

CABINET

19 February 2018

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| Title: Local Implementation Plan 2018/19 Programme Amendments | |
| Report of the Cabinet Member for Economic and Social Development | |
| Open Report | For Decision |
| Wards Affected: All | Key Decision |
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| Accountable Director: Dan Pope, Head of Planning; Growth and Homes | |
| Accountable Strategic Director: Fiona Taylor, Director of Law and Governance | |
| Summary <p>The LB Barking and Dagenham Local Implementation Plan (LIP) is the Council's transport strategy and delivery plan for improvements to the transport network in the borough.</p> <p>By Minute 36 (22 November 2017), the Assembly approved the Council's LIP funding programme for 2018/19 for submission to Transport for London (TfL). Following the publication of TfL's new 5-year business plan in December 2017, the level of funding allocated to Barking and Dagenham through the LIP programme has been reduced, impacting on what the Council and its partners can deliver in terms of transport improvements in the Borough.</p> <p>The purpose of this report is to set out the proposed amendments to the Council's 2018/19 LIP delivery programme to reflect this reduction in funding, ahead of its re-submission to TfL.</p> | |
| Recommendation(s) <p>The Cabinet is asked to recommend the Assembly to approve the amendments to the Council's 2018/19 Local Implementation Plan funding programme, as set out at Appendix 1 to the report.</p> | |
| Reason(s) <p>To enable the delivery of the Borough Manifesto priorities, the recommendations of the Growth Commission Report and the Health and Wellbeing Strategy outcomes, whilst helping to address some of the key transport challenges affecting the borough.</p> | |

1. Introduction and Background

- 1.1 LIPs are a vital tool in supporting jobs and growth and delivering a better quality of life for those who live and work in London. The Greater London Authority Act 1999 requires the Council to prepare a LIP that sets out how it will deliver better transport in the borough in the context of the Mayor of London's Transport Strategy (MTS).
- 1.2 Following the publication of the draft MTS in February 2017, TfL issued guidance that required the Council to produce a one-year interim funding programme for 2018/19, setting out details of the transport schemes to be taken forward in the year ahead. The programme was approved by the Council's Assembly in November 2017 (Minute 36 refers).

2. Proposal and Issues

- 2.1 Following the submission of the Council's 2018/19 LIP programme to TfL in November 2017, TfL published its new Business Plan in December 2017. This sets out TfL's plans for the transport network in London over the five years to 2022/23.
- 2.2 As a result of severe financial pressures, resulting from the loss of its central Government grant and a fall in passenger revenues, and to pay for a number of additional major transport schemes (most notably, the pedestrianisation of Oxford Street in central London), TfL has had to make significant changes to its five-year investment programme, including a reduction in the level of funding made available to boroughs through the LIP budget. The changes to the funding allocations are summarised below:

| 2018/19 Programme | London-wide Budget | | | Borough Allocation | | |
|---|--------------------|----------------|-------------|---------------------|--------------------|---------------|
| | Original Budget | Revised Budget | % Change | Original Allocation | Revised Allocation | % Change |
| Formula Funding | | | | | | |
| Corridors, Neighbourhoods and Supporting Measures | £75m | £63m | -16% | £1.613m | £1.377m | -14.6% |
| Discretionary Funding (Awarded via competitive bidding process or through direct award where TfL data have identified need for intervention in specific areas) | | | | | | |
| Liveable Neighbourhoods | £30m | £23m | -23% | £0 | £0 | - |
| Borough Assets | £38m | £11m | -71% | £462,000 | £0 | -100% |
| Local Transport Fund | £0 | £4m | +100% | £0 | £100,000 | +100% |
| Strategic Funding (Awarded via competitive bidding process or through direct award where TfL data have identified need for intervention in specific areas) | | | | | | |
| Bus Priority | £24m | £15m | -38% | TBC | TBC | - |
| Borough Cycling Programme | £41m | £44m | +7% | £0 | £167,500 | +100% |
| Other Healthy Streets Programmes | £15m | £14m | -7% | £0 | £0 | - |
| TOTAL | £223m | £174m | -22% | £2.075m | £1.645m | -20.7% |

