



## Environment Committee

6 October 2021

<b>Title</b>	<b>Update on LIP funding and impact on the Councils LIP delivery plan</b>
<b>Report of</b>	Chairman of Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A
<b>Officer Contact Details</b>	Geoff Mee, Executive Director, Environment <a href="mailto:Geoff.Mee@barnet.gov.uk">Geoff.Mee@barnet.gov.uk</a>

### Summary

The impact of Covid 19 on Transport for London's revenues has had a major knock on impact on the funding available to the Borough to support delivery of its Transport Local Implementation Plan (LIP) for the last two years. For information the impacts on the funding received and anticipated for 2020/21 and 2021/22 are set out in the report and in Appendix A for information.

The issue around the future LIP programme and future Borough funding is of such a concern to all London Councils that in August 2021 a LIP Working Group was set up to examine and make recommendations on TfL's LIP programme & future Borough funding; the group consists of five Borough Officer representatives, each representing the Central, North, South, East and West TfL sub-regional partnerships. The Executive Director, Environment has taken on the lead role representing the North TfL sub-regional partnership area.

This working group is timely as the initial 3 year delivery plan that formed part of the full LIP document approved by Environment Committee in January 2019, ends in March 2022. TfL

is therefore asking Boroughs to develop the next three-year plan in stages with a plan for 2022/23 proposals to be submitted by 1 November 2021.

## Officers Recommendations

- 1. That the Environment Committee note the impacts of disrupted LIP funding in 2020/21 and 2021/22 on Barnet's LIP delivery plan and the formulation of the LIP Working Group**
- 2. That the Environment Committee note that a new three-year LIP delivery plan needs to be produced for the period 2022/23-2024-25**
- 3. That the Environment Committee agrees that the first stage of the LIP delivery plan (incorporating proposals being delivered or starting in 2022/23) be delegated for approval by the Executive Director for Environment in consultation with the Chairman of the Environment Committee.**

### 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 during the life of the MTS (to 2041) but focusing on the initial 3 years from 2019/20 to 2021/22.
- 1.2 In the past, core funding for the implementation of the LIP was provided by TfL through programmes, particularly a formula allocated programme, available to address a range of transport issues and boroughs made an Annual Spending Submission each year with details of the proposals for funding, for approval by TfL. The 2019/20 Annual Spending Submission was approved by the Policy & Resources Committee in October 2018 at the same time the draft LIP was approved for consultation. A 2020/21 Annual Spending Submission was approved by the Environment Committee in September 2019 for the period April 2020-March 2021.
- 1.3 However TfL paused work on the 2020/21 LIP work programme in May 2020, owing to the impact of Covid-19 on their financial situation. Through agreement with DfT they made provision for "sunk costs" related to work undertaken or committed in April/May 2020, and for "staff costs", initially to the end of September 2020 for staff who could not be readily switched to "London Streetspace Projects" responding to the Covid-19 emergency. At the end of 2020 limited funding was released to allow work on some proposals up to March 2021.
- 1.4 In the new funding year from April 2021 DfT initially provided some funding that allowed limited work to be undertaken in the first six weeks of the financial year. This was subsequently extended to the end of May. In early June 2021 TfL received a financial settlement from DfT to 11 December. TfL invited borough proposals for this focusing on:
  - Priority 1a - core staff costs,
  - Priority 1b – "in-flight" schemes
  - Priority 2 - key projects and programmes (including bus priority and borough cycling),
  - Priority 3 - "smaller projects in line with LIP guidance and objectives".

