, car clubs, reduction of clutter, installation of electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.	Formula allocated. Schemes for spending this identified and approved by TfL through annual spending submission process. Allocation £3,300k for 2015/16
Principal road renewal	Maintenance programme for Borough Principal Roads (borough A roads)	Indicative allocation for Principal Roads for 2015/16 in Barnet is £1,105k. TfL recommend making funding applications for schemes about 25% above this value to enable reserve schemes to be readily brought forward if required. Proposals are identified from condition survey information.
Bridge	Maintenance programme for	Submissions will be made

strengthening and assessment	Bridges	based on need identified from inspection reports. These are prioritised and funding awarded according to pan-London requirements
Local Transport Funding	£100k is provided to each borough for any transport purpose.	The LIP delivery plan identifies that in Barnet this will be used for Borough Road Resurfacing. Locations will be identified from condition surveys as for borough funded road resurfacing.
Major schemes	Major scheme funding is subject to a separate bidding process and relates to interventions generally costing more than £1m over the whole life of the project.	If other schemes are bid for these will also be identified in the ASS

**Table 1 - LIP funded programmes**

- 1.3 In April 2012 the Mayor of London approved the Local Implementation Plan (LIP) for Barnet that was produced in response to the Mayor's Transport Strategy (MTS) published in May 2010. The approved LIP incorporated a Delivery Plan for the period 2011/12 to 2013/14 to deliver the priorities identified in the LIP.
- 1.4 In 2013 all the London boroughs updated their Second LIPs to include a refreshed Delivery Plan for the period from 2014/15 to 2016/17. These were agreed by TfL in December 2013 and TfL expect these to form the basis for each authority's 2015/16 LIP Annual Spending Submission.
- 1.5 The 2015/16 annual spending submission (ASS) proposal included in Appendix 1 is therefore based on the programme of investment included in the refreshed delivery plan (Appendix 2).
- 1.6 When the delivery plan was compiled an expected LIP allocation figure for 2014/15 for most programmes was available from TfL. Some information was also available regarding future year LIP funding which was also used to inform the delivery plan. A reduced allocation for 2014/15 for the Corridors, Neighbourhoods & Supporting Measures programme was subsequently confirmed, and this is reflected in Appendix 1 together with the 2015/16 ASS proposal.
- 1.7 Expected allocations for 2015/16 are now available and this has been used to inform the 2015/16 annual spending submission.

- 1.8 The Cabinet agreed in March 2014 recommendations arising from the 20mph Zones Task and Finish Group that included introducing a dedicated policy on 20 mph limits and zones to allow schools in the borough to 'opt-in' for a 20 mph limit/zone and to consider other locations on a case by case basis. While schemes resulting from this might be implemented from the provision made for 'Traffic Management and Accident Reduction' and 'School Travel Plan Schemes' the opportunity has been taken to make additional dedicated provision within the programme for 20mph proposals going forward.
- 1.9 Adjustments have also been where more information or other funding means that reduced LIP funding will be needed for particular proposals.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The proposals have endeavoured to remain close to the Delivery Plan proposals to deliver the borough transport objectives while taking account of new information and making provision for the changed approach to 20mph proposals. Further information on reasons for changes from the delivery plan for specific proposals is included in Appendix 1.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Alternative detailed approaches might be introduced to manage the funding available while delivering on the borough transport priorities. These include not making specific provision for 20mph schemes or adjusting the allocation of funding between proposals.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Once the recommendation has been approved the proposals will be incorporated in borough's Annual Spending Submission to TfL via a pro-forma spreadsheet or direct to the TfL Borough Portal (a web based tool developed by TfL to manage allocation of funds, reporting, forecasting and subsequently claiming of funding). TfL generally approve the schemes submitted in December. Once schemes are approved and funding agreed it is intended that a more detailed programme, especially for the packages of smaller scale proposals referred to in the comments column in Appendix 1, will be provided to the committee for approval prior to the start of the 2014/15 financial year.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.2 The Local Implementation Plan (LIP) delivery plan and 2015/16 ASS contribute to the Corporate Priorities through delivery of the LIP transport objectives.
- 5.3 The LIP transport objectives (which are supported by a number of sub-objectives and closely reflect policy CS9 of the Local Plan core strategy) are:

