

ASSEMBLY

22 February 2017

Title: 2017/18 Local Implementation Plan Funding Submission	
Report of the Cabinet Member for Economic and Social Development	
Open Report	For Decision
Wards Affected: All	Key Decision: Yes
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Accountable Director: Dan Pope, Acting Head of Regeneration and Planning (Planning)	
Accountable Strategic Director: John East, Strategic Director, Growth and Homes	
Summary	
<p>The LB Barking & Dagenham Local Implementation Plan (LIP) is the Council's transport strategy and delivery plan for improvements to the transport network in the borough. The current plan covers the 3-year period 2014/15 - 2016/17.</p> <p>Ahead of the development of a new plan, the Council is required to submit a transitional 1-year spending plan to Transport for London (TfL) for funding for local transport schemes, including a range of road safety, traffic management, highways maintenance and cycling/walking schemes for implementation in 2017/18. The proposed programme of investment focuses on:</p> <ul style="list-style-type: none">• Tackling existing road safety, congestion and accessibility issues in Thames View and on Thames Road, River Road and Renwick Road;• Continuing the programme of public realm improvements in Barking Town Centre;• Studies to inform future LIP schemes at Gale Street, the Wood Lane/Rainham Road roundabout and the High Road/Whalebone Lane junction;• A review of the Heathway between Church Elm Lane and Parsloes Avenue;• Funding for road safety schemes across the borough, including where necessary plans for improvements outside all borough primary schools;• Funding for cycle training and school travel planning; and• Funding to determine feasibility and costs of a Barking to Stratford direct rail link. <p>The programme has been developed to deliver the LIP objectives, is consistent with the Mayor of London's Transport Strategy and supports the Council's regeneration priorities as endorsed by the Barking and Dagenham Growth Commission by helping to shape a place that people chose to live in. The programme also aligns with the Council's Highway's Investment Programme.</p> <p>The purpose of this report is to seek Members' approval for the Council's 2017/18 LIP spending plan submission to TfL. The Cabinet considered and endorsed this report at its meeting on 13 February 2017.</p>	

Recommendation(s)

The Assembly is recommended to approve the 2017/18 Local Implementation Plan funding submission to Transport for London, as set out at Appendix 1 to the report.

Reason(s)

To assist the Council in achieving all of its Community Priorities, in particular enabling social responsibility by protecting the most vulnerable; keeping adults and children healthy and safe; and growing the borough through supporting investment in public spaces to enhance our environment.

1. Introduction and Background

- 1.1 The Barking and Dagenham second Local Implementation Plan (LIP2) was approved by Cabinet in November 2010 (Minute 63 refers) and the Mayor of London in July 2011. The LIP 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 and a series of targets to measure progress towards the LIP objectives. The current Delivery Plan, covering the period 2014/15 – 2016/17, was endorsed by the Cabinet on 24 September 2013 (Minute 36) and approved by the Assembly on 2 October 2013 (Minute 31).
- 1.2 Following the election of a new Mayor of London in May 2016, Transport for London (TfL) has begun preparations to develop a new Transport Strategy for London. It is anticipated that this will necessitate all London boroughs having to produce a new LIP and 3-year Delivery Plan. To date, no definitive timescale has been put in place for this work and pending the release of any detailed guidance, TfL has issued high-level guidance which requires the Council to produce an interim 1-year spending plan setting out our priorities for delivering a range of transport projects in 2017/18.

2. Proposal and Issues

- 2.1 Over the three-year period 2014/15 – 2016/17, LIP funding has been used to deliver a range of traffic management, road safety and public realm improvement schemes across the borough, including:
 - Improvements to the A12/Whalebone Lane junction to address congestion at this busy junction, together with measures to address road safety concerns and improve pedestrian accessibility along Whalebone Lane, particularly on the approach to Warren schools;
 - Neighbourhood improvements aimed at tackling congestion and improving accessibility within Marks Gate as part of the Sustrans community lead 'DIY Streets' Initiative;
 - Improvements to Ballards Road to address long-standing road safety and congestion issues caused by rat-running HGVs and to enhance the local public realm. The scheme has resulted in the significant improvement in conditions for pedestrians and cyclists;

