



Environment Committee

11 September 2019

Title

Local Implementation Plan Annual Spending Submission 2020/21

Report of

Chair of Environment Committee

Wards

All

Status

Public

Urgent

No

Key

Yes

Enclosures

Appendix 1 – 2019/20 Annual Spending Submission summary and in-year adjustments

Appendix 2 – Proposed 2020/21 Annual Spending Submission

Appendix 3 – Local Implementation Plan (LIP) 2020/21 Annual Spending Submission Guidance

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Summary

This report presents the proposed 2020/21 Local Implementation Plan Annual Spending Submission for submission to TfL together with information on in-year changes to date to the proposals contained in the 2019/20 submission.

Officers Recommendations

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| <p>1. To note the adjustments to the 2019/20 schemes compared with the Annual Spending Submission made in November 2018 as identified in Appendix 1.</p> |
| <p>2. To agree the proposals in Appendix 2 for submission to TfL as the LIP Annual Spending Submission for 2020/21.</p> |

1. WHY THIS REPORT IS NEEDED

- 1.1 In March 2019 the Mayor of London approved Barnet's Local Implementation Plan (LIP) produced in response to the third Mayor's Transport Strategy (MTS). This included a series of proposals to implement the MTS locally.
- 1.2 Core funding for the implementation of the LIP is provided by TfL through a "Corridors, Neighbourhoods and Supporting Measures" programme available to address a range of transport issues. Boroughs are expected to submit details of the proposals for funding annually for approval by TfL. Total available funding is allocated to boroughs via a formula. A Local Transport Fund (LTF) also allocates an additional £100k per borough.
- 1.3 There are discussions in progress regarding potential changes to the formula for Corridors Neighbourhoods and Supporting Measures schemes. This is aimed at reflecting the current mayoral priorities, making use of more recent data and providing a simpler formula. This may result in changes to the 2020/21 allocation, but in the meantime boroughs have been advised of their anticipated allocation via the current formula to inform the Annual Spending Submission (ASS).
- 1.4 Alongside the consultation draft LIP approved by the Policy & Resources Committee last October the Committee also approved the 2019/20 LIP ASS. The schemes included in the ASS were also subsequently agreed by TfL and formed the basis for the work programme for 2019/20.
- 1.5 Schemes in the work programme may progress faster or slower than expected, or require more or less funding than originally anticipated. Adjustments to the programme to accommodate this and to reallocate funds to maximise use of the available funding can be agreed with TfL in-year. A number of such changes have been made to the 2019/20 programme to accommodate work still in progress at the end of 2018/19, proposals that have proceeded ahead or behind schedule and proposals that have cost variations. Details of these changes are provided at Appendix 1.
- 1.6 Appendix 2 contains proposals for the 2020/21 Annual Spending Submission together with information on where these are derived from.
- 1.7 Generic proposals are included for "Minor Traffic Management Schemes" to be prioritised using "Healthy Streets" indicators; "STP Engineering schemes" to address issues raised by schools via their school travel plan, to be prioritised based on School Travel Plan STARS awards and other relevant measures; "Casualty Reduction Engineering

Schemes”, targeting locations with vulnerable road user casualties and prioritised based on anticipated benefit in terms of casualty reduction and “Parking Controls”.

- 1.8 Work is in progress to review and refresh the prioritisation tool used to assess requests for schemes that was approved by the Environment Committee in 2015. This review is needed to reflect the new LIP and Corporate Plan priorities, to improve ease of use and address areas where anomalies have been identified. The generic work areas referred to above will seek to address schemes already in progress (where necessary), and then proposals identified from prioritisation of relevant requests.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The proposed 2020/21 Annual Spending Submission is based on the proposals included in the approved LIP, taking account of the proposals submitted for 2019/20 and in-year changes to date. It also includes additional or adjusted proposals to reflect particular circumstances and pressures.
- 2.2 Most proposals and funding requirement for the 2020/21 submission are as identified in the 2019/20 submission. Exceptions and the reasons for this are identified in Appendix 2.
- 2.3 Additional proposals in the proposed 2020/21 submission include a School Streets and Play Street Pilot (see para 2.4) and for the introduction of Controlled Parking Zones and Parking Controls (see para 2.5).
- 2.4 Piloting School Streets (where a road near a school is closed to motor traffic except for residents at the start and end of the school day) is a proposal identified in the LIP borough transport objectives, but without an explicit timeframe for delivery identified. Introducing a pilot at this time would help to address public health objectives as well as the LIP transport objectives. Identification of a suitable pilot site is being pursued in 2019/20 by Public Health, Transport and Air Quality officers for discussions and approval with the relevant Ward Members and the Chair of the Environment Committee.
- 2.5 When the LIP was drafted the expectation was that parking proposals might be funded from the Special Parking Account. However pressures on this budget mean that some funding from the LIP allocation would be desirable. Measures to control indiscriminate parking in town centres and around transport hubs, and at locations where it has access and safety implications or negative impacts on other road users, would be in keeping with the MTS and LIP objectives.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Other proposals might be included in the Annual Spending Submission or alternative spend profiles adopted, but proposals that differ significantly from the agreed LIP are unlikely to deliver the agreed LIP objectives or be approved or funded by TfL.

