

## Notice of Meeting

### ASSEMBLY

**Wednesday, 2 October 2013 - 7:00 pm**  
**Council Chamber, Town Hall, Barking**

To: Members of the Council of the London Borough of Barking and Dagenham

**Chair:** Councillor A K Ramsay  
**Deputy Chair:** Councillor E Kangethe

Date of publication: 24 September 2013

Graham Farrant  
Chief Executive

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### AGENDA

1. **Apologies for Absence**
2. **Declaration of Members' Interests**  

In accordance with the Council's Constitution, Members are asked to declare any interest they may have in any matter which is to be considered at this meeting.
3. **Minutes - To confirm as correct the minutes of the meeting held on 17 July 2013 (Pages 3 - 9)**
4. **Revised Schedule of Cabinet Portfolios (Pages 11 - 15)**
5. **Appointments**
6. **Second Local Implementation Plan - 2014/15 - 2016/17 Delivery and Monitoring Plan and Borough Cycling Programme 2013/14 - 2016/17 (Pages 17 - 39)**
7. **Motions (Pages 41 - 44)**
8. **Leader's Question Time**
9. **General Question Time**

10. **Any other public items which the Chair decides are urgent**
11. **To consider whether it would be appropriate to pass a resolution to exclude the public and press from the remainder of the meeting due to the nature of the business to be transacted.**

### **Private Business**

The public and press have a legal right to attend Council meetings such as the Assembly, except where business is confidential or certain other sensitive information is to be discussed. The list below shows why items are in the private part of the agenda, with reference to the relevant legislation (the relevant paragraph of Part 1 of Schedule 12A of the Local Government Act 1972 as amended). ***There are no such items at the time of preparing this agenda.***

12. **Any confidential or exempt items which the Chair decides are urgent**



## **Barking and Dagenham's Vision**

**Encourage growth and unlock the potential of Barking and Dagenham and its residents.**

### **Priorities**

To achieve the vision for Barking and Dagenham there are five priorities that underpin its delivery:

#### **1. Ensure every child is valued so that they can succeed**

- Ensure children and young people are safe, healthy and well educated
- Improve support and fully integrate services for vulnerable children, young people and families
- Challenge child poverty and narrow the gap in attainment and aspiration

#### **2. Reduce crime and the fear of crime**

- Tackle crime priorities set via engagement and the annual strategic assessment
- Build community cohesion
- Increase confidence in the community safety services provided

#### **3. Improve health and wellbeing through all stages of life**

- Improving care and support for local people including acute services
- Protecting and safeguarding local people from ill health and disease
- Preventing future disease and ill health

#### **4. Create thriving communities by maintaining and investing in new and high quality homes**

- Invest in Council housing to meet need
- Widen the housing choice
- Invest in new and innovative ways to deliver affordable housing

#### **5. Maximise growth opportunities and increase the household income of borough residents**

- Attract Investment
- Build business
- Create a higher skilled workforce

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## MINUTES OF ASSEMBLY

Wednesday, 17 July 2013  
(7:02 - 7:35 pm)

### PRESENT

Councillor A K Ramsay (Chair)  
Councillor E Kangethe (Deputy Chair)

Councillor S E Ahammad	Councillor J L Alexander
Councillor S Ashraf	Councillor G Barratt
Councillor S J Bremner	Councillor L Butt
Councillor E Carpenter	Councillor J Channer
Councillor J Clee	Councillor R Douglas
Councillor C Geddes	Councillor R Gill
Councillor M Hussain	Councillor A S Jamu
Councillor I S Jamu	Councillor E Keller
Councillor M McKenzie MBE	Councillor D S Miles
Councillor M Mullane	Councillor E O Obasohan
Councillor J Ogungbose	Councillor T Perry
Councillor B Poulton	Councillor H S Rai
Councillor L A Reason	Councillor L Rice
Councillor D Rodwell	Councillor T Saeed
Councillor A Salam	Councillor D Twomey
Councillor G M Vincent	Councillor P T Waker
Councillor J R White	Councillor M M Worby

### APOLOGIES FOR ABSENCE

Councillor S Alasia	Councillor A Gafoor Aziz
Councillor R Baldwin	Councillor P Burgon
Councillor H J Collins	Councillor J Davis
Councillor D Hunt	Councillor G Letchford
Councillor M A McCarthy	Councillor J E McDermott
Councillor C Rice	Councillor L A Smith
Councillor S Tarry	Councillor J Wade
Councillor L R Waker	

#### 15. Declaration of Members' Interests

There were no declarations of interest

#### 16. Drummer Lee Rigby - Statement from the Chair

The Chair read out the statement made by the Leader on 23 May 2013 relating to the tragic death of Drummer Lee Rigby:

*"Our first thoughts must be with the victim of this despicable attack. We also send our condolences to his family, friends and to his regiment, all of whom must feel utterly devastated."*

*"This was a vile and abhorrent attack on our democratic way of life. To murder a soldier in support of a perverted political cause in this way strikes at the very heart of so much that is good about our great nation. It must and should be condemned in the strongest possible terms. Our service people reflect all that is best about our country – they serve to protect us and deserve our thanks and tribute. We think about all of those in our armed forces who must feel so much sorrow today. We will stand by them always.*

*"Our community is enriched by the different cultures that create it. Terrorist attacks such as this will never succeed. We will never yield in our determination to cherish and defend how we live together."*

The Chair then read out the statement made by the Leader today relating to the death of Lance Corporal Craig Roberts of the 3<sup>rd</sup> Battalion, the Royal Anglian Regiment on the training exercise that had taken place in the Brecon Beacons on Saturday, 13 July:

"On behalf of the Council and all of its residents, I would like to pass on our condolences. I also ask that you join me in holding Lance Corporal Roberts, his family, his friends and his comrades in our thoughts and prayers at this sad time."

All stood for a minute's silence as a mark of respect.

**17. Minutes - To confirm as correct the minutes of the meeting held on 15 May 2013**

The minutes of the meeting held on 15 May 2013 were confirmed as correct.

**18. The Queen's Birthday Honours List 2013 - Award of MBE to Steve Thompson**

The Assembly received and noted this report introduced by Councillor Gill, Deputy Leader, relating to the award of the MBE in the Queen's Birthday Honours List 2013 to Steve Thompson, the MD of Dagenham and Redbridge Football Club in recognition of his services to the community.

Councillor Gill commended Steve's support for the young people of the borough and stated that he was a good friend to this Council.

On a personal note, Councillor Gill said that Steve had been a fantastic supporter of his (Councillor Gill's) late father's charity, Help for Heroes.

In recording their congratulations to Steve on this well deserved award, Members recalled not only his tireless work at Dagenham and Redbridge Football Club over many years, but also as a Governor of Barking College between 2002 and 2011 and his involvement in so many aspects of community life.

**19. Appointments**

The Assembly received a verbal report from Councillor Gill, Deputy Leader, relating to the outcome of a JNC Appointments Panel meeting held earlier today,

and as a consequence, the Assembly:

1. **agreed** the proposed amendment to the secondment agreement for Graham Farrant into the role of Chief Executive at the London Borough of Barking and Dagenham, on the basis that rather than extending the agreement for a further twelve month period, there be no formal end date, but instead the agreement be subject to termination upon either the London Borough of Barking and Dagenham or Thurrock Council giving three months' written notice. This decision was made by the Panel on the basis that the current secondment agreement was meeting the needs of both organisations and delivering savings in senior management costs;
2. **noted** the creation of the post of Chief Finance Officer that Jonathan Bunt had been assimilated into, which replaced the posts of Corporate Director of Finance and Resources and Divisional Director of Finance, and in so doing **agreed** to the appointment of Jonathan Bunt in that post, as the authority's Section 151 Officer.

Assembly further **agreed** the appointment of Councillor Phil Waker as the Village Ward representative on the Dagenham Housing Forum, following the resignation of Councillor Mullane from that post.

## **20. Appointment of Faith Representative Co-opted Members to the Children's Services Select Committee**

Assembly received this report introduced by Fiona Taylor, Head of Legal and Democratic Services relating to the appointment of Faith Representative (Church of England and Roman Catholic) Co-opted members of the Children's Services Select Committee (CSSC).

Assembly **agreed**:

1. the appointment of Ms Ingrid Robinson as Faith Representative (Church of England) Co-opted Member of the CSSC; and
2. the re-appointment of Mrs Glenda Spencer as Faith Representative (Roman Catholic) Co-opted Member of the CSSC,

both appointments for a term of four years.

## **21. Blacklisting of Construction Workers**

Assembly received this report introduced by Graham Farrant, the Chief Executive, pursuant to the motion passed by Assembly on 15 May 2013 relating to support for the GMB campaign against blacklisting of construction workers.

Assembly noted that:

- the Council's standard contract terms and conditions provide that contractors shall comply with all obligations under all relevant legislation and all Council policies and rules currently in force, which included the requirement not to discriminate in employment and the requirements of the

- Employment Relations Act 1999 (Blacklists) Regulations 2010;
- the Council's standard Invitation to Tender prohibited unlawful discrimination in employment and required contractor compliance with all relevant legislation relating to its employees;
- Legal Services and Corporate Procurement were looking to further strengthen current provisions in the Contract Rules and the tender and contractual documentation, including the introduction of an express requirement for contractors to note and acknowledge the requirements of the Employment Relations Act 1999 (Blacklists) Regulations 2010 and the Council's policies;
- all service contracts (which are smaller contracts) would be amended forthwith and implemented from the 1 August 2013;
- a review of the Council's Invitation to Tender documentation was due to conclude on the 19 July, and once agreed by procurement board, implementation of changes would be carried out from 1 September 2013.

## 22. Council Constitution - Codes of Conduct

Assembly received this report introduced by Fiona Taylor, Monitoring Officer and Head of Legal Services relating to the Codes of Conduct for Members.