- Public realm improvements in Gale Street to assist the policy objective of integrating new/existing communities and ensuring residents benefit from the wider regeneration of the area. Included measures to improve safety/accessibility and deliver enhancements to the local shopping parade;
- Highways/environmental improvements at various locations across Barking town centre, including Cambridge Road/Linton Road, Axe Street and Abbey Road to improve conditions for pedestrians and to address issues of localised congestion, speeding and road safety concerns;
- A range of small-scale public realm and accessibility improvements across the borough, including pedestrian access improvements, removal of street clutter (signage/furniture) and implementation of cycle parking stands.
- In addition, the Council was awarded substantial funding for works to Station Road in Chadwell Heath in support of the forthcoming Crossrail services.

2.2 The latest TfL Business Plan was published in December 2016 and sets out TfL's plans for the transport network over the five years to 2021/22. It includes details of the LIP budget for London for 2017/18 which is confirmed at £148 million, of which the Council has been allocated circa £2.12 million. The breakdown of the borough's funding allocation is set out below:

Funding Programme	2017/18
Principal Road Maintenance	£477,000
Corridors, Neighbourhoods and Supporting Measures (Includes schemes for Bus Priority/Bus Stop Accessibility; Cycling; Walking; Local Safety Schemes; Freight; Environment; Accessibility; School/ Workplace Travel Plans; Travel Awareness; Education and Training)	£1,549,000
Local Transport Funding (Funding for small scale schemes of the Borough's choice and to undertake future scheme feasibility work)	£100,000
Bridge Assessment/Strengthening	Subject to application £8.9m available pan London
Major Schemes (Large schemes with value above £1m. Emphasis on delivering 'transformational' projects)	Subject to application £28m available pan London
Traffic Signal Modernisation (Boroughs to avoid new signals where possible – if new signals are required consideration to be given to removing poorly used signals)	Subject to application £10.3m available pan London
TOTAL	£2,126,000

This report suggests how this funding should be spent (the programme of investment) in 2017/18.

LIP Programme of Investment - Corridor, Neighbourhood and Supporting Measures

- 2.3 A summary of the schemes that the Council is proposing under the Corridor, Neighbourhood and Supporting Measures programmes for 2017/18 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 Growth Strategy, emerging Local Plan and Growth Commission priorities and the overarching 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. Whilst a significant proportion of the funding for 2017/18 is focused on growth areas funding has also been set aside for studies into schemes in the rest of the borough which can be delivered in future years.

	Scheme	Cost
2.4	Thames Road/River Road/Renwick Road Corridor Improvements	£400,000
	Thames View Cycle/Walking Link Improvements	£170,000
	Barking Town Centre Improvements	£350,000
	Junction Improvement Schemes (Feasibility studies)	£120,000
	Road Safety Improvement Programme (Including schools road safety review)	£320,000
	Barking Riverside/Thames View Active Travel Programme	£109,000
	Borough-Wide Safer/Smarter Travel Programme	£80,000
	TOTAL:	£1,549,000

Further details on and justification for the recommended Corridors, Neighbourhoods and Supporting Measures programme of investment is set out below:

- **Thames Road/River Road/Renwick Road Corridor Improvements**

A key focus of the proposed LIP programme is Thames View, Thames Road, River Road and Renwick Road. The Council's Growth Strategy outlines ambitions for 35,000-43,000 new homes and 10,000 new jobs by 2035. 90% of this new housing will be delivered in London Riverside and will have significant implications for transport. The area was also subject to a recent funding bid to TfL to implement a Low Emission Neighbourhood with the aim of improving local air quality.