- Ensuring more efficient use of the local road network,
  - Taking a comprehensive approach to tackling the school run
  - Delivery of high quality transport systems in regeneration areas
  - More environmentally friendly transport networks
- 5.4 These particularly help deliver the strategic objective to “promote responsible growth, development and success across the borough” and the outcome “to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough”.
- 5.5 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**
- 5.6 Core funding for the implementation of the LIP is provided by TfL through a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues, separate maintenance programmes for Principal Roads and Bridges based on condition and a borough discretionary budget of £100k for use for any transport purpose.
- 5.7 The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL.
- 5.8 Approved funding will be incorporated into the 2015/16 budget.
- 5.9 **Legal and Constitutional References**
- 5.10 Section 145 of the Greater London Authority Act 1999 (GLA Act) requires each London borough to prepare a Local Implementation Plan (LIP) containing proposals for the implementation of the Mayor’s Transport Strategy in its area.
- 5.11 Guidance issued in 2010 under section 144 of the GLA Act in relation to preparation of the LIP provided for provision of a refreshed plan for 2014/15-2015/16 that explicitly would not constitute a formal revision of the LIP but, as identified in further guidance in 2013, would be approved by TfL subject to it meeting certain core requirements.
- 5.12 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.
- 5.13 The Council Constitution – Responsibility for Functions Appendix A identifies the terms of reference of the Environment Committee as including specific responsibilities for commissioning “Street Scene including pavements and all classes of roads”, “Road Safety” and “Transport and traffic management including agreement of London Transport Strategy-Local Implementation Plan”
- 5.14 **Risk Management**
- 5.15 There is a risk that failure to submit documents (or to submit them on time) would affect access to funding through TfL’s LIP funding programmes which would compromise Barnet’s ability to deliver its LIP objectives.
- 5.16 Other risks associated with the LIP delivery plan and LIP funding more generally are identified in the delivery plan document.

### 5.17 **Equalities and Diversity**

- 5.18 The annual spending submission includes programmes of road safety education initiatives and small scale traffic management and safety schemes that will tend to benefit groups currently disproportionately affected by road traffic collisions. This can include young people and older people, males, and some minority ethnic groups. Inclusion of provision for 20mph proposals especially near schools is expected to particularly benefit children.
- 5.19 Measures are also included to support cycling. The LIP equalities impact assessment identified that cycling was a higher priority among minority ethnic groups as a whole than among the population as a whole.
- 5.20 A reduced allocation is included in relation to provision of accessible bus stops which would help to advance equality of opportunity for disabled people accessing the transport system, but this is in the context of acceleration of the programme in 2014/15 through other funding.
- 5.21 The programme as a whole is not considered to compromise the Council in its compliance of the statutory equality duty. Detailed impacts of specific proposals will receive further consideration as they are developed and implemented.

### 5.22 **Consultation and Engagement**

- 5.23 Specific consultation in relation to the 2015/16 ASS has not been undertaken.
- 5.24 Public consultation was undertaken in relation to development of the original LIP and future statutory and non-statutory consultation will apply to implementation of various proposals contained within it.

## 6. **BACKGROUND PAPERS**

- 6.1 DPR 1517 - Local Implementation Plan (submission for approval by Mayor of London) 28/02/2012  
<http://barnet.moderngov.co.uk/ieDecisionDetails.aspx?ID=3824>
- 6.2 Guidance on Developing the Second Local Implementation Plans – May 2010  
<http://tfl.gov.uk/cdn/static/cms/documents/lip2-guidance-may-2010.pdf>
- 6.3 Other guidance documents provided by TfL: “Local Implementation Plan (LIP) 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance” and “Local Implementation Plan (LIP) 2015/16 Annual Spending Submission Guidance” are also available.