Assembly noted the report and **agreed** to adopt with immediate effect the re-drafted:

- (i) Code of Conduct for Councillors (Appendix A to the report)
- (ii) Code of Conduct for Planning Matters (Appendix B to the report); and
- (iii) Code of Conduct for Licensing and Regulatory Matters (Appendix C to the report)

and to update the Council Constitution accordingly.

## 23. Treasury Management Annual Report 2012/13 and Strategy 2013/14

Assembly received this report introduced by Jonathan Bunt, the Chief Finance Officer, in accordance with the Revised CIPFA Code of Practice for Treasury Management in the Public Services. The report included details of the outturn position for treasury activities and highlighted compliance with the Council's policies previously approved by the Assembly.

The Assembly:

- (i) **noted** the Treasury Management Annual Report for 2012/13;
- (ii) **noted** that the Council complied with all 2012/13 treasury management indicators;
- (iii) **noted** that the Council did not borrow to finance its capital programme in 2012/13 but utilised internal cash in line with its strategy;
- (iv) **noted** the change required in the 2013/14 Treasury Management Strategy Statement to the wording for the counterparty limit for Lloyds TSB, as outlined in section 6.3 of the report; and



- (v) **approved** the actual Prudential and Treasury Indicators for 2012/13 as set out in Appendix 1 to the report.

## **24. Motions**

None.

## **25. Leader's Question Time**

### **Question from Councillor Ahammad:**

*"This question for the Leader is to get more information about a good news story for Barking and Dagenham.*

*What was the impact of the Community Games on 5 and 6 July 2013?*

*I understand that the Council obtained external funding for the event. What was the cost of the Community Games and which organisations helped fund the event?*

*How many schools and youth groups were involved, and how many children and young people took part?*

*Is this a one-off activity or will it be an annual event, please?"*

### **Response from Councillor Gill, the Deputy Leader of the Council, in the absence of Councillor Smith:**

"Thank you for asking this question about the Community Games, which is a key element of the Council's aim to get children and young people involved in and stay involved in sport. In particular the Games have been developed as a way of encouraging children and young people who aren't members of local clubs or in school teams to have a go at sport. Councillor Worby will no doubt also remind us about obesity rates in the borough.

In terms of the question, the cost of presenting the Community Games was about £12,000 once sponsorship and external funding of £20,000 was taken into account.

Twenty five local schools participated with a total of 932 children and young people taking part, including 188 disabled children and young people and 11 local sports clubs helped to deliver the Community Games programme.

Two other important benefits from the Community Games are that by involving local clubs in the delivery of the Community Games and providing them with some funding to do this, this Council is helping them to grow and develop.

There were over 100 young leaders supporting the delivery of the Games from six of the borough's secondary schools and they will be our sports coaches of the future.

What makes the Games different to events like the London Youth Games is that all of the sports represented at the Community Games will have follow on sessions running through the Council's "Summer's Sorted" holiday activity programme over the school holidays, which is free for young people from the borough.

In this way anyone participating in the Games who enjoyed having a go at a specific sport will have the opportunity to keep trying it over the summer holidays. After the summer we will then help them to join a local sports club so they can continue to participate if they want to.

We have a wonderful athletics arena, which is a great example of our Olympic legacy. The Select Committee at the House of Commons wanted to know about that legacy and how we as a borough are tackling health issues. We think that this carefully considered approach will have a long term impact on the health and well being of our children and young people. This is essentially what an Olympic Legacy should be about.

We are planning to run the Community Games as an annual event, complemented by an annual swimming gala at the Becontree Heath Leisure Centre."

## **26. General Question Time**

### **GQ1 from Councillor Mullane:**

*"I understand that the CCG (Clinical Commissioning Group) have decided to close the Walk-in Centre at Broad Street. My experience, and that of a lot of local residents, is that it is very hard to get an appointment quickly to see a GP even during their normal consulting hours let alone in the evening or weekends. Surely it cannot be in everyone's best interests for more people to feel they have no alternative for urgent help to go to A&E at Queen's Hospital. Given the report to their Governing Body accepted that for this to work then local people would need to have better access to their GPs, are you confident the proposals you have seen are strong enough to make the new system work when the Walk-in Centre at Broad Street closes next March?"*

### **Response from Councillor Worby, Cabinet Member for Health:**

"Thank you for asking this question. I am not going to take the easy option by saying "no". As you quite rightly pointed out, we have got an A&E service that is failing in our local hospital.

The CCG says it has concerns about a hospital that has 150,000 visits when it was built for 90,000, but say that it will not be a problem, as no one will go to A&E because our GPs are going to provide 25,000 new appointments a year. It is no good providing 25,000 appointments that fall within normal surgery times. That is not what emergency is all about. Our residents need appointments at times that work for them. Are the GPs going to open at weekends? I doubt it. Will all the practices have these appointments available? It's not clear.

This is not the only issue. The minute Broad Street is not open, people will go to Upney and there is already a four hour wait at Upney.

So, no, I have no confidence. We have made it clear at the Health & Wellbeing Board and the Health & Adult Services Select Committee that we do not see how this is going to work. The CCG are planning to introduce a pilot on improvements to primary care in August this year and shutting Broad Street in March 2014.

We will be doing our best to make sure that we make them change their minds.

**GQ2 from Councillor Carpenter:**

*"Can the Cabinet Member let us know about the steps being taken to ensure that mid- Staffordshire will not happen in our local hospitals?"*

**Response from Councillor Worby, Cabinet Member for Health:**

"Thank you for asking this question.

To be perfectly honest, we have not got a Mid-Staffordshire here. They had a whole system failure – quality of care, attention to the patients. An NHS system that was basically getting numbers through the door rather than asking what the patients were there for in the first place. And this year we are celebrating 65 years of the NHS.

The Francis report published earlier this year, has acknowledged that it was not the failure of one individual member of staff – it was all of them. No one was listening or worrying about the quality of care that people got.

The Francis report is really complicated – it has 290 recommendations. They are not just for the hospital; they are for the whole system.

There are recommendations and questions for us – is our scrutiny function strong enough, are we asking the right questions, are we listening to the families? Mid-Staffordshire wasn't about no one knowing, it was about no one listening.

So, how do we put this on the top of the agenda?

We have asked the local Clinical Commissioning Group (CCG) to go through some of those recommendations and to a certain extent, the CCG are the best people to question. We have commissioned the local Healthwatch and the Health & Adult Services Select Committee for a session and we will be doing a briefing in October.

We should not kid ourselves. What we can do in this Chamber is to ensure that we hear that voice – if we have friends and family in hospital, do not walk away.

We have to make that voice loud enough not to be ignored, even if the nurses are busy."

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The meeting closed at 7.35 pm.

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## ASSEMBLY

2 October 2013

<b>Title:</b> Revised Schedule of Cabinet Portfolios	
<b>Report of:</b> The Leader of the Council	
<b>Open</b>	<b>For Information</b>
<b>Wards Affected:</b> All	<b>Key Decision:</b> No
<b>Report Author:</b> Margaret Freeman Democratic Services Officer	<b>Contact Details:</b> Tel: 020 8227 2638 E-mail: <a href="mailto:margaret.freeman@lbbd.gov.uk">margaret.freeman@lbbd.gov.uk</a>
<b>Accountable Head of Service:</b>	Fiona Taylor, Head of Legal and Democratic Services
<b>Accountable Director:</b>	The Chief Executive
<p><b>Summary:</b></p> <p>In accordance with the Local Government Act 2000 as amended, the Leader of the Council can appoint Cabinet Members, subject to the requirement that the Cabinet has no more than ten and no less than three members at any one time.</p> <p>The Council Constitution provides for the Leader of the Council to inform the Assembly of changes to the schedule of Cabinet Members and their allocated portfolios and these are set out in Appendix 1 to this report.</p> <p>Accordingly, as a consequence of the portfolio changes which took effect on 30 August 2013, Council representation on various internal and external bodies will require to be amended.</p>	
<p><b>Recommendation(s)</b></p> <p>The Assembly is recommended:</p> <ol style="list-style-type: none"> <li>to note the revised schedule of Cabinet Members and Portfolios at set out in <b>Appendix 1</b>, and</li> <li>agree consequential changes to the appointment of Council representation on various internal and external bodies as reported to Annual Assembly on 15 May 2013.</li> </ol>	
<p><b>Reason(s)</b></p> <p>To comply with the Council's Constitution.</p>	

## **1. Introduction and Background**

- 1.1. In accordance with the Local Government Act 2000 (as amended), the Leader of the Council has the power to appoint Councillors to the Cabinet, ranging from a minimum of three to a maximum of ten Councillors. The current number of portfolio roles sets a requirement for a Cabinet of ten Members at this time. Any less would require a review of the makeup and reallocation of portfolio responsibilities.
- 1.2. The Council Constitution provides for the Assembly to appoint representatives to outside bodies and partnerships.

## **2. Proposal and Issues**

- 2.1 The Leader of the Council made changes to the portfolio responsibilities with effect from 30 August 2013 and they are set out in **Appendix 1** to this report.
- 2.2 The Leader's portfolio has been expanded to include Affordable Energy.
- 2.3 Councillor Collins has been appointed as Cabinet Member for Environment.
- 2.4 Councillor McCarthy has been appointed as Cabinet Member for Housing.
- 2.5 Councillor P Walker has been appointed as Cabinet Member for Customer Services.
- 2.5 As a consequence of the portfolio changes, it is necessary to update Council representation on various internal and external bodies.

## **3. Options Appraisal**

- 3.1 In accordance with the Council Constitution (Article 2, Part B paragraph 8.2.1.10), the Leader of the Council may at any time assign portfolios in defined areas of Council activity to individual Members of the Cabinet and report those changes (for information) to the next available Assembly meeting.