Whilst the Barking Riverside development includes a substantial S106 contribution for transport improvements, (this includes a £172m contribution towards the Barking Riverside London Overground Extension and a £11.1m contribution for bus service improvements), and the Barking Riverside Gateway Housing Zone will provide developer contributions for transport infrastructure improvements, there is a pressing need in advance of this for improvements to the environment along Thames Road, River Road and Renwick Road to make it

more accessible for pedestrians and cyclists, to better manage the current chaotic parking, and to work with businesses to reduce the impacts of the commercial vehicles which blight the area. This includes preventing conflicts between commercial traffic and pupils and staff going to the schools on Thames Road and Renwick Road which may necessitate restricting HGV access. Funding is also set aside for a highways model so that the impacts of new developments on the junctions on and south of the A13 can be modelled to inform improvement measures.

- **Thames View Cycle/Walking Link Improvements**

The need to improve walking and cycling links between Thames View and the new Riverside School in Renwick Road and to Barking Town Centre has been identified by a range of local stakeholders as critical as a means of encouraging a shift to healthy, sustainable modes of travel in the area. It is also a key element of the Barking Riverside Healthy New Towns programme. In support of this it is proposed to improve cycle parking/storage facilities within Thames View for existing residents (the new developments at Thames Road and Barking Riverside will include safe secure cycle parking for each home).

- **Barking Town Centre Improvements**

In line with the place making and accessibility objectives of the Barking Town Centre Strategy, it is proposed to continue the programme of public realm improvements within the town centre focused on East Street and Town Quay. The latter will help deliver the Growth Commissions objective of creating a destination which attracts pedestrians and cyclists from the town centre to the river.

- **Junction Improvement Schemes**

A number of feasibility studies are proposed to identify potential solutions to address road safety issues at a number of key junctions in the borough which are accident hotspots. These include:

- Gale Street/Woodward Road, Gale Street/A13 and Gale Street/Goresbrook Road junctions
- High Road/Whalebone Lane junction.
- Review of the Wood Lane/Rainham Road roundabout to improve accessibility to the new Coventry University site at the Civic Centre.

Subject to detailed design/ consultation and Cabinet approval these schemes could be delivered in the 2018/19 LIP.

- **Road Safety Improvements Programme**

A borough-wide road safety improvements programme is proposed in support of our LIP objective to reduce the number of road casualties, and to complement our various corridor/neighbourhood initiatives. Measures include:

- where necessary undertaking a feasibility study/outline designs for road safety (and other appropriate highways/public realm improvements) outside and on the approach to borough primary schools and key secondary school locations;

- developing a comprehensive borough-wide road safety strategy setting out the Council's priorities for improving safety on the borough's roads and reducing the number of people killed or seriously injured;
- providing a definitive road safety education programme at all borough schools in addition to any physical highway improvements identified;
- delivering small-medium scale site specific road safety improvements across the borough. Sites will be 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.

- **Barking Riverside/Thames View Active Travel Programme**

Linked to Barking Riverside's status as a Healthy New Town, it is proposed to deliver a 2-Year targeted travel planning programme in schools and amongst employers and residents with a focus on improving local air quality and promoting active travel in the area. Measures to include development/implementation of community/school travel plans; roll-out of comprehensive cycle training programme targeting schools/residents; Walk to School events; a series of led rides/walks and active travel events and the extension of the award-winning 'Respoke' bicycle recycling scheme.

The allocation also includes a contribution towards the cost of funding a London Riverside Transport Coordinator (to be match funded by Barking Riverside Limited through the Barking Riverside S106 agreement) to manage the transport impacts of the developments south of the A13. Specific coordinator roles tbc, but likely to include:

- using the highways model to monitor the impacts of new development on the local road network (particularly the junctions on and south of the A13) and securing funding to deliver improvements;
- working with TfL on monitoring bus capacity and securing bus route improvements;
- working with businesses to manage the impacts of freight deliveries;
- working with schools to develop/implement their travel plans;
- delivering cycle training/initiatives locally;

- **Borough-Wide Safer/Smarter Travel Programme**

To assist the Council in achieving its Community Priorities of enabling social responsibility and keeping adults and children healthy and safe, and in line with the Growth Commission's recommendations that 'no one should be left behind', it is proposed to continue the successful programme of cycle training across the borough; to assist schools with updating travel plans and delivering small scale physical measures such as cycle parking; and to work with businesses to reduce the impact of freight movements.

