

	Environment Committee 11 September 2017
Title	Local Implementation Plan – Annual Spending Submission 2018/19
Report of	Strategic Director - Environment
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix A - LIP Annual Spending Submission Proposals
Officer Contact Details	Jane Shipman, highwayscorrespondence@barnet.gov.uk , 020 8359 3555

Summary

This report contains proposals for inclusion in the Local Implementation Plan (LIP) Annual Spending Submission to Transport for London (TfL) for 2018/19.

A new draft Mayor's Transport Strategy (MTS) is currently being consulted on , and in response to the finalised document boroughs will be expected to develop new Local Implementation Plans setting out how they will deliver the MTS in their local areas.

2018/19 is a second transitional year prior to the introduction of a new round of LIPs and once again the proposals for the LIP Annual Spending Submission have been developed to generally reflect the approach taken in previous years.

Recommendations

1. That the Committee approve the 2018/19 Local Implementation Plan (LIP) Annual Spending Submission proposals detailed at Appendix A for submission to Transport for London

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 A new Mayor's Transport Strategy (MTS) has been drafted and is expected to be adopted by the end of the 2017 calendar year. Boroughs will then be required to prepare new LIPs to come in to effect from April 2019. Boroughs apply annually for funding from TfL to support the proposals in their LIPs via an Annual Spending Submission (ASS). TfL have issued interim guidance to cover what will be a second transitional financial year (2018/19) between the end of the second LIP period and the start of the third.
- 1.3 The guidance identifies that the 2018/19 ASS should identify the projects to be delivered in that year that help the authority to achieve its LIP objectives. However the guidance identifies that boroughs should also take into account the new Mayor's transport priorities as signalled in the A City for All Londoners and Healthy Streets for London documents. TfL will now provide LIP and other borough funding as part of a wider healthy Streets funding portfolio designed to support the delivery of The Healthy Streets Approach as outlined in Healthy Streets for London.
- 1.4 The guidance draws on these Mayoral documents to identify a series of Mayoral Priorities and identifies ways that borough LIP submissions could or should address these.

Mayoral Priority	no.	Mayoral Outcomes
Healthy Streets & healthy people	1	Active: London's streets will be healthy and more Londoners will travel actively
	2	Safe: London's streets will be safe and secure
	3	Green: London's streets will be clean and green
	4	Efficient: making more efficient use of our street network
A Good Public Transport Experience	5	Connected Public Transport: more people will travel on an expanded public transport network
	6	Quality Public Transport: journeys by public transport will be fast, comfortable and reliable
	7	Accessible Public Transport: public transport will be affordable and accessible to all
New Homes & New Jobs	8	Unlocking: support delivery of homes and provide better access to jobs, customers and suppliers
	9	Good Growth: developments are sustainable, supported by public transport and active travel options

- 1.5 Barnet's LIP objectives as set out in the second LIP were identified as

1. Ensuring more efficient use of the local road network

- Reduce congestion
- Improve the condition of roads and footpaths

- c. Improve the bus network (with TfL)
 - d. Make travel safer and more attractive
 - 2. **Taking a comprehensive approach to tackling the school run**
 - a. Reduce car based journeys and increase levels of walking and cycling to and from school
 - b. Reduce pupil parking near schools
 - 3. **Delivery of high quality transport systems in regeneration areas**
 - a. Comprehensive transport solutions in major development areas
 - b. Public transport enhancements (with partners)
 - c. Pursue major improvements to the strategic road network
 - d. Town centre enhancement to improve the public realm, public transport services, short-trip making by walking, parking and servicing controls and accessibility improvements
 - 4. **More environmentally friendly transport networks**
 - a. Support the use of low emission vehicles including electric cars
 - b. Encourage mixed use development that will help to reduce the distances people need to travel
 - c. Making cycling and walking more attractive for leisure, health and short trips
- 1.6 In general terms the changes to the Mayoral Policy Context would not have a significant impact on the types of proposal that have formed part of the Annual Spending Submission in recent years. Proposals to improve traffic flow, which might otherwise need to be reviewed are in general, responding to the growth in the borough and also delivering improvements for pedestrians and in terms of road safety so are likely to still be acceptable.
- 1.7 Therefore in this interim year before the introduction of a new LIP document a similar mix of types and value of proposals is identified as for 2017/18.
- 1.8 The guidance sets out the anticipated allocation for various programme areas. This includes TfL's LIP Corridors Neighbourhoods and Supporting Measures Programme that covers a wide range of transport areas. This allocation is made on a formula basis subject to TfL's agreement of the proposals and for Barnet in 2018/19 is expected to be £ 3,476,000.
- 1.9 Funding is also provided for Principal Road renewal and Bridge Strengthening allocated on the basis of surveys and identified needs condition and applications will be made for these. An indicative figure of £1,457,000 for Principal Road renewal in Barnet has been advised for 2018/19. The funding allocated for bridges is highly dependent on the relative condition and strategic importance of bridges on a pan-London basis.
- 1.10 In previous years a local Transport Fund allocation of £100,000 per borough was available for any transport purpose, which Barnet's LIP identified would be used for Borough Road Improvements. This is no longer available for 2018/19.