## **4. Consultation – n/a**

## **5. Financial Implications**

- 5.1 Implications completed by: Carl Tomlinson  
Telephone and email: 0208 227 2346, [carl.tomlinson@lbbd.gov.uk](mailto:carl.tomlinson@lbbd.gov.uk)
- 5.2 There are no financial implications as a result of this report. The overall number of Cabinet Members will remain the same (ten), and are funded by existing budgets.

## **6. Legal Implications**

- 6.1 Implications completed by: Paul Feild Senior Lawyer  
Telephone and email 020 8227 3133 [paul.feild@lbbd.gov.uk](mailto:paul.feild@lbbd.gov.uk)

6.2 The Local Government Act 2000 as amended by the Localism Act 2011 establishes the role of the Leader of the Council and enables him to make the revisions set out in Appendix 1 of this report and in accordance with Part B, Article 2, paragraph 8.2.1.10 of the Council's Constitution.

**7. Other Implications - None**

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

**List of appendices: Appendix 1 – Schedule of Cabinet Members and Portfolios**

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Schedule of Cabinet Members and Portfolios

August 2013

Cabinet Member	Portfolio
Cllr Smith	<ul style="list-style-type: none"> <li>• Leader of the Council</li> </ul>
Cllr Gill	<ul style="list-style-type: none"> <li>• Cabinet Member for Finance</li> </ul>
Cllr Reason	<ul style="list-style-type: none"> <li>• Cabinet Member for Adult Services and HR</li> </ul>
Cllr Worby	<ul style="list-style-type: none"> <li>• Cabinet Member for Health</li> </ul>
Cllr McCarthy	<ul style="list-style-type: none"> <li>• Cabinet Member for Housing</li> </ul>
Cllr Collins	<ul style="list-style-type: none"> <li>• Cabinet Member for Environment</li> </ul>
Cllr Geddes	<ul style="list-style-type: none"> <li>• Cabinet Member for Regeneration</li> </ul>
Cllr Alexander	<ul style="list-style-type: none"> <li>• Cabinet Member for Crime, Justice and Communities</li> </ul>
Cllr White	<ul style="list-style-type: none"> <li>• Cabinet Member for Children's Services</li> </ul>
Cllr P Waker	<ul style="list-style-type: none"> <li>• Cabinet Member for Customer Services</li> </ul>

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## ASSEMBLY

2 October 2013

<b>Title:</b> Second Local Implementation Plan 2014/15 - 2016/17 Delivery and Monitoring Plan and Borough Cycling Programme 2013/14 - 2016/17	
<b>Report of the Cabinet Members for Regeneration and Environment</b>	
<b>Open Report</b>	<b>For Decision</b>
<b>Wards Affected:</b> All	<b>Key Decision:</b> Yes
<b>Report Author:</b> Tim Martin – Transport Planning & Policy Manager	<b>Contact Details:</b> Tel: 0208 227 3939 E-mail: <a href="mailto:timothy.martin@lbbd.gov.uk">timothy.martin@lbbd.gov.uk</a>
<b>Accountable Divisional Director:</b> Jeremy Grint, Divisional Director of Regeneration	
<b>Accountable Director:</b> Graham Farrant, Chief Executive	
<b>Summary</b>	
<p>The London Borough of Barking and Dagenham Second Local Implementation Plan (LIP2) was the borough's transport strategy and delivery plan for improvements to the transport network in the borough for the three-year period 2011/12 - 2013/14. It was approved by Cabinet on 23 November 2010 and the Mayor of London in July 2011 (Minute 63 refers).</p> <p>Along with every local authority in London, the Council is required to prepare a new LIP2 Delivery and Monitoring Plan in 2013 for the period 2014/15 – 2016/17, and update interim targets to cover the same period. The Council has been allocated circa £2.3 million for 2014/15 and an indicative £4.35 million for the period 2015/16 – 2016/17.</p> <p>The draft three-year Delivery Plan is provided in Appendix 1. This includes funding towards Barking Station improvements/Dagenham East Station lifts, Renwick Road/Choats Road safety improvements ahead of Riverview School opening in September 2015, Ballards Road/New Road junction improvements, Barking Town Centre public realm improvements, Gale Street/Becontree Station safety, accessibility and shopping parade improvements, A12/Whalebone Lane/Rose Lane junction improvements, DIY Streets project in Dagenham, a road safety improvement fund and a range of Smarter Travel initiatives.</p> <p>The report also outlines the Council's proposed application for funding under the Mayor's Borough Cycling Programme for the period 2013/14 – 2016/17. This is provided in Appendix 2.</p> <p>The Safer and Stronger Community Select Committee (SSCSC) received and noted the report at its meeting on 16 September 2013.</p> <p>The Cabinet considered the report at its meeting on 24 September and endorsed the recommendations below.</p>	

<p><b>Recommendation(s)</b></p> <p>The Assembly is recommend to approve:</p> <p>(i) the 2014/15 - 2016/17 LIP Delivery and Monitoring Plan submission to Transport for London, as set out at Appendix 1 to the report; and</p> <p>(ii) the 2013/14 - 2016/17 Borough Cycling Programme application to Transport for London, as set out at Appendix 2 to the report.</p>
<p><b>Reason(s)</b></p> <p>To assist delivery of the community and council’s vision ‘Encourage Growth and unlock the potential of Barking and Dagenham and its residents’ and its priorities, in particular:</p> <ul style="list-style-type: none"> <li>• Ensure every child is valued so that they can succeed;</li> <li>• Reduced crime and the fear of crime;</li> <li>• Improve health and wellbeing through all stages of life;</li> <li>• Create thriving communities by maintaining and investing in new and high quality homes;</li> <li>• Maximise growth opportunities and increase the household income of Borough residents.</li> </ul>

## **1. Introduction and Background**

- 1.1 The Barking and Dagenham second Local Implementation Plan (LIP2) was approved by 23 November 2010 Cabinet and the Mayor of London in July 2011, (Minute 63 refers). This is the Council’s strategy to achieve a safe, sustainable and accessible transport system for the benefit of all those living and working in Barking and Dagenham. A key component of the LIP is a 3-year Delivery Plan for the period 2011/12 – 2013/14 and a series of targets to measure progress towards the LIP objectives. As part of the ongoing development of the plan, the Council is required to produce a new LIP Delivery Plan for the period 2014/15 – 2016/17 and update interim targets for the same period.
- 1.2 As part of plans for around £1 billion investment in cycling in the capital, the Mayor of London has published a Vision for Cycling with the aim of establishing a tube network for the bike, safer streets for the bike, more people travelling by bike and better places for everyone. A central part to this vision is the Borough Cycling Programme, which identifies the resources available to boroughs to increase the number of people cycling whilst improving conditions for cyclists. The Council is invited to submit an application for funding under this programme for the period 2013/14 – 2016/17.

## **2. Proposal and Issues**

### **LIP Delivery and Monitoring Plan – 2014/15 – 2016/17**

- 2.1 Each year, the Council is allocated LIP funding by Transport for London (TfL) for transport projects. This funding is split into three categories:

1. Maintenance;
2. Corridors, neighbourhoods and supporting measures
3. Local transport fund of £100,000.

This report suggests how this funding should be spent (the programme of investment) for the second Local Implementation Plan period 2014/15 – 2016/17. The programme, which includes a range of transport improvement schemes (including road safety, traffic management, highways maintenance, cycling and walking and travel awareness schemes) has been developed to meet the Council's LIP objectives and address the various transport problems facing the borough. The report also details the LIP monitoring arrangements over the same period and outlines the proposed interim LIP targets for the five mandatory indicators set by TfL relating to mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions.

### LIP Funding Allocation

- 2.2 The total LIP budget for London for the period 2014/15 – 2016/17 is currently £445 million<sup>1</sup>, of which the Council has been allocated circa £2.3 million for 2014/15 and an indicative £4.35 million for the period 2015/16 – 2016/17. The breakdown of the funding allocation for Barking and Dagenham is set out below:

<b>Funding Programme</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
Principal Road Maintenance	£705,000*	£569,000	£569,000
Corridors, Neighbourhoods and Supporting Measures <i>(Includes schemes for Bus Priority/Bus Stop Accessibility; Cycling; Walking; Local Safety Schemes; 20mph Zones; Freight; Regeneration; Environment; Accessibility; CPZs; School/Workplace Travel Plans; Travel Awareness; Education, Training &amp; Publicity)</i>	£1,509,000	£1,509,000	£1,509,000
Local Transport Funding <i>(Funding for small scale schemes of the Borough's choice and to undertake future scheme feasibility work)</i>	£100,000	£100,000	£100,000
Bridge Assessment/Strengthening	Subject to application £8.3m available pan London	Subject to application £8.6m available pan London	Subject to application £8.9m available pan London
Major Schemes <i>(Large schemes with value above £1m. Emphasis on delivering 'transformational' projects)</i>	Subject to application £28m available pan London	Subject to application £28m available pan London	Subject to application £28m available pan London
Traffic Signal Modernisation <i>(Boroughs to avoid new signals where possible)</i>	Subject to	Subject to	Subject to

<sup>1</sup> Subject to Government settlement to TfL for 2015/16 and beyond.

<b>Funding Programme</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
<i>– if new signals are required consideration to be given to removing poorly used signals)</i>	application £12.7m available pan London	application £13.8m available pan London	application £10.3m available pan London
<b>TOTAL</b>	<b>£2,314,000</b>	<b>£2,178,000</b>	<b>£2,178,000</b>

\* LBBD has been allocated additional £136,000 in 2014/15 on top of original allocation of £569,000 as part of the £10.836m DfT allocation to London for additional highway maintenance.