- 1.5 At the end of July 2021 TfL confirmed the funding available from June to 11 December and in the event no funding was available for any boroughs for the priority 3 LIP projects.
- 1.6 LIP Funding for Principal Road renewal has not been available at all from TfL in recent years, but funding for a single scheme in Barnet has been provided for the current financial year.
- 1.7 The level of funding that will be available from December 2021 to March 2022 is not yet known.
- 1.8 The limited funding available coupled with the short-term nature of the funding that is provided has had significant impacts on delivery. More detail is provided in Appendix A on the impacts on specific 2020/21 and 2021/22 proposals identified in the Annual Spending Submission agreed by Environment Committee in 2019. Below is a summary of the impact on specific proposals:
  - Obviously reduced funding through much of 2020/21 had an impact on delivery, but nevertheless in many areas work was possible to complete schemes that were already well advanced.
  - For 2021/22 the funding for the normal programme of LIP funded engineering schemes is currently suspended with very few exceptions much as it was in 2020/21.
  - The stop-start nature of the funding available and requirements to not commit work beyond a limited period restricted delivery in many cases to small scale schemes that could be delivered quickly.
  - Although provision has been made for “core staffing” this does not allow development of most engineering schemes as the costs of necessary surveys and investigations, or specialist input are not covered. This has also affected the development of other proposals with few now developed to a position that they could be implemented rapidly if the opportunity presented itself.
  - More major schemes, notably proposals to provide pedestrian crossing facilities at a number of traffic signalled junctions have been impacted by the short-term nature of the funding available. These types of schemes take longer to develop and can be high cost and may require external support cannot be covered by the core staff cost provisions made. The delay to schemes already in the programme (see appendix A) has also had a knock-on effect on other similar schemes.
  - Although staff costs have been and continue to be met until December 2021 to support Road Safety Education and Training and work with schools to support them to develop implement and keep updated their School Travel Plans, the scope to provide access to specific resources and activities has been limited to those that are available without cost or that have been pre-purchased.
  - Staff costs are also met until December 2021 to deal with applications for disabled bay provision and other accessibility provision, but there was a significant period of 2020/21 when there was no LIP funding available to implement agreed proposals and this is also the situation from June 2021. Implementation of necessary provision has therefore had to be accommodated from other budgets or delayed.
  - More positively, the work programme has been adjusted to allow development of School Street proposals that came forward during the pandemic and since. The expectation two years ago was to progress a pilot location only, whereas currently

through LIP and other DfT and TfL provided funding schemes are in place or being developed for 10 schools.

- While not included in the Annual Spending Submission the full LIP document identified the provision of a cycle route on or paralleling the A1000 (and a route parallel to the A5) as proposals for delivery albeit not necessarily immediately. The provision of other funding streams in response to Covid has provided an experimental route on part of the A1000 faster than might otherwise have been the case, and funding has been made available to develop a proposal to develop a route that tracks parallel to but not along the A5.
- 1.9 The initial 3-year delivery plan for the current LIP would end at the end of March 2022. TfL provided draft guidance in August for producing the next three-year delivery plan covering the period 22/23 – 24/25. However, TfL is asking boroughs to develop this plan in stages given the challenges of planning in the emerging recovery context.
- 1.10 The first stage is a detailed plan for 2022/23 along with details beyond that year for any multi-year schemes beginning that year, this will need to be submitted to TfL by 1 November 2021. This submission takes the place of the usual annual submission and would be made on the assumption that funding would be at pre-covid levels, however there is no guarantee that this will be the case. Following the submission of the 2022/23 submission TfL will work with boroughs to develop years two and three of the plans up to 2024/25.
- 1.11 The issue around the future LIP programme and future borough funding is of such a concern to all London Councils that in August 2021 a LIP Working Group was set up to examine and make recommendations on TfL's LIP programme & future borough funding; the group consists of five borough officer representatives, each representing the Central, North, South, East and West TfL sub-regional partnerships. The Executive Director, Environment, has taken on the lead role representing the North TfL sub-regional partnership area.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Although the initial one-year submission for the new LIP delivery Plan is not dissimilar to the annual spending submission, nevertheless the development of this, taking account of borough LIP priorities, DfT and TfL priorities and specific requirements in the guidance related to the plan and funding mean that it is not practical to present the 2022/23 proposal to Environment Committee prior to submission to TfL.
- 2.2 Based on the current (draft) guidance, 2022/23 delivery plan proposals need to be submitted to TfL by 1 November so cannot wait for committee approval in January. It is therefore proposed that the submission, when developed, be agreed by the Executive Director for Environment in consultation with the Chairman of the Environment Committee. This maximises the time available to best reflect the LIP priorities and current circumstances. The first year programme will be reported to committee once TfL have confirmed which proposals are agreed and funded and also be reported alongside the rest of the three year delivery plan once the process for developing that has been further established.

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

- 3.1 Owing to the limited timeframe in which to formulate the 2022/23 programme and the lead-in times required for a committee decision, an alternative option is not feasible.