2.3 The main implications for the Council are as follows:

- The Council faces a circa £430,000 cut to its LIP funding – nearly 21% of its allocation.
- The loss of all the principal road maintenance for 2018/19 (and potentially 2019/20) is particularly severe and will most likely result in the further deterioration of the condition of our major road network.
- A circa 15% cut to the Corridors, Neighbourhoods and Supporting Measures funding is slightly off-set by the reinstatement of the Local Transport Funding pot (£100,000 given to boroughs to spend on local transport priorities), but this still represents an 8.4% cut to the budget overall.
- Beyond the LIP budget there are a number of other pan-London transport funding programmes that have been identified for cuts, including the Liveable Neighbourhoods and Bus Priority Programmes.
- The Council is currently working with TfL to develop proposals for 2 bus priority schemes in the borough (on Longbridge Road and Goresbrook Road), but no specific funding to implement these has yet been allocated so it is not clear what the implications for the borough will be at this stage.
- The borough does not currently have any Liveable Neighbourhood schemes, although officers are looking to apply for funding for 2019/20 to develop a scheme.
- Funding for borough cycling schemes is being increased across London and the borough has been told it will receive £167,500 towards the completion of a cycle link between Barking Town Centre and the start of Cycle Superhighway 3 (CS3) on the A13.

2.4 This report recommends how the Council's LIP delivery programme for 2018/19 should be amended to reflect this reduction in funding from TfL.

Revised LIP Programme of Investment

2.5 A summary of the changes proposed to the 2018/19 LIP delivery programme is set out below. A more detailed programme is included in Appendix 1.

- The St. Paul's Road resurfacing scheme is postponed until at least 2019/20 or until such time Principal Road Maintenance funding becomes available.
- Funding earmarked for Barking Town Centre Improvements is reduced by £100,000 to £200,000 as part of this scheme is unlikely to proceed in 2018/19 and other sources of funding are available for elements of this project.
- A slight reduction in funding for the following Corridors, Neighbourhood and Supporting Measures schemes:
 - Gale Street Corridor Improvements - reduced by £10,000 to £390,000;
 - River Road/Creek Road/Long Reach Road Corridor improvements – reduced by £10,000 to £290,000;
 - Road Safety Improvements Programme – reduced by £10,000 to £290,000;
 - Healthy/Active Travel Programme – reduced by £6,000 to £107,000.
- Future Schemes/Minor Works to be funded via the Local Transport Fund instead of the Corridors, Neighbourhoods and Supporting Measures Programme, but no change to the £100,000 allocation.

| Scheme | Original Allocation | Revised Allocation |
|---|----------------------------|---------------------------|
| Principal Road Maintenance | | |
| St. Pauls Road | £462,000 | £0 |
| Corridors, Neighbourhoods and Supporting Measures | | |
| Gale Street Corridor Improvements | £400,000 | £390,000 |
| Barking Town Centre Improvements | £300,000 | £200,000 |
| River Road/Creek Road/Long Reach Road Corridor Improvements | £300,000 | £290,000 |
| Road Safety Improvements Programme (Various Locations) | £300,000 | £290,000 |
| Borough Cycle/Walking Link Improvements | £100,000 | £100,000 |
| Borough-Wide Healthy/Active Travel Programme | £113,000 | £107,000 |
| Future Schemes Development (Various Locations) | £60,000 | £0 |
| Minor Works (Various Locations) | £40,000 | £0 |
| Local Transport Fund | | |
| Future Schemes Development (Various Locations) | £0 | £60,000 |
| Minor Works (Various Locations) | £0 | £40,000 |
| Borough Cycling Programme | | |
| Barking Town Centre – CS3 Cycle Link | £0 | £167,500 |
| Totals | £2,075,000 | £1,644,500 |

3. Options Appraisal

- 3.1 The Council is required by TfL to submit a revised spending plan for 2018/19 by March 2018 to reflect the reduction in the level of LIP funding available. Section 2 of this report has provided a justification for the recommended changes.
- 3.2 The revised programme will enable the Council to continue to address local transport issues and ensure the ongoing delivery of the Borough Manifesto priorities, the recommendations of the Growth Commission Report and the Health and Wellbeing Strategy outcomes, whilst also ensuring we continue to deliver the objectives of the MTS.

4. Consultation

- 4.1 The revised programme has been drawn up in consultation with the relevant Council services including planning and regeneration; parking and highways; and public health.