### Key Priorities

2.3 The focus for the 2014/15 – 2016/17 Delivery Plan is the implementation of a small number of comprehensive corridor/neighbourhood schemes, which will deliver multiple objectives and lead to economies of scale/less disruption; individual 'stand-alone' schemes, which address a particular issue/problem that has been identified; investigative studies to explore emerging issues and inform potential future schemes; maintenance schemes; and a range of supporting measures, including education and training schemes. A number of priorities/opportunities have been identified which form the basis of the three-year delivery programme. They include:

- Barking Station improvements/Dagenham East Station lifts - contribution to operator development costs (subject to franchise timings/TfL investment plan);
- Renwick Road/Choats Road safety improvements – road safety improvements ahead of Riverview School opening in September 2015;
- Ballards Road/New Road junction improvements –safety/congestion improvements to busy junction which is an identified accident hotspot;
- Barking Town Centre public realm improvements – includes highways/ environmental improvements at several key sites;
- Gale Street/Becontree Station - safety/accessibility improvements and shopping parade improvements;
- A12/Whalebone Lane/Rose Lane junction improvements – to address local safety/congestion problems;
- DIY Streets project – building on successful Sustrans project underway in Becontree, look to expand community lead area improvement scheme to a neighbourhood in Dagenham;
- Road safety improvements at accident hotspots - emphasis on improving conditions for vulnerable road users, including cyclists/pedestrians and areas around schools; and
- Range of Smarter Travel initiatives - including continuation of successful cycle training scheme, road safety education initiatives, school travel plans and travel awareness promotions.

### LIP Programme of Investment

2.4 A summary of the schemes that the Council is proposing under the Corridor, Neighbourhood and Supporting Measures programmes for 2014/15 – 2016/17 is set out below. A more detailed programme is included in Appendix 1. For each scheme an indication of costs and the measures proposed are given. It is considered that the measures proposed will help deliver the Council's LIP objectives whilst also being

consistent with the Mayor's Transport Strategy (MTS) and a range of other national, regional, sub-regional and local plans and policies.

	2014/15	2015/16	2016/17
Barking Station/Dagenham East Station Improvements	-	-	£900,000
Renwick Road/Choats Road Safety Improvements	£750,000	-	-
Ballards Road/New Road Junction	£100,000	£400,000	-
Barking Town Centre Improvements	£250,000	£250,000	-
Gale Street Safety/Accessibility Measures	-	£50,000	£300,000
A12/Whalebone Junction Improvements	£50,000	£250,000	-
DIY Streets Project – Dagenham	£50,000	£250,000	-
Road Safety Improvements Fund	£200,000	£200,000	£200,000
Safer/Smarter Travel Programme	£109,000	£109,000	£109,000
<b>TOTAL:</b>	<b>£1,509,000</b>	<b>£1,509,000</b>	<b>£1,509,000</b>

- 2.5 The three-year LIP programme is sufficiently flexible to allow for schemes to be brought forward/put back, or for projects to be changed altogether, to cater for changing priorities, reduced funding levels or where identified schemes cannot physically be implemented.

#### Maintenance Programme

- 2.6 Borough funding for principal road maintenance is based on an assessment of need taken from road condition surveys. On that basis, Barking and Dagenham has been allocated £705,000 in 2014/15 for such schemes, and an indicative £569,000 in both 2015/16 and 2016/17. The Borough has been allocated an additional £136,000 in 2014/15 on top of original allocation of £569,000 as part of the £10.836m Department for Transport (DfT) allocation to London for additional highway maintenance.
- 2.7 The Council is required to identify proposals for principal road maintenance, including details of the priorities and criteria that will be used to identify proposed areas of spend, within the LIP Delivery Plan. The exact schemes to be taken forward are still to be confirmed, but the key priorities include:
- A1306 New Road
  - Abbey Road
  - Longbridge Road (UEL)
- 2.8 Funding for bridge assessment and strengthening schemes is allocated to boroughs on a priority basis based on the relative condition of bridges/structures. £8.3 million is available across London in 2014/15, rising to an indicative £8.6m in 2015/16 and £8.9m in 2016/17. Work to identify those structures in the borough most in need of repair is currently underway as part of the work to produce the Council's Highways Asset Management Plan (HAMP).

## LIP Monitoring/Targets

- 2.9 The Council is required to update the interim LIP targets for the five mandatory indicators relating to mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions, to cover the period to 2016/17. The new interim targets need to be ambitious, but realistic, given the indicative funding levels available and based on a scenario which assumes no other TfL funding beyond that already committed. Details of these targets are set out in Appendix 3 of this report.

## **Borough Cycling Programme 2013/14 – 2016/17**

- 2.11 The Borough Cycling Programme is a £60 million 10 year programme focusing on encouraging more people across the capital to cycle by improving cycle facilities and making roads safer for cyclists. It forms a key component of the Mayor of London's Vision for cycling in London. This report outlines the Council's proposed application for funding under this programme for the period 2013/14 – 2016/17.
- 2.12 Around £60m has been earmarked for the Borough Cycle Programme over the current 10 year TfL Business Plan period, with £23m available to boroughs for the 4-year period to 2016/17 (each borough can bid for up to £1.03m of funding during this period). Funding is available for a number of programmes, including 'safer streets for the bike'; 'more people travelling by bike'; and 'support for cycling'. Details of what the Council can bid for are set out in the table below. Details of the Council's proposed submission to TfL are set out in Appendix 2.

<b>Funding Programme</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
<b>Safer streets for the bike</b> – improving the perception and reality of cycle safety.				
Cycle training for adults and children <i>(Bikeability cycle training)</i>				
Safer lorries and vans <i>(Promotion of Freight Operator Recognition Scheme and application of Construction Logistic Plans)</i>	-	£59,000	£59,000	£68,000
CPC Safer Urban Driver Training <i>(Courses for internal/contractor fleet drivers)</i>				
<b>More people travelling by bike</b> – enabling a wider range of people to shift to cycling or cycle more.				
Cycle to school partnerships <i>(Partnership pilots to deliver infrastructure improvements; 'Bike It Plus' community cycling projects; cycle grants for schools)</i>	-	£190,000	£225,000	£225,000
Cycle parking <i>(Including on-street, residential and station cycle parking facilities)</i>				



<b>Funding Programme</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
<b>Support for cycling – helping boroughs deliver the Cycling Vision.</b>				
Monitoring <i>(Measuring impacts of cycling, including cycle counts, impact/outcome monitoring)</i>				
Staffing <i>(Funding for 1 full-time officer)</i>	£13,000	£66,000	£66,000	£66,000
Borough cycling strategies <i>(Development of comprehensive/ integrated local strategy)</i>				
<b>TOTAL FUNDING AVAILABLE:</b>	<b>£13,000</b>	<b>£315,000</b>	<b>£350,000</b>	<b>£359,000</b>

- 2.13 To enable boroughs to kick-start the Borough Cycling Programme, TfL has made additional funding available for a number of projects in 2013/14, including £600,000 for cycle training; £1.5m for cycle parking; £1.7m for school cycle partnerships/’Bike It Plus’ and cycle grants for schools; and £330,000 towards a community cycling fund. To date, the Council has successfully bid for £50,000 towards providing cycle training and new cycle parking facilities.

### **3. Options Appraisal**

- 3.1 The Council is required by TfL to develop a LIP Delivery and Monitoring Plan, incorporating a three-year programme of investment, and an update of the interim LIP targets to cover the period to 2016/17. The programme and targets have been developed following careful analysis of the key transport issues and opportunities facing the borough.

#### Policy Context

- 3.2 Whilst the focus of the three-year delivery programme is to address local transport objectives as set out in the Local Implementation Plan, the programme is also designed to help deliver the objectives of the Mayor of London’s Transport Strategy (MTS). Similarly, the Borough Cycling Programme is designed to meet the aspirations of the Mayor’s Vision for cycling in London, as well as increasing levels of cycling and improving conditions for cyclists in Barking and Dagenham.
- 3.3 The LIP Delivery and Monitoring Plan and the Borough Cycling Programme are also required to be broadly consistent with a range of other national, regional and local plans and strategies. They include the work of the Mayor’s Roads Taskforce and the Mayor’s Road Safety Action Plan at the pan-London level; the updated East London Sub Regional Transport Plan at the sub-regional level; and the Community Strategy, Economic Regeneration Strategy, Children and Young People’s Plan, Community Safety Partnership Plan and Health and Wellbeing Strategy at the local level.

## **4. Consultation**

- 4.1 Ongoing engagement with a diverse range of stakeholders continues to inform the planning and implementation of our transport schemes and programmes. A wide-range of consultation, participation and partnership working has been central to the development of the 2014/15 – 2016/17 LIP Delivery Programme and the Borough Cycling Programme, including London Buses, London Underground, Department for Transport, Rail Operators, and colleagues across the Council.
- 4.2 This report was presented for information to the Safer and Stronger Community Select Committee at its meeting on 16 September 2013.
- 4.3 The Cabinet received the report at its meeting on 24 September 2013 and has recommended that the Assembly approve the documents at Appendix 1 and 2 for submission to Transport for London.