Local Transport Fund

2.5 The LIP settlement includes a £100,000 Local Transport Fund allocation to support the development and delivery of local transport priorities. It is proposed that the borough's 2017/18 allocation is used to undertake studies to:

- Determine the feasibility and costs of a Barking to Stratford direct rail link as the basis to lobby TfL and Network Rail for this key strategic transport priority;
- Review the form/function of the Heathway in light of the emerging plans for the area.

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 provisionally been allocated £477,000 in 2017/18 for such schemes.

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 spending plan. The key priorities for 2017/18 include:

- Longbridge Road (Junction with Upney Lane);
- Wood Lane (Lodge Avenue – Heathway).

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. Circa £8.9 million is available across London in 2017/18. Work to identify those structures in the borough most in need of repair is currently underway as part of the work to develop the Council's Highways Asset Management Plan (HAMP).

2.9 LIP funding cannot be used to fund repairs to borough's road which are not principal roads. However, when LIP Corridor and Neighbourhood schemes are delivered the opportunity will also be taken, subject to funding, to repair those roads which are included in the Highway's Investment Programme Action List.

3. Options Appraisal

3.1 The Council is required by TfL to submit an interim 1-year spending plan for 2017/18. Section 2 of this report has provided a justification for the recommended program.

3.2 Whilst the focus of the 1-year spending plan 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).

3.3 The LIP programme is 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 East London Sub Regional Transport Plan at the sub-regional level; and the Council's Vision and Priorities, Growth Strategy, Barking Town Centre Strategy, emerging Local Plan, Children and Young People's Plan, Community

Safety Strategy and Health and Wellbeing Strategy, Highways Asset Management Plan and Highways Investment Programme at the local level.

4. Consultation

- 4.1 The programme has been drawn up in consultation with the relevant Council services including parking, highways and regeneration, and was considered and endorsed by Corporate Strategy Group on 20 January 2017 and by the Cabinet on 13 February 2017.

5. Financial Implications

Implications completed by: Katherine Heffernan, Finance Group Manager

- 5.1 As confirmed in TfL's business plan, the LIP allocation for the Borough in 2017/18 will be £2.126m. These figures are broadly in line with the level of funding the Authority has received from TfL in both 2015/16 and 2016/17. 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 Whilst it is possible 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.
- 5.4 The LIP submission includes part funding for a London Riverside Transport Coordinator which is felt to be necessary to manage the transport impacts of the developments south of the A13. Barking Riverside Limited has agreed to match fund this post and other developments will be expected to contribute to the cost of this post in the future. Therefore, there will be no financial implications for the Authority with regard to this post as it will be fully funded from external bodies.
- 5.5 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: 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 presented to the Cabinet and Assembly.

7. Other Implications

7.1 **Risk Management** – Failure to submit a 1-year LIP funding programme could result in the Council's funding allocation for 2017/18 being withdrawn and the Council having to bear the full costs of any planned transport schemes. 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** – Procurement relating to the design/delivery of the scheme will 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 would be consulted in entering into terms and conditions with suppliers in relation to such procurement.

7.3 **Corporate Policy and Customer Impact** – The schemes in the LIP programme are 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.

The overarching LIP has been subject to an Equalities Impact Assessment (EIA), and it is considered that the current LIP programme would not impact adversely on the various equality groups. All schemes are subject to consultation with relevant stakeholders, including TfL, and road safety and accessibility will be considered carefully in drawing up options. Where LIP 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 includes 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 walking and cycling is one of the best ways for people to achieve good health and fitness. The promotion and enabling of walking and cycling in Barking and Dagenham is a key component of the Council's health and wellbeing strategy.

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.

- 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.

Public Background Papers Used in the Preparation of the Report:

- Interim Local Implementation Plan (LIP) Annual Spending Submission Guidance: 2017/18, June 2016; Transport for London (<http://content.tfl.gov.uk/lip-guidance-17-18.pdf>)

List of Appendices:

- **Appendix 1:** 2017/18 Local Implementation Plan Programme of Investment