4. POST DECISION IMPLEMENTATION

- 4.1 Following agreement of the proposals in Appendix 2 these will be submitted to TfL by 1 November 2019 as Barnet's 2020/21 Annual Spending Submission.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.2 The LIP Annual Spending Submission helps address the Corporate Plan outcomes:
- a pleasant, well maintained borough that we protect and invest in; by providing the resources to improve infrastructure;
 - our residents live happy, healthy, independent lives with the most vulnerable protected; by making active travel for daily activities and leisure a more attractive option making improvements around schools;
 - safe and strong communities where people get along well; by improving road safety.

5.3 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.3.1 Anticipated 2020/21 funding for the Corridors, Neighbourhoods and Supporting Measures programme is £2.967M, however changes to the formula used to allocate funding are possible, which may result in a reduction in funding (increased funding is not expected). In the event that all proposals are approved by TfL but funding is reduced, reprofiling of proposals to accommodate the reduced funding would be required.

- 5.3.2 £100k Local Transport Fund funding will also be available for 2020/21.

5.4 Social Value

- 5.4.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The Act is not applicable in the context of this report as it does not concern a procurement process.

5.5 Legal and Constitutional References

- 5.5.1 The Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Strategy in its area.
- 5.5.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.
- 5.5.3 The Council Constitution, Article 7 provides at 7.5 Responsibility for Functions that:

- the Environment Committee is responsible for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

5.6 Risk Management

5.6.1 Failure to submit the Annual Spending Submission (or to submit on time) would affect access to funding through TfL's LIP funding programmes which would compromise Barnet's ability to deliver its LIP objectives.

5.7 Equalities and Diversity

5.7.1 An equalities impact assessment was undertaken in developing the LIP and no adverse impacts for any of the groups with protected characteristics was identified by the assessment.

5.7.2 It identified several beneficial disproportionate impacts that may occur on groups with protected characteristics because of the implementation of the proposed strategy.

- Improved health resulting from less pollution and greater participation in physical exercise, particularly for children, older people and people with disabilities.
- Fewer people killed or seriously injured on Barnet's roads, particularly benefiting children and younger people.
- Improved access to facilities, jobs and homes, which may particularly benefit people on lower incomes, women and BAME groups.

5.7.3 No disproportionate impacts have been identified from the adjustments and rescheduling proposed in the 2020/21 ASS except that the increased funding for Accessibility schemes provides greater benefits for persons with a disability.

5.8 Corporate Parenting

5.8.1 The decision has no direct impact on looked after children or care leavers. Any indirect or general effects are not expected to have a greater impact on looked after children or care leavers than on other children or young people.

5.9 Consultation and Engagement

5.9.1 Specific consultation in relation to the 2020/21 ASS has not been undertaken.

5.9.2 Public consultation was undertaken in relation to development of the full LIP and future statutory and non-statutory consultation will apply to implementation of various schemes contained within the ASS.

6 Insight

6.1 The full LIP drew on a wide range of data sources including insight work undertaken by TfL in developing the Mayor's Transport Strategy, from the London Travel Demand Survey, data regarding public health from Public Health England and the borough, Road

Traffic injury data provided by the Police through the Stats 19 recording system, Air Quality Modelling undertaken by the GLA. Specific insight data has not been used in relation to the 2020/21 ASS but will inform the prioritisation of proposals referred to in paragraphs 1.7 and 1.8.

7. BACKGROUND PAPERS

- 7.1 Policy and Resources Committee on 23 October 2018 (item 17) resolved that the committee:
1. Approve the draft Local Implementation Plan for public consultation including with Transport for London.
 2. To approve the schemes identified in the Local Implementation Plan Annual Spending Submissions for 2019/20.
 3. That the Policy and Resources Committee agree that, following consultation and receipt of TFL recommendations, the Environment Committee make the decision to agree the final draft version of the LIP for submission to the Mayor of London for approval.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=9459&Ver=4>
- 7.2 Environment Committee on 21 January 2019 (item 9) resolved:
That the Committee approved the final draft Local Implementation Plan for submission to the London Mayor for approval.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9733&Ver=4>
- 7.3 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>