## **5. Financial Implications**

Implications completed by: Carl Tomlinson, Finance Group Manager

- 5.1 The annual funding available for the LIP and Borough Cycling programme's three year period is circa £2.6m in 2014/15 and £2.5m in both 2015/16 and 2016/17. The exact amount of funding for 2015/16 and beyond is, however, subject to confirmation following the actual Government settlement for TfL. These figures are broadly in line with the level of funding the Authority has received from TfL in both 2012/13 and 2013/14. The funding will continue to be claimed from TfL periodically during the year in line with actual level of spending against each scheme.
- 5.2 It is anticipated that the full 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. There will be no impact on existing revenue budgets.
- 5.3 Paragraph 7.2 refers to the fact that the London Highway Alliance framework Contracts (LoHAC) is Transport for London's preferred option for the delivery of LIP funded highway schemes. From 2014/15 onwards, the LIP financial assistance will be limited up to the amount that the scheme would have cost if it had been undertaken via LoHAC, or the full cost under the authorities chosen route where this is a lower amount.
- 5.4 For the delivery of LIP schemes in the future, the Authority would be looking to continue with the existing contractor arrangements for a further 2.5 years. A comparison between these rates and those used by LoHAC has been recently undertaken by the Capital Delivery Team and this shows the Authority's current contract rates to be the lower. There are, therefore, no significant financial implications in connection with this issue.
- 5.5 Whilst it is likely that there will be some ongoing revenue implications associated with the programme (e.g. infrastructure maintenance costs), these are difficult to quantify as it is not clear what specific measures, if any, will be necessary. The cost of ongoing

maintenance will be met through the existing highway maintenance programme budget with additional external funding sought where possible.

- 5.6 The revenue cost of monitoring the LIP targets and mandatory indicators will continue to be met from existing Regeneration and Economic Development budgets.

## 6. Legal Implications

Implications completed by: 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.

## 7. Other Implications

- 7.1 **Risk Management** – Failure to develop a 3-year LIP funding programme could result in the Council's funding allocation for the period 2014/15 - 2016/17 being withdrawn and the Council having to bare the full costs of any planned transport schemes. In addition, not submitting an application for funding under the Borough Cycling Programme could result in under-investment in much need cycling infrastructure/training which in turn could impact on the Council's ability to meet its LIP targets (e.g. increasing the mode share of cycling; reducing the number of cycle casualties). For both programmes, a number of the proposed schemes will 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** - The London Highway Alliance framework Contracts (LoHAC) commenced on 1 April 2013. This is Transport for London's preferred option for the delivery of LIP funded highway schemes – Corridor, Neighbour and Supporting measures programmes and maintenance programmes. During 2013 TfL will use the LoHAC schedule of rates to provide boroughs with comparisons of the costs of delivering works via LoHAC in comparison with their local contractors. Then from 2014/15 onwards, the LIP financial assistance will be limited up to the amount that the scheme would have cost if it had been undertaken via LoHAC, or the full cost under the authorities chosen route where this is a lower amount. Ringway Jacobs is the contractor for the North East region which includes Barking and Dagenham.

TfL will give consideration to the following matters in determining whether there is justification for undertaking a scheme at a higher cost than that achievable under LoHAC and where the higher cost may be met:

- Health and Safety (including the safety of the travelling public in respect of vehicle operations, work sites, etc.);
- Employment practices, opportunities, skills, training and pay;

- Requirements for particular capabilities that are not covered by the LoHAC contracts;
- Procurement, supplier and payment practices (including environmental and responsible procurement).

TfL doesn't expect LoHAC to be used where this would produce a material contractual breach by boroughs under their existing contracts. For example where boroughs have in their existing contracts (let prior to LoHAC start 1/4/2013) an exclusivity agreement that would preclude them from procuring works from another supplier for that particular activity. The Legal Practice will be consulted in entering into terms and conditions with suppliers in relation to such procurement.

- 7.3 **Customer Impact** - The schemes in the LIP Programme and the Borough Cycling Programme will assist in the delivery of all the Community Strategy priorities and therefore have a positive impact on those who use transport in the borough. In addition, the LIP has been subject to an Equalities Impact Assessment (EIA), and it is considered that the measures proposed within it would not impact adversely on the various equality groups. Where LIP or Borough Cycling Programme works are planned at a similar location to planned Highways Investment Programme works, wherever possible, a coordinated approach will be taken so that local disruption can be kept to a minimum.
- 7.4 **Safeguarding Children** – The LIP Programme and the Borough Cycling Programme include schemes to improve road safety both through highway safety measures and also through initiatives such as cycle training.
- 7.5 **Health Issues** – It is widely acknowledged that cycling is one of the best ways for people to achieve good health and fitness. The promotion and enabling of cycling in the Borough is a key component of our joint health and wellbeing strategy. People who cycle regularly live longer than those who do not and lead healthier lives. This simple fact means that cyclists cannot possibly be more vulnerable than the population at large to life-threatening injuries such as head injury.

Indeed, cycling regularly to work (and, by extension, to school and on other regular journeys) has been shown to be the most effective thing an individual can do to improve health and increase longevity, and this applies even to people who are already active in sport and other physical activities. Cyclists typically have a level of fitness equivalent to being 10 years younger. A UK parliamentary health committee has noted:

“If the Government were to achieve its target of trebling cycling in the period 2000-2010 ... that might achieve more in the fight against obesity than any individual measure we recommend within this report.” ([TSO 2004](#))

The health benefits of cycling outweigh the risks by a substantial margin. Some estimates take account not only of crashes, but also of the effects of air-borne pollution. While the pollutant effects are clearly relevant to an analysis of the overall health impacts of measures which increase or decrease cycle use, they are not relevant to the consideration of the point at which helmet policies are an effective intervention to reduce the effects of head injuries. Safe though cycling is by comparison with other common activities, it has been shown that cycling becomes safer still the more people who do it.

Many of the benefits are not unique to cycling but are a consequence of moderate physical activity. In several cases, however, cycling enables that benefit to be achieved more easily, more widely or more effectively. Cycling has numerous advantages that can directly affect quality of life, as it provides benefits both physically and emotionally. Regular exercise, taken as an integral part of daily life, is needed to permanently enhance the quality of life. More cycling, especially as an alternative to motor vehicle travel, would bring substantial health benefits for society as a whole due to improved air quality, reduced noise and danger, and greater independence for children.

- 7.6 **Crime and Disorder Issues** - Personal safety has been highlighted as a concern by both users and non-users of the local transport network. The Council is addressing these concerns by working with TfL to ensure that roads and footways are well maintained and free from obstructions and infrastructure is safe and secure. The Crime and Disorder Act requires the Council to have regard to crime reduction and prevention in all its strategy development and service delivery. 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.

With more people cycling in the borough, there will be a need to ensure cycling is carried out safely and there may well be a call for more CCTV to make cyclists feel safe. The Police and Council will need to continue with bike marking, engagement with the community, especially young people, regarding general travel safety. Increased cycling results in increased use of parks and open spaces, which will have a marked impact on community vigilance and feeling safe.

- 7.7 **Property/Asset Issues** – The precise nature of some of the LIP schemes is still to be determined, however, in general, very little of what is proposed represents ‘new’ infrastructure. In many cases, schemes are, in effect, ‘replacements’ for existing infrastructure which would otherwise require maintaining. Where new infrastructure is required, 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.

#### **Background Papers Used in the Preparation of the Report:**

- Local Implementation Plan (LIP) 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance, Transport for London, 2013;
- Borough Cycling Programme – Funding Guidance 2013/14 – 2016/17, Transport for London, 2013;
- LB Barking and Dagenham Second Local Implementation Plan (2011/12 – 2013/14), LBBDD, 2011.

#### **List of appendices:**

- Appendix 1: LB Barking & Dagenham Second Local Implementation Plan 2014/15 – 2016/17 Programme of Investment
- Appendix 2: LB Barking & Dagenham Borough Cycling Programme 2013/14 – 2016/17
- Appendix 3: LIP Indicators/Targets

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**Appendix 1: LB Barking & Dagenham Second Local Implementation Plan - 2014/15 – 2016/17 Programme of Investment**

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2014/15	Indicative Costs – 2015/16	Indicative Costs - 2016/17
	<b>Maintenance Programme – Indicative Allocation:</b>		<b>£705,000*</b>	<b>£569,000</b>	<b>£569,000</b>
Principal Road Resurfacing (Various Locations)	<p>Carriageway resurfacing to be undertaken at following priority locations (subject to confirmation of funding levels and outcome of future condition surveys):</p> <p>2014/15:</p> <ul style="list-style-type: none"> <li>Longbridge Road (outside Academy Central development)</li> </ul> <p>2015/16:</p> <ul style="list-style-type: none"> <li>A1306 (junction with Ballards Road)</li> </ul> <p>2016/17:</p> <ul style="list-style-type: none"> <li>Abbey Road (Northern Relief Road to Retail Park)</li> </ul>	<p>Becontree</p> <p>River</p> <p>Abbey, Gascoigne</p>	£705,000	£569,000	£569,000
Bridge Assessment and Strengthening (Various Locations)	Priorities for bridge assessment and strengthening work TBC. (Works subject to confirmation of funding levels and outcome of future condition surveys).	TBC	TBC	TBC	TBC
<b>TOTAL:</b>			<b>£705,000</b>	<b>£569,000</b>	<b>£569,000</b>
<p><i>* Borough has been allocated additional £136,000 in 2014/15 on top of original allocation of £569,000 as part of the £10.836m DfT allocation to London for additional highway maintenance.</i></p>					