5. Financial Implications

Implications completed by: Katherine Heffernan – Finance Group manager

- 5.1 The LIP funding available for the Borough in 2018/19 was original thought be £2.075m. However, this has been subsequently reduced to £1.6445m since TfL

published its new Business Plan in December 2017. This represents a reduction in funding of £430,500 which will directly impact on the amount of highways infrastructure improvement works that will be undertaken in the 2018/19 financial year. Principal Road Maintenance will now not be funded and this programme will be put on hold.

- 5.2 It is anticipated that the revised programme of works will be carried out within the allocated funding and there will be no impact on the Authority's internally funded capital programme or level of borrowing. Some of the proposed projects will be treated as revenue expenditure as, rather than enhancing the highways infrastructure, they relate to training, publicity or the staging of events. The slight reduction in funding for these schemes will not impact on existing revenue budgets.
- 5.3 Whilst it is unlikely that there will be any ongoing revenue implications associated with the programme (e.g. infrastructure maintenance costs), if additional ongoing maintenance costs do arise, they will be met from the existing highway maintenance programme budget with additional external funding sought where possible.
- 5.4 The revenue cost of monitoring the LIP targets and mandatory indicators will continue to be met from existing Regeneration and Economic Development budgets. The funding will continue to be claimed from TfL periodically during the year in line with actual level of spending against each scheme.

6. Legal Implications

Implications completed by: Dr. Paul Feild, Senior Governance Lawyer

- 6.1 The Council is required under Section 146 of the Greater London Authority Act 1999('the GLA Act') to submit its Local Implementation Plans to the Mayor of London for his approval. These plans must include a timetable for implementing its proposals and a date by which all the proposals are delivered.
- 6.2 In preparing a Local Implementation Plan the Council must have regard to the Mayor's Transport Strategy. The Mayor will take into consideration whether the Plans is consistent with the Transport Strategy and the proposals and timetable are adequate for the implementation. The Council's submission to the Mayor will consist of the version of the plans agreed by the Cabinet.
- 6.3 Because of the reduction in LIP grant funding a re-assessment has been carried out to prioritise those measures which will support the Borough Manifesto priorities, the recommendations of the Growth Commission Report and the Health and Wellbeing Strategy outcomes, whilst also ensuring we continue to deliver the objectives of the MTS.

7. Other Implications

- 7.1 **Risk Management** – Failure to submit a revised LIP funding programme could result in the Council's funding allocation for 2018/19 being withdrawn and the Council having to bear the full costs of any planned transport schemes. A number of the proposed schemes still require further investigation/detailed design work to be carried out before they can be progressed, to ensure all potential risks are properly mitigated.

- 7.2 **Contractual Issues** – Procurement relating to the design/delivery of the scheme will continue to be undertaken in accordance with the provisions of the Council’s contract rules and procurement rules including EU procurement rules where applicable. The Legal Partner should be consulted before entering into terms and conditions with suppliers in relation to such procurement.
- 7.3 **Staffing Issues** – There are no specific staffing implications.
- 7.4 **Corporate Policy and Customer Impact** – The schemes in the revised LIP programme remain in line with Council priorities. In particular, the programme will contribute to enabling social responsibility through protecting the most vulnerable, keeping adults and children healthy and safe. The proposed schemes will also benefit all those who live on or travel through the borough including motorists, pedestrians and cyclists and will improve safety along various roads and at key junctions. The programme also contributes to the Council’s ‘Growing the borough’ priority through investment in enhancing our environment.
- 7.5 **Safeguarding Children** – The revised LIP Programme includes schemes to improve road safety both through highway safety measures and also through initiatives such as cycle training.
- 7.6 **Health Issues** – The continued promotion and enabling of walking and cycling through the revised LIP programme is a key component of the Council’s Health and Wellbeing Strategy.
- 7.7 **Crime and Disorder Issues** – Through the revised LIP programme, the Council will work with partners to ensure that the infrastructure is delivered with due regard to safety and to reducing the fear of crime.
- 7.8 **Property / Asset Issues** – Where new infrastructure is required as part of the revised LIP programme, high quality design, durable products and well-engineered schemes should ensure that short term maintenance is not required. In most circumstances, ongoing maintenance costs will be met through the existing highway maintenance programme budgets with additional external funding sought where possible.

Public Background Papers Used in the Preparation of the Report: None

List of Appendices:

- Appendix 1: 2018/19 Local Implementation Plan Revised Programme of Investment