

	<p>Environment Committee</p> <p>24 September 2015</p>
<p style="text-align: right;">Title</p>	<p>Local Implementation Plan (LIP) 2016/17 Annual Spending Submission</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix – Proposals for inclusion in 2016/17 Annual Spending Submission to TfL</p>
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<p>Summary</p>
<p>This report contains a summary of the proposals for inclusion in the Annual Spending Submission to Transport for London (TfL) for 2016/17 LIP funding are set out, based on the programme of investment contained within the LIP three year delivery plan modified to reflect adjustments made in last year’s submission, to accommodate the actual expected funding and to define schemes in relation to an undefined allowance for regeneration proposals. Approval of these for submission is sought.</p>

<p>Recommendations</p>
<p>That the Environment Committee approve the 2016/17 Local Implementation Plan (LIP) Annual Spending Submission detailed at Appendix C for submission to Transport for London</p>

1. WHY THIS REPORT IS NEEDED

1.1 2016/17 LIP Annual Spending Submission

1.2 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.

1.3 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 2016/17 LIP Annual Spending Submission.

1.4 On 16 September 2014 the Environment Committee approved 2015/16 LIP Annual Spending Submission that was similarly based on the programme of investment included in the refreshed delivery plan. This identified adjustments to the Delivery Plan proposals to manage the level of funding available and other changes to requirements over time. The likely 2016/17 requirements as identified at that time were also included, based on an estimate of the likely funding.

1.5 Expected 2016/17 funding allocations are now available, which affects the programme to some extent, and other changes to requirements are also identified in the Appendix of this report sets out the proposed 2016/17 funding application, identifying the changes to the proposals as identified in the September 2014 report and 2015/16 Annual Sending Submission.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendation for inclusion in the annual spending submission are heavily based on the proposals included in the agreed three-year delivery plan as modified in the last annual submission. A loosely defined item for 'Future Regeneration Priorities' has been adjusted in value to address the variation in the level of funding available and re-defined to address some specific areas, generally consistent with the original definition:

Specific issues have been identified that might be addressed from this funding have been identified as studies and development of proposals for:

- North Finchley – more detailed work to develop the previous studies that have considered the potential for road layout changes around the Tally Ho gyratory. £50k
- Burnt Oak – consider options to make junction of the A5/Watling Avenue more pedestrian friendly. £50k
- Chipping Barnet – study to consider changes to the high street to address the aspirations of the Chipping Barnet Town Team. £50k
- Options appraisal A1-M1 link. £30k
- New Southgate – support Crossrail 2 work and development of ideas for A406 tunnel in the area. £9k

- Review of lorry restrictions in operation in the borough. £20k

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 or adjusting the allocation of funding between proposals. However, there is an expectation that proposals are based on the 3 year delivery plans and have attempted to remain consistent with the previous year decision.

4. POST DECISION IMPLEMENTATION

- 4.1 Once approved the 2016/17 Annual Spending Submission proposals will be submitted 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 for the following year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This report addresses the Corporate Plan strategic objective that: the council, working with local, regional and national partners, will strive to ensure that Barnet is a place where services are delivered efficiently to get value for money for the taxpayer. It approves the annual spending submission to TfL which provides the mechanism by which LIP funding of schemes is approved by TfL and identifies prioritisation schemes aimed at ensuring work is focused on those proposals that address agreed priorities and provided good value for money.

Schemes included in the Annual Spending Submission directly address the corporate plan delivery objective of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic, increased recycling principal road resurfacing schemes and traffic management schemes.” They also help address the objectives “Barnet’s children and young people will receive a great start in life”; “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built and job opportunities created”, through delivery of school travel proposals, road safety education and training and engineering schemes and work to support regeneration and town centre proposals.

- 5.1.2 School Travel Planning activities and activities that encourage walking and cycling in general help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. Injuries and deaths from road traffic accidents also have an impact on health and health services.

- 5.1.3 The Joint Strategic Needs assessment identifies that pollution levels are higher along arterial routes, particularly the North Circular, M1, A1 and A5. This has health impacts related to air quality. It also identifies that the majority of people visiting town centres in Barnet do so by foot, bicycle or public

transport. Encouraging this, particularly in less healthy areas, could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 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.

5.2.2 The Annual Spending Submission provides the means by which proposals are submitted and agreed by TfL.

5.2.3 Approved funding will be incorporated into the 2016/17 budget. The amount requested and being bid for from TfL under the 2016/17 LIP is £3.413m, and for Principal Roads is £1.344m as outlined in the appendix.

5.3 Social Value

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.4 Legal and Constitutional References

5.4.1 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.

5.4.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.

5.4.3 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that the Environment Committee has specific responsibilities for commissioning Transport and traffic management including agreement of London Transport Strategy-Local Implementation Plan

5.5 Risk Management

5.5.1 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.

5.6 Equalities and Diversity

5.6.1 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. Provision for 20mph proposals especially near

schools is expected to particularly benefit children.

5.6.2 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.

5.6.3 Allocations are included in relation to provision of accessible bus stops and work to address other local accessibility issues which would help to advance equality of opportunity for disabled people accessing the transport system.

5.6.4 Detailed impacts of specific major proposals will receive further consideration as they are developed and implemented.

5.7 Consultation and Engagement

5.7.1 Specific consultation in relation to the 2016/17 ASS has not been undertaken.

5.7.2 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.

5.8 Insight

5.8.1 The full LIP sets out the data informing the transport priorities used, and injury accident data, data from other public sources and survey data informs the prioritisation proposed.

6. BACKGROUND PAPERS

6.1 On 16 September 2014 the Environment Committee resolved: That the Committee approve the proposals set out in Appendix 1 of the report for inclusion in Barnet's 2015/16 LIP Annual Spending Submission to TfL. This report, appendix and decision can be found at: <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8093&Ver=4> (item 7). The report also provides fuller background information on the LIP.

6.2 Annual Spending Submission guidance for 2016/17 is provided here, together with 2014/15-2016-17 guidance that addressed the LIP three year delivery plan:

<https://tfl.gov.uk/corporate/publications-and-reports/local-implementation-plans>

More general information and Statutory Guidance in relation to LIPs is available here:

<https://tfl.gov.uk/info-for/boroughs/local-implementation-plans?intcmp=20412#on-this-page-1>