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2014/15	Indicative Costs – 2015/16	Indicative Costs - 2016/17
<b>Corridors, Neighbourhoods and Supporting Measures Programme Indicative Allocation:</b>					
Barking Station/ Dagenham East Station Improvements	<p>Contribution to costs of the redevelopment of Barking Station to improve accessibility and passenger safety and relieve overcrowding. A key priority is the provision of step-free access between the station concourse and platforms. Timing of scheme dependent on programme of new franchisee and whether Government agrees to fund the improvements which are a "priced option" within the Invitation to Tender.</p> <p>As an alternative to the above, the Council is willing to contribute towards the cost of installing lifts at Dagenham East station as a means of improving accessibility. Awaiting outcome of TfL step-free access feasibility study due for completion in September 2013 as basis for discussions.</p>	Abbey, Eastbrook	£1,509,000	£1,509,000	£1,509,000
Renwick Road/ Choats Road Safety Improvements	Interim scheme to implement range of road safety measures in advance of the opening of Riverview Secondary School in September 2015. Specific measures TBC, but likely to include footway improvements, incorporating improved crossing facilities, traffic management measures to reduce incidences of HGV rat-running and reduce vehicle speeds and provision of dedicated cycle lanes and facilities for cyclists.	Thames	£750,000	-	-
Ballards Road/ New Road Junction Improvements	Large scale junction improvements scheme to address long-standing road safety and congestion issues, and to deliver pedestrian/cyclist accessibility improvements. Specific measures TBC, although likely to include junction treatments, new pedestrian/cyclist facilities, parking/loading review and public realm enhancements. Feasibility/design work to be undertaken in 2014/15 with construction in 2015/16.	River	£100,000	£400,000	-
Barking Town	Small scale highways/environmental improvements at various	Abbey,	£250,000	£250,000	-



Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2014/15	Indicative Costs – 2015/16	Indicative Costs - 2016/17
Centre Improvements	locations throughout the town centre, including Cambridge Road/Linton Road, Axe Street and Abbey Road. Works to be undertaken TBC, but likely to include review of existing parking supply/ controls to meet current needs; range of accessibility improvements to footways, crossings and bus stops to improve condition for mobility impaired; and range of traffic management/ safety measures to address issues of localised congestion, speeding and safety concerns.	Gascoigne			
Gale Street Corridor Improvements Scheme	The Gale Street/ Woodward Road/ Hedgemans Road Area has been identified as a location that would benefit from further public realm improvement works. Its proximity to Becontree station means it has a particularly high pedestrian footfall. Improvements to these streets would assist the policy objective of integrating new/existing communities and ensuring residents benefit from the wider regeneration of the area. Key priorities include improving safety/accessibility and undertaking enhancements to the local shopping parade. Feasibility/ design work to be undertaken in 2015/16 with construction earmarked for 2016/17.	Maysbrook, Goresbrook	-	£50,000	£300,000
A12/Whalebone Junction Improvements	Junction improvement scheme to address congestion that occurs due to left turning traffic obstructing northbound traffic and also impact of Rose Lane/Whalebone Lane junction. Specific measures TBC. Design/consultation work planned for 2014/15, with scheme delivery in 2015/16.	Chadwell Heath	£50,000	£250,000	-
DIY Streets Project – Dagenham	Area improvement scheme aimed at tackling congestion and improving accessibility within local neighbourhoods. Forms part of Sustrans community lead 'DIY Streets' Initiative. Works to be undertaken TBC, but may include review of existing parking supply/controls to meet current needs; range of accessibility improvements to footways/crossings/bus stops to improve condition for mobility impaired and to	TBC	£50,000	£250,000	-

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2014/15	Indicative Costs – 2015/16	Indicative Costs - 2016/17
Road Safety Improvement Fund (Various Locations)	<p>provide better routes to public transport links and key facilities; and range of traffic management/safety measures to address issues of localised congestion and safety concerns.</p> <p>Small scale, site specific road safety improvements in support of our LIP objective to reduce the number of road casualties, and to complement our various corridor/neighbourhood initiatives. Sites are identified on a priority basis (i.e. number of casualties) and the nature of the measures implemented will be determined by the type of accident that occurs. Community engagement will be undertaken to ensure that the proposed measures are supported by residents/businesses. Priorities TBC, but could comprise neighbourhood 20mph zones, CPZs and 'school gate' road safety improvements.</p>	Borough Wide	£200,000	£200,000	£200,000
Safer/Smarter Travel Programme	<ul style="list-style-type: none"> <li>• Implementation of initiatives/events and production of training material/publicity leaflets aimed at promoting road safety. Focus will be on schools and vulnerable road users. Funding also earmarked for a range of advertising/promotional material and a series of high profile events to engage business and residents to promote healthy and sustainable travel practices.</li> <li>• Provision of cycle training to cyclists of all ages to promote cycling as a healthy and sustainable mode of travel. Funding also earmarked for promotional events.</li> <li>• Continuation of work with schools to promote safe and sustainable travel. Funding earmarked for range of projects including review/update of travel plans, promotional events (e.g. Walk on Wednesdays) and small scale physical measures (e.g. cycle parking).</li> <li>• Continuation of work with businesses to develop/implement travel strategies/logistics plans to promote sustainable travel and reduce the impact of deliveries.</li> </ul>	Borough Wide	£109,000	£109,000	£109,000

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2014/15	Indicative Costs – 2015/16	Indicative Costs - 2016/17
		<b>TOTAL:</b>	<b>£1,509,000</b>	<b>£1,509,000</b>	<b>£1,509,000</b>
<b>Local Transport Funding Indicative Allocation:</b>					
Minor Works (Various Locations)	Ad-hoc measures such as pedestrian access improvements, removal of street clutter (signage/furniture), implementation of and new parking facilities, etc.	Borough Wide	£70,000	£70,000	£70,000
Future Scheme Development (Various Locations)	Investigative studies to inform future LIP Corridor/ Neighbourhood based schemes. Focus will be on road safety/accessibility improvements. Priorities TBC.	Borough Wide	£30,000	£30,000	£30,000
		<b>TOTAL:</b>	<b>£100,000</b>	<b>£100,000</b>	<b>£100,000</b>
		<b>GRAND TOTAL:</b>	<b>£2,314,000</b>	<b>£2,178,000</b>	<b>£2,178,000</b>

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Appendix 2: LB Barking & Dagenham Borough Cycling Programme – 2013/14 – 2016/17

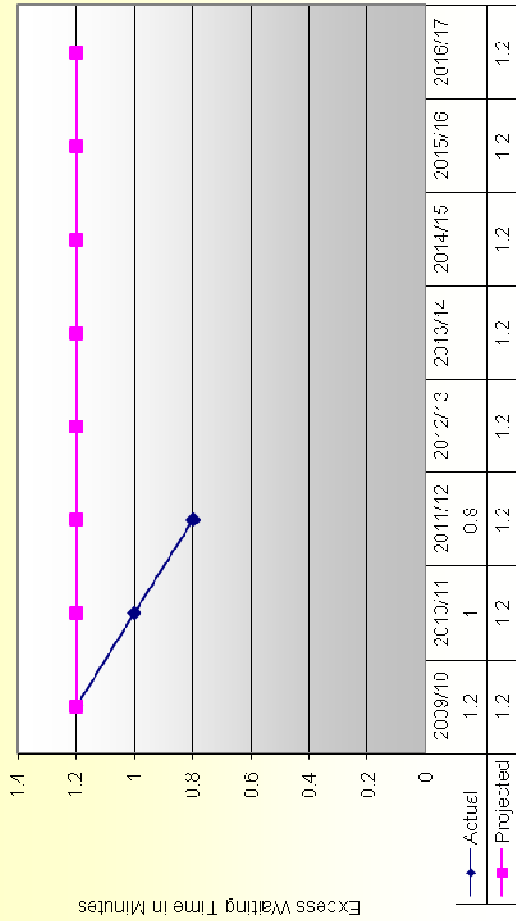
Funding Programme		Proposed Schemes/Initiatives	2014/15	2015/16	2016/17
<b>Safer streets for the bike</b> – improving the perception and reality of cycle safety.					
Cycle training for adults and children ( <i>Bikeability cycle training</i> )	Focus will be on delivering an integrated programme of cycle training and educational/social cycling experiences, including:		£30,000 £15,000	£30,000 £15,000	£33,000 £17,000
Safer lorries and vans ( <i>Promotion of Freight Operator Recognition Scheme and application of Construction Logistic Plans</i> )	<ul style="list-style-type: none"> <li>School Cycle Training and Cycle Clubs;</li> <li>Adult Cycle Training, including Parent Cycling Clubs at local schools;</li> <li>Children Centre Family Rides;</li> <li>HGV Driver CPC awareness education (run jointly with LBs Havering and Redbridge).</li> </ul>		£5,000 £9,000	£5,000 £9,000	£6,000 £12,000
CPC Safer Urban Driver Training ( <i>Courses for internal/contractor fleet drivers</i> )					
<b>TOTAL:</b>			<b>£59,000</b>	<b>£59,000</b>	<b>£68,000</b>
<b>More people travelling by bike</b> – enabling a wider range of people to shift to cycling or cycle more.					
Cycle to school partnerships ( <i>Partnership pilots to deliver infrastructure improvements; 'Bike It Plus' community cycling projects; cycle grants for schools</i> )	Focus will be on improving the safety of cycle routes to local schools through the creation of Cycle to Schools Partnerships. Priority areas include:		£108,000		
Cycle parking ( <i>Including on-street, residential and station cycle parking facilities</i> )	<ol style="list-style-type: none"> <li>Schools within Goresbrook Ward area, including 5 primary schools and Jo Richardson Community School. Potential for links south to new schools in Barking Riverside;</li> <li>Schools within Parsloes Ward area, including 4 primary schools and Sydney Russell Comprehensive. Links into work undertaken as part of recent DIY Streets project and proposed Gale Street corridor improvements scheme;</li> <li>Improving routes to/between schools in Barking, focusing on Eastbury Comprehensive and Barking Abbey Secondary school, and improving</li> </ol>			£143,000	£143,000