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

- 4.1 Officers will develop a programme based on existing LIP priorities and taking account of delivery in the last delivery plan period, outstanding work, current circumstances emerging from Covid, the TfL draft guidance and any updates, funding requirements and other relevant matters to produce a programme of proposals to form stage 1 of the LIP delivery plan for submission to TfL on 1 November (or such other date as may be required by TfL).
- 4.2 The Executive Director, Environment will participate in the London Councils Working Group being set up to examine and make recommendations on TfL's LIP programme and future borough funding

#### **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The LIP provides the means by which projects and programmes of work are delivered that contribute to the Council's priorities. In particular:
- Clean, safe and well run – by delivering road safety education initiatives and road safety engineering schemes;
  - Family friendly – by supporting school travel initiatives, cycle training for children and adults and providing an environment where people of all ages can travel;
  - Healthy – by encouraging active travel opportunities through provision of infrastructure information and support;
  - Thriving – by supporting projects in town centres and growth areas.

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

- 5.2.1 In recent years LIP funding has contributed around £3M of schemes and activities, in addition to other programmes of funding available from TfL for specific work. In 2020/21 the amount claimable was about half this value owing to reduced allocations and the impact of the unstable funding on ability to deliver. Despite funding via TfL of other proposals to respond to the impact of Covid the overall funding including all (LIP & non-LIP) TfL programmes was significantly less than normal as summarised in the table below:

Original LIP funding anticipated for 2020/21 “Corridors, neighbourhoods & supporting measures” formula allocation plus £100k LTF	£3,067k
Final 2020/21 LIP funding claimable (programmes above)	£1,540k
Final 2020/21 claim including other TfL programmes (whether normally available or provided as (Emergency) Active Travel funding via TfL	£2,188k

5.2.2 For 2021/22 LIP “Corridor” proposals funding of approximately £673k. Approximately £163k covering activities in April and May 2021 and £510k awarded for the period June to 11 December, although additional specific programmes will supplement this to some extent.

5.2.3 The Executive Director, Environment will participate in the London Councils Working Group being set up to examine and make recommendations on TfL’s LIP programme and future borough funding.

### **5.3 Legal and Constitutional References**

5.3.1 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 Mayor’s Transport Strategy in its area.

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

5.3.3 Article 7 of the Council Constitution (Responsibility for Functions) states that the Environment Committee is responsible for all borough-wide or cross-constituency matters relating to the street scene. The subject matter of this report falls within the terms of reference of the Environment Committee.

### **5.4 Insight**

5.4.1 Not applicable to this report, however the revised delivery plan will be informed by strategic insight data provided by TfL and other sources in due course.

### **5.5 Social Value**

5.5.1 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. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

This is not applicable in the context of this report.

### **5.6 Risk Management**

5.6.1 Failure to prepare and submit a revised LIP delivery plan may affect access to future funding through TfL’s LIP funding programmes if/when available.

### **5.7 Equalities and Diversity**

5.7.1 The Council has a duty under section 149 of the Equality Act 2010 (“the Act”) in the exercise of any of its functions to have due regard to eliminating discrimination, advancing equality of opportunity and fostering good relations between persons who share a relevant protected characteristic and those who do not share it. The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and

maternity, religion or belief, sex and sexual orientation.

- 5.7.2 An equalities impact assessment was undertaken in developing the original LIP and no adverse impacts for any of the groups with protected characteristics was identified by the assessment. The Council will have due regard to its equalities duty when developing the new delivery plan and a record will be kept of how it has met its Public Sector Equality Duty in this regard.
- 5.7.3 It is considered that beneficial impacts to some groups, notably persons with a disability and children may be less as a result of the changed funding availability.

## 5.8 **Corporate Parenting**

- 5.7.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

## 5.9 **Consultation and Engagement**

- 5.9.1 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.
- 5.9.2 Specific consultation on the new delivery plan is not planned.

## 6. **ENVIRONMENTAL IMPACT**

- 6.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact, or at least it is neutral.

## 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 Environment Committee on 11 September 2019 (item 16) resolved:  
That the Environment Committee agreed the proposals in Appendix 2 [of that report] for submission to TfL as the LIP Annual Spending Submission for 2020/21  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9907&Ver=4>
- 7.4 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>