

	<h2>Environment Committee</h2> <h3>29 September 2016</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Local Implementation Plan 2017/18 Annual Spending Submission</b></p>
<p><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p><b>Wards</b></p>	<p>All</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>Yes</p>
<p><b>Key</b></p>	<p>Yes</p>
<p><b>Enclosures</b></p>	<p>Appendix A – LIP Annual Spending Submission Proposals</p>
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<h2>Summary</h2>
<p>This report contains proposals for inclusion in the Local Implementation Plan (LIP) Annual Spending Submission to Transport for London (TfL) for 2017/18.</p> <p>Owing to limited information on the content of the new Mayors Transport Strategy and funding levels TfL suggest the submission take a “business as usual” approach, and that it assumes funding levels as for 2016/17. They suggest proposals be prioritised so that they can be adapted if necessary but, in view of the differing nature of the proposals and prioritisation within work packages it is suggested that in the event of lower than anticipated funding it would be more appropriate to reduce funding across affected proposals on a pro-rata basis.</p> <p>However there is also potential that some areas of work may attract additional funding from TfL or become unviable if not fully funded so the Committee is asked to delegate authority to the Commissioning Director – Environment to agree adjustments to the proposals in the event of changed funding.</p>

## **Recommendations**

- 1. That the Environment Committee approve the 2017/18 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A for submission to Transport for London**
- 2. That the Environment Committee delegate authority to the Commissioning Director – Environment, to adjust the funding of the proposals should TfL advise a lower borough allocation for the Corridors Neighbourhoods and Supporting Measures Programme than in 2016/17, based on the principle of a pro-rata adjustment but taking into account other factors that may have an impact.**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 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. 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.
- 1.2 Boroughs apply annually for funding from TfL to support the proposals in their LIPs via an Annual Spending Submission (ASS) and this report sets out the proposed submission for 2017/18 and proposals for dealing with uncertainties over the available funding. TfL have issued guidance in relation to the 2017/18 submission that, in view of development of a new MTS and subsequently new borough LIPs, boroughs should take a business as usual approach to their 2017/18 submission and assume funding levels as for 2016/17.

### **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Appendix A sets out proposals for the Annual Spending Submission, focusing particularly on TfL's LIP Corridors Neighbourhoods and Supporting Measures Programme that covers a wide range of transport areas. The proposals included are largely based on continuation or development of work areas included in the 2016/17 ASS with some provision for emerging areas of work.
- 2.2 The level of funding available to Barnet for the Corridors Neighbourhoods and Supporting Measures Programme for 2016/17 (and assumed for 2017/18) was £3,413,000.
- 2.3 In recent years additional funding has been available from TfL for particular priority areas. This includes the Borough Cycling Programme (BCP) and additional Bus Stop Accessibility (BSA) funding. The way in which any additional funding will be made available to boroughs for 2017/18 is uncertain however.
- 2.4 Provision has therefore been made within the LIP ASS for funding to maintain cycle training, other cycling support and cycle infrastructure provision such as

cycle parking at a similar level to that in recent years (through both the LIP and BCP) with the expectation that any subsequent additional funding would help support the increased demand expected in this area. Reduction has been made to the funding allocated to cycle routes, which in recent years has mainly funded improvements to off-road cycle paths.

- 2.5 The additional BSA funding in recent years has helped to increase the numbers of accessible bus stops faster than would otherwise have been the case and the lower level of funding available from the LIP alone will sustain a continued improvement albeit at a slower rate.
- 2.6 The 2016/17 ASS and previous submissions have included work package for Traffic Management and Accident Reduction Schemes (£500k) that have subsequently involved prioritising a wide range of requests for inclusion in the programme. The proposed 2017/18 submission splits this into Accident Reduction proposals (£400k) identified from records of injury accidents occurring in the borough and a separate item for other small scale traffic management measures (£100k) that it is envisaged would be prioritised from requests received.
- 2.7 All new schemes that were included in the 2016/17 Traffic Management and Accident Reduction work package for design or as reserve sites (identified in a report to the Environment Committee in May 2016) were locations with high numbers of injury accidents occurring to vulnerable road users (pedestrians, cyclists and motorcyclists). The Accident Reduction proposals for 2017/18 includes for completion of on-going schemes identified for implementation as necessary and then taking forward the schemes identified in 2016/17 for design or as reserve sites.
- 2.8 The 2016/17 programme included modelling of junctions that are expected to suffer increased delay in coming years and development of outline solutions for these. The 2017/18 proposal provides for developing detailed designs to address the issues at the locations, which are identified individually and at locations identified as requiring modelling from 2016/17 Accident Reduction sites. These proposals are generally at traffic signalled junctions and development of solutions and delivery would necessarily take place over a number of years.
- 2.9 Continued development of other proposals from the 16/17 programme is also included. More commentary comparing proposals with the 16/17 programme is provided in Appendix A.
- 2.10 In view of the uncertainty over funding levels TfL suggest proposals be prioritised so that they can be adapted if necessary but, in view of the differing nature of the proposals and prioritisation already included within some work packages, it is suggested that in the event of lower than anticipated funding it would be more appropriate to reduce funding across affected proposals on a pro-rata basis.
- 2.11 However there is also potential that some areas of work may attract additional funding from TfL which might substitute for some funding or alternatively be

contingent upon it not replacing LIP funding. It is also possible that some proposals might become unviable if not fully funded. Therefore the Committee is asked to delegate authority to the Commissioning Director – Environment to agree adjustments to the proposals in the event of changed funding.

- 2.12 Other LIP funding is provided via a Principal Road Renewal programme, a Bridge Assessment and Strengthening programme and a £100k Local Transport Funding allocation.
- 2.13 Barnet's LIP identifies that the Local Transport Funding will be used for Borough Road renewal.
- 2.14 Locations identified from condition surveys of roads and Bridges will be submitted via TfL's borough Portal for the relevant programmes.

### **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 identified in the LIP or adjusting the allocation of funding between proposals. However, as noted above a business as usual approach has been followed in general and main changes to this are identified above and in Appendix A.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Once approved the 2017/18 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

### **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.
- 5.1.2 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 helps 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.

5.1.3 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. Reduction of injuries and deaths from road traffic accidents through road safety education and engineering schemes also provides benefits to health and health services.

5.1.4 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 TfL approved funding will be incorporated into the 2017/18 budget.

## 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 and implementation 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 safe, integrated, efficient, and economic transport facilities or services to, from or within Greater London.

5.4.3 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of Committees, Sub-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

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 Section 149 of the Equalities Act 2010 places a duty on local authorities as follows:

- (1) A public authority must, in the exercise of its functions, have due regard to the need to—
  - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This duty is addressed below.

5.6.2 The annual spending submission includes packages of road safety education initiatives and road safety engineering 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 near schools is expected to particularly benefit children.

5.6.3 Measures are also included to support cycling. The full 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.

5.6.4 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.

5.6.5 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 2017/18 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 various proposals.

## **6. BACKGROUND PAPERS**

- 6.1 The decision regarding the 2016/17 LIP application is available here (item 9). <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8333&Ver=4> The report also provides links to earlier reports and other information that provide fuller background information on the LIP.
- 6.2 Interim guidance has been issued by TfL with regard to the 2017/18 ASS submission and a copy can be provided by officers on request. This interim guidance advises that boroughs continue to use the ASS Guidance issued by TfL for 2016/17 until TfL advises otherwise and provides information on variations that apply for 2017/18.
- 6.3 TfL's Annual Spending Submission guidance for 2016/17 is provided here, <https://tfl.gov.uk/corporate/publications-and-reports/local-implementation-plans>