Funding Programme	Proposed Schemes/Initiatives	2014/15	2015/16	2016/17
	<p>connectivity with local Primary/Junior schools.</p> <p>Funding also earmarked for range of small scale infrastructure improvements, including:</p> <ul style="list-style-type: none"> <li>• On-street and residential cycle parking;</li> <li>• School cycle grants;</li> <li>• Bike IT Plus Officers (part-time).</li> </ul>	<p>£45,000</p> <p>£20,000</p> <p>£17,000</p>	<p>£45,000</p> <p>£20,000</p> <p>£17,000</p>	<p>£45,000</p> <p>£20,000</p> <p>£17,000</p>
<b>TOTAL:</b>		<b>£190,000</b>	<b>£225,000</b>	<b>£225,000</b>
<b>Support for cycling – helping boroughs deliver the Cycling Vision.</b>				
Monitoring <i>(Measuring impacts of cycling, including cycle counts, impact/outcome monitoring)</i>	<p><b>Option A:</b></p> <ul style="list-style-type: none"> <li>• Staffing (part time post – 3 days/week);</li> <li>• Annual Cycle Counts;</li> <li>• Cycling Programme analysis and report.</li> </ul> <p><b>Option B:</b></p> <ul style="list-style-type: none"> <li>• Staffing (full time post).</li> </ul> <p>(cycle counts costs absorbed through LIP budget).</p>	£40,000	£40,000	£40,000
Staffing <i>(Funding for 1 full-time officer)</i>		£10,000	£10,000	£10,000
Borough cycling strategies <i>(Development of comprehensive/ integrated local strategy)</i>		£16,000	£16,000	£16,000
<b>TOTAL:</b>		<b>£66,000</b>	<b>£66,000</b>	<b>£66,000</b>
<b>FUNDING SUBMISSION TOTAL:</b>		<b>£315,000</b>	<b>£350,000</b>	<b>£359,000</b>

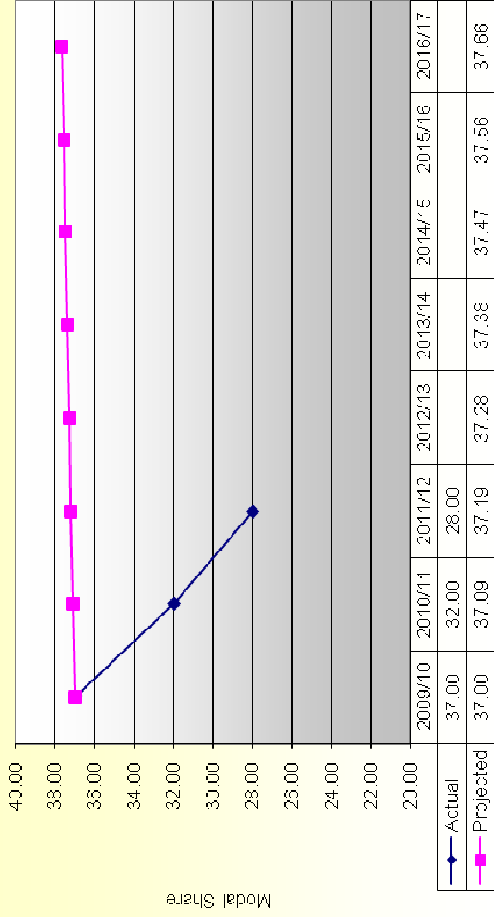
### Appendix 3: LIP Indicators/Targets

Category	Indicator/Target	Data Source/Monitoring	Delivery Plan Measures to Achieve Targets
<b>Improving Connectivity and Tackling Congestion</b>			
Core Target	1. Maintain bus excess wait time on high-frequency routes at 2009/10 levels (1.2 minutes) by 2017/18	<ul style="list-style-type: none"> <li>Quality of Service Indicators (TfL)</li> </ul>	<ul style="list-style-type: none"> <li>Public transport initiatives</li> <li>Smarter travel initiatives</li> <li>Traffic/demand management measures</li> </ul>
<b>Improving Access for All</b>			
Core Target	2. Increase the proportion of walking trips from 37% in 2009/10 to 38.5% in 2025/26 (37.7% in 2016/17) 3. Increase the proportion of cycling trips from 1% in 2009/10 to 4.3% in 2025/26 (2.4% in 2016/17)	<ul style="list-style-type: none"> <li>London Travel Demand Survey (TfL)</li> <li>Manual and Automatic Traffic Counts (Borough)</li> </ul>	<ul style="list-style-type: none"> <li>Cycling and walking measures</li> <li>Safety and security measures</li> <li>Highways/public realm enhancements</li> </ul>
<b>Improving Safety and Security</b>			
Core Target	4. Reduce the number of people killed and seriously injured in road collisions by 40% by 2019/20 (27.3% by 2016/17) 5. Reduce the total number of road casualties by 40% by 2019/20 (28% by 2016/17)	<ul style="list-style-type: none"> <li>Modal Policy Unit (TfL)</li> <li>STATS19 Database (Met Police)</li> </ul>	<ul style="list-style-type: none"> <li>Cycling and walking measures</li> <li>Safety and security measures</li> <li>Traffic/demand management measures</li> <li>Highways/public realm enhancements</li> </ul>
<b>Enhancing the Environment and Quality of Life</b>			
Core Target	6. Reduce borough ground based transport CO <sub>2</sub> emissions by 45.3% by 2025 (24.3% by 2016)	<ul style="list-style-type: none"> <li>London Energy and Greenhouse Gas Inventory (GLA)</li> </ul>	<ul style="list-style-type: none"> <li>Public transport initiatives</li> <li>Cycling and walking measures</li> <li>Smarter travel initiatives</li> <li>Traffic/demand management measures</li> </ul>
<b>Improving Management and Maintenance of our Assets</b>			
Core Target	7. Maintain the proportion of borough principal road in need of repair at 2009/10 levels (4.8%) by 2016/17	<ul style="list-style-type: none"> <li>Visual Inspection Data (LB Hammersmith &amp; Fulham)</li> </ul>	<ul style="list-style-type: none"> <li>Traffic/demand management measures</li> <li>Highways/public realm enhancements</li> </ul>

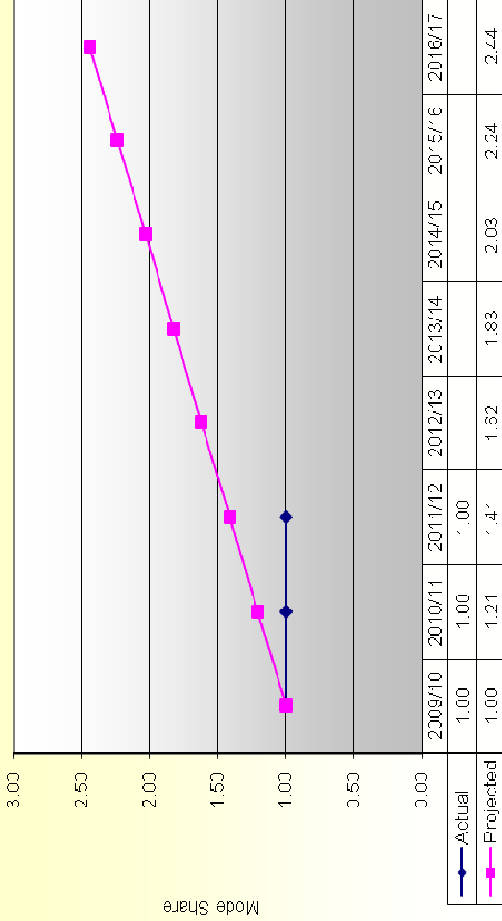
Target 1: Bus excess wait time



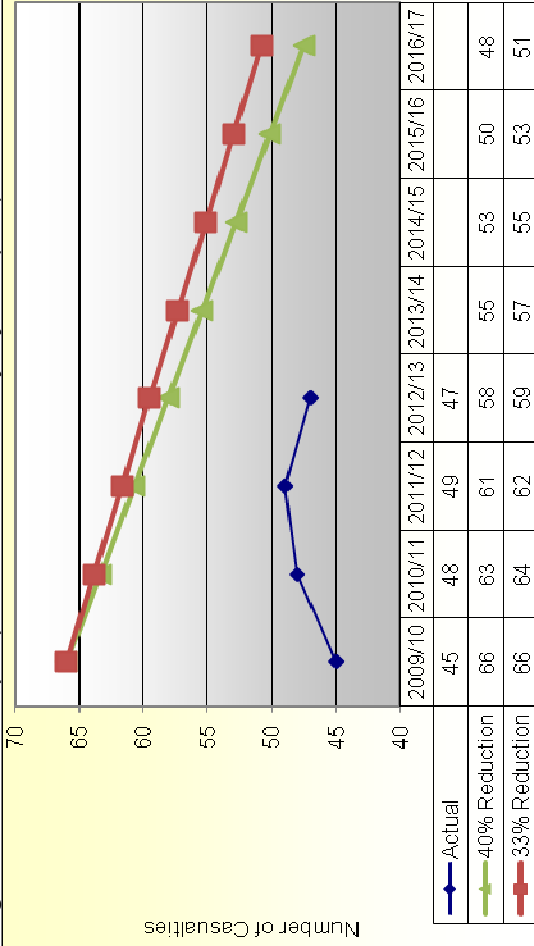
Target 2: Walking trips mode share



Target 3: Cycling trips mode share

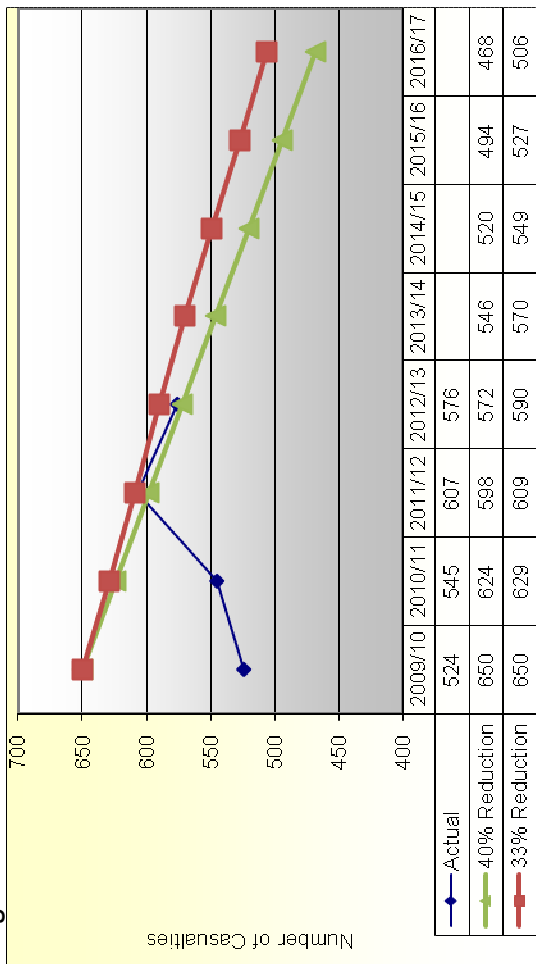


Target 4: Number of people killed or seriously injured (KSI)