- 1.11 A new Liveable Neighbourhoods programme is available for boroughs to bid for separately (replacing a previous Major Schemes programme). Bids for this also need to be identified in the Annual Spending Submission. A bid to make improvements in the Colindale area supported by other development related funding is intended and will be identified in outline in the ASS.
- 1.12 Additional funding is also available to improve strategic priority areas for TfL and the Mayor such as bus priority, borough cycling, air quality and other outcomes as needs arise London-wide, and may be allocated during the course of the year. However these do not form part of the ASS.
- 1.13 Appendix A sets out proposals for the Annual Spending Submission, focusing particularly on the “Corridors Neighbourhoods and Supporting Measures” Programme, but also identifying other programmes that are due to be included in the submission to TfL in October 2017.

2. REASONS FOR RECOMMENDATIONS

- 2.1 As this is a transitional year prior to the development of a new LIP to respond to the new MTS (which is currently being consulted on by the London Mayor) the proposals included in the appendix have generally been based on simply extending existing areas of work where these have not completed.
- 2.2 Funding for specific junction improvements schemes and work in Town Centres has been kept relatively stable overall with adjustments made within the general framework to reflect progress and changes. Schemes that will help support bids for additional funding have been given priority and provision also made for new studies to develop future transport proposals for town centres not currently considered.
- 2.3 A prioritisation system was agreed by the Environment Committee for a number of the larger work areas included within the LIP in May 2016. Individual proposals from this have not been identified since progress on deliver during the current year will affect these and reprioritisation of School Travel Plan proposals in particular will have an impact on these.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 A comprehensive review of all proposals has not been undertaken due to the imminent development of a new LIP responding to a new MTS.
- 3.2 Viable schemes being developed have generally been continued rather than reassessed against undeveloped proposals.
- 3.3 Where funding will not permit full implementation funding to allow partial implementation (with an expectation of completion in future year(s)) has been identified rather than focussing on some proposals while shelving others. The timescales necessary to implement some proposals means that carrying these out over a longer timescale is likely to be more practical approach.

4. POST DECISION IMPLEMENTATION

- 4.1 Once approved the 2018/19 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 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.
- 5.1.3 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 and separate maintenance programmes for Principal Roads and Bridges based on condition.

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

5.2.3 A Liveable Neighbourhoods bid for Colindale is also being developed and it is intended that this will be identified in the Annual Spending Submission, although the application and bid documents are separate.

5.2.4 TfL approved funding will be incorporated into the 2018/19 capital budget and is expected to be £3,476,000 from the “Corridors, Neighbourhoods and Supporting Measures” programme and around £1,457,000 for Principal Road renewal, plus potential allocations for Bridge Assessment and Strengthening and for the Liveable Neighbourhoods bid.

5.2.5 This will be included in the Council’s Capital Programme when it is submitted for approval by Policy and Resources Committee in February 2018.

5.2.6 For comparison, the funding in 2017/18 is Corridors and Neighbourhoods £3,413,000, Principal Road Maintenance £1,344,000 and Local Transport Fund £100,000.

5.3 Social Value

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. This report does not relate to commissioning or procuring services.

5.4 Legal and Constitutional References

5.4.1 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 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

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 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

5.6.2 The annual spending submission includes packages of road safety education initiatives and traffic management 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 general 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 2018/19 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 TfL's Local Implementation Plan (LIP) 2018/19 Annual Spending Submission Interim Guidance is available here. <http://content.tfl.gov.uk/18-19-lip-ass-guidance.pdf>
- 6.2 The decision regarding the 2017/18 LIP application is available here (item 13) <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8590&Ver=4>
- 6.3 More detail on individual elements of the 2017/18 (current year) LIP funded work programme is available here (item 12) <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8593&Ver=4>
- 6.4 A prioritisation tool was agreed by the Environment Committee for a number of work areas on 12 May 2016. The decision related to this at item 11 here. <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8337&Ver=4>