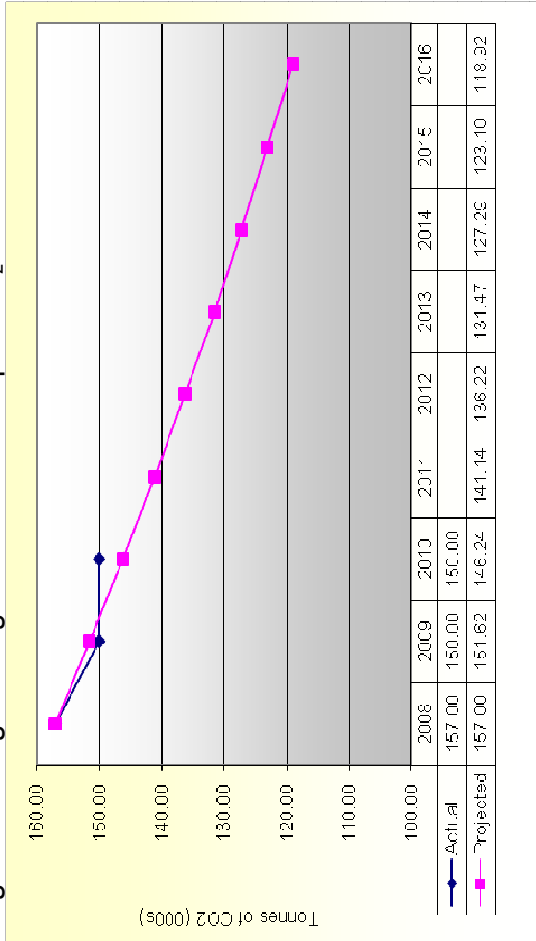




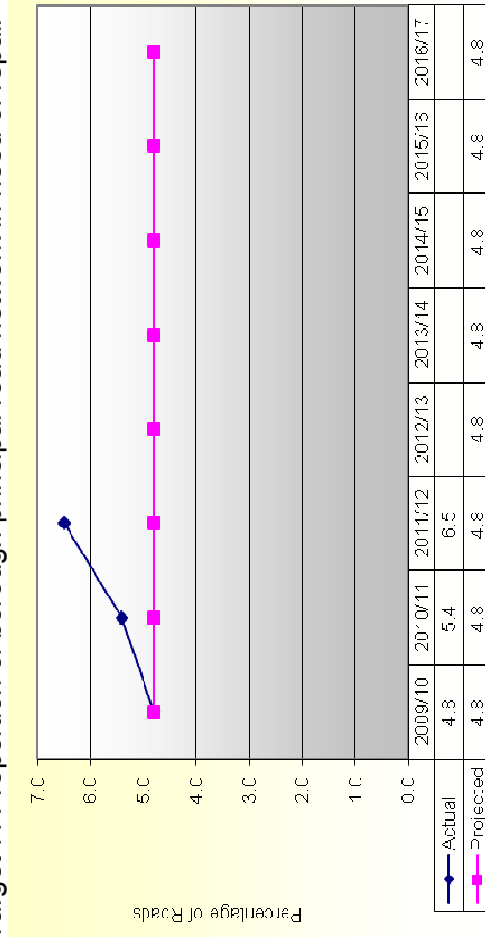
Target 5: Total casualties



Target 6: Borough-wide ground based transport CO<sub>2</sub> emissions



Target 7: Proportion of borough principal road network in need of repair



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## THE ASSEMBLY

2 OCTOBER 2013

## REPORT OF THE CHIEF EXECUTIVE

Title: Motions	For Decision
<p>The following motion has been received in accordance with paragraph 14 of Article 2, Part B of the Council's Constitution:</p> <p><b>1. Introduction and retention of a local levy of 8.5% on large retail outlets</b></p> <p>To be moved by Councillor Tarry:</p> <p>"This Council notes the request from 'Local Works' to consider submitting the following proposal to the government under the Sustainable Communities Act:</p> <p><i>'That the Secretary of State gives Local Authorities the power to introduce a local levy of 8.5% of the rate on large retail outlets in their area with a rateable annual value not less than £500,000 and requires that the revenue from this levy be retained by the Local Authority in order to be used to improve local communities in their areas by promoting local economic activity, local services and facilities, social and community wellbeing and environmental protection.'</i></p> <p>"The Council notes that if this power was acquired it would present the opportunity to raise further revenue if the Council wished to use it at any point in the future.</p> <p>"The Council further notes that legislation for a similar levy was separately introduced in 2012 by the Northern Ireland Assembly and the Scottish Parliament and that following this the British Retail Consortium stated that there would be no resultant price rises for customers of large retail outlets.</p> <p>"The Council resolves to submit the proposal to the government under the Sustainable Communities Act and to work together with Local Works in order to gain support for the proposal from other councils in London and across the country."</p> <p>The deadline for amendments to this motion is noon on Friday 27 September 2013.</p> <p>For information, attached at Appendix A is the relevant extract from the Council's Constitution relating to the procedure for dealing with motions.</p>	
<p><b>Recommendation</b></p> <p>The Assembly is asked to debate and vote on the above motion and any amendments.</p>	

<b>Head of Service:</b> Fiona Taylor	<b>Title:</b> Head of Legal and Democratic Services	<b>Contact Details:</b> Tel: 020 8227 3295 Email: <a href="mailto:Fiona.taylor@lbbd.gov.uk">Fiona.taylor@lbbd.gov.uk</a>
<b>Contact Officer:</b> Margaret Freeman	<b>Title:</b> Senior Democratic Services Officer	<b>Contact Details:</b> Tel: 020 8227 2638 Fax: 020 8227 3698 Email: <a href="mailto:Margaret.freeman@lbbd.gov.uk">Margaret.freeman@lbbd.gov.uk</a>

**Extract from the Council Constitution  
Part B, Article 2 - The Assembly**

**14. Motions on issues directly affecting the Borough**

- 14.1 Written notice of any motions must be received by the Chief Executive by no later than 4.00 pm on the Wednesday two weeks before the meeting. *The following provisions exclude a motion moving a vote of no confidence in the Leader of the Council (see paragraph 10 for details)*
- 14.2 The Chief Executive in consultation with the Chair, or in their absence the Deputy Chair, of the Assembly may decide not to place on the agenda any motions that he/she considers are of a vexatious or derogatory nature, or contrary to any provision of any code, protocol, legal requirement or rule of the Council; or that do not relate to the business of the Council or are otherwise considered improper or inappropriate.
- 14.3 The Chief Executive in consultation with the Chair, or in their absence the Deputy Chair, of the Assembly may decide not to place on the agenda any motions the content of which he/she feels forms the basis of a motion already considered at the Assembly within the previous twelve months.
- 14.4 In the event that the Member who submitted the motion is not present at the Assembly meeting, the motion will be withdrawn.
- 14.5 Any motions withdrawn as indicated above, or withdrawn at the request of the Member who submitted the motion, either before or during the meeting, may not be resubmitted to the Assembly within a period of six months. This condition will be waived where the Member, or a colleague on their behalf, has notified the Chief Executive by 5 pm on the day of the meeting of their inability to attend due to their ill health or family bereavement.
- 14.6 Motions will be listed on the agenda in the order in which they are received.
- 14.7 Motions must be about matters for which the Council has a responsibility or which directly affect the borough.
- 14.8 Written notice of any amendments to motions must be received by the Chief Executive by no later than 12 noon on the Friday before the meeting. The same criteria and actions as described in paragraphs 14.3, 14.4, 14.5 and 14.6 will apply in relation to any amendments received.
- 14.9 Any amendments proposed after the time specified in paragraph 14.8 will only be considered for exceptional reasons such as a change in circumstances appertaining to the original motion, in which case the consent of the Chair will be required.
- 14.10 Order/rules of debate:
1. Except with the Chair's consent, the debate on each motion shall last no longer than 10 minutes and no individual speech shall exceed two minutes.

2. The mover will move the motion and explain its purpose.
3. The Chair will invite another Member to second the motion
4. If any amendment(s) has been accepted in accordance with paragraphs 14.8 or 14.9, the Chair will invite the relevant Member to move the amendment(s) and explain its (their) purpose.
5. The Chair will invite another Member(s) to second the amendment(s).
6. The Chair will then invite Members to speak on the motion and any amendments.
7. Once all Members who wish to speak have done so, or the time limit has elapsed, the Chair will allow the mover(s) of the amendment(s) a right of reply followed by the mover of the original motion.
8. At the end of the debate, any amendments will be voted on in the order in which they were proposed.
9. If an amendment is carried, the motion as amended becomes the substantive motion to which any further amendments are moved and voted upon.
10. After an amendment has been carried, the Chair will read out the amended motion before accepting any further amendments, or if there are none, put it to the vote.
11. If all amendments are lost, a vote will be taken on the original motion.