

## ASSEMBLY

22 November 2017

<b>Title:</b> 2018/19 Local Implementation Plan Funding Submission	
<b>Report of the Cabinet Member for Economic and Social Development</b>	
<b>Open Report</b>	<b>For Decision</b>
<b>Wards Affected:</b> All	<b>Key Decision</b>
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<b>Summary</b>	
<p>The LB Barking and Dagenham Local Implementation Plan (LIP) is the Council's transport strategy and delivery plan for improvements to the transport network in the borough. Ahead of the development of a new plan in 2018, 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 2018/19.</p>	
<p>The proposed programme of investment focuses on:</p>	
<ul style="list-style-type: none"><li>• Tackling various road safety, congestion and accessibility issues in Gale Street and River Road;</li><li>• Continuing the programme of public realm improvements in Barking Town Centre;</li><li>• Funding for road safety education and schemes across the borough, including plans for improvements outside borough schools;</li><li>• Funding for cycle training and school travel planning;</li><li>• Studies to inform future LIP schemes at the Ripple Road gyratory, St Pauls Road roundabout and the 'Lighted Lady' roundabout in Barking Town Centre.</li></ul>	
<p>The programme has been developed to deliver the Council's priorities including those set out in the Borough Manifesto, the recommendations of the Growth Commission Report and the Health and Wellbeing Strategy outcomes; is consistent with the Mayor of London's emerging Transport Strategy; and supports the Council's regeneration priorities 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 set out the Council's proposed 2018/19 LIP spending plan submission to TfL. The Cabinet considered and endorsed this report at its meeting on 17 October 2017.</p>	

## Recommendation(s)

The Assembly is recommended to approve the Council's 2018/19 Local Implementation Plan funding submission to Transport for London, as set out at Appendix 1 to the report.

## Reason(s)

To help deliver the Borough Manifesto priorities, the recommendations of the Growth Commission Report and the Health and Wellbeing Strategy outcomes, whilst helping to address some of the key transport challenges affecting the borough. This in turn will 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 Local Implementation Plans (LIPs) are a vital tool in supporting jobs and growth and delivering a better quality of life for those who live and work in London. The Greater London Authority Act 1999 requires the Council to prepare a LIP that sets out how it will deliver better transport in the borough in the context of the Mayor of London's Transport Strategy (MTS). The Council's most recent LIP covered the 3-year period 2014/15 - 2016/17 whilst an interim 1-year spending plan for 2017/18 was approved by the Cabinet and Assembly in February 2017.
- 1.2 In 2016, following the election of the new Mayor of London, TfL began work on developing a new Transport Strategy for the capital, which is anticipated to be completed by the end of 2017. The publication of the new MTS will necessitate the Council having to produce a new LIP in 2018. In the meantime, TfL has issued guidance that requires the Council to produce a one-year interim funding submission for 2018/19 which provides details of the transport schemes to be taken forward in the year ahead.

## 2. Proposal and Issues

- 2.1 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 2018/19 which forms part of a wider Healthy Streets funding portfolio totalling £223 million which is designed to support delivery of Healthy Streets for London. The Council has been allocated £2.075 million for 2018/19 - the breakdown of which is set out below:

Category	Funding Programme	Total Funding	Borough Allocation
Formula	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)	£74m	£1.613m

	LIP Partnerships, Good Practice	£1m	N/A
Discretionary	Liveable Neighbourhoods (Large scale, area-based schemes to deliver the Healthy Streets Approach in and around town centres and residential areas)	£30m	Awarded through competitive bidding process
	Principal Road Maintenance	£20m	£462k (submissions to be made for a sum 25% above this figure)
	Bridge Strengthening	£7m	Funding informed by condition surveys
	Traffic Signal Modernisation	£11m	New signals should only be proposed where there is no feasible and/or cost-effective solution
Strategic	Bus Priority	£24m	Funding available via competitive bidding process or through direct award where TfL data have identified need for intervention in specific areas
	Borough Cycling Programme	£41m	
	Crossrail Complementary Measures	£9m	
	Pedestrian Town Centres	£3m	
	Mayor's Air Quality Fund	£3m	
<b>TOTAL</b>		<b>£223m</b>	<b>£2.075m</b>

2.2 This report recommends how the Council's LIP funding should be spent (the programme of investment) in 2018/19.

### **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 2018/19 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 priorities including those set out in the Borough Manifesto, the recommendations of the Growth Commission Report and the Health and Wellbeing Strategy outcomes, whilst also being consistent with the emerging Mayor's Transport Strategy (MTS) and a range of other national, regional, sub-regional and local plans and policies.

<b>Scheme</b>	<b>Cost</b>
Gale Street Corridor Improvements	£500,000
Barking Town Centre Improvements	£200,000
River Road/Creek Road/Long Reach Road Corridor Improvements	£300,000
Road Safety Improvement Programme	£300,000
Borough Cycle/Walking Link Improvements	£100,000
Borough-Wide Healthy/Active Travel Programme	£113,000
Future Schemes Development	£60,000
Minor Works	£40,000
<b>TOTAL:</b>	<b>£1,613,000</b>

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

- **Gale Street Corridor Improvements**

Following the delivery of a range of transport and public realm enhancements outside Becontree station and the nearby shopping parade in early 2017, it is now proposed to implement a number of improvements to the section of Gale Street between Rugby Road and Porters Avenue and between the junction of Woodward Road / Hedgemans Road and the A13. The scheme will focus on delivering road safety improvements at these busy junctions and the junction with Goresbrook Road to reduce incidences of collisions and personal injury; pedestrian and cyclist accessibility improvements, particularly as a means of encouraging trips on foot and by cycle to local schools and other amenities including the forthcoming Youth Zone; and enhancements to the local public realm. Improvements will follow the 'Healthy Streets' approach advocated in the emerging MTS.

- **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 – one of the high street 'gateway' improvement areas. This scheme will help deliver the Growth Commissions objective of creating a destination which attracts people to the Town Centre.

- **River Road/Creek Road/Long Reach Road Corridor Improvements**

Building on the road safety, traffic management and public realm enhancements currently being implemented in Thames Road, it is proposed to continue the programme of improvements along River Road, Creek Road and Long Reach Road where there is a pressing need to better manage the current chaotic parking, to work with businesses to reduce the impacts of the commercial vehicles which blight the area, improve safety and accessibility for pedestrians and cyclists, and to improve reliability on EL3 bus services which serve the area. The measures will help deliver the Borough Manifesto aims of creating safe, clean places and a place where businesses and communities grow and thrive.

- **Road Safety Improvements Programme**

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

- Implementation of various physical interventions along Bennetts Castle Lane and Dagenham Road and in the Surrey Road area to address problems with personal injury accidents, rat-running traffic and reported issues of speeding; and to improve conditions for cyclists, pedestrians and those with disabilities;
- Continuation of road safety education programme at all borough schools and the roll-out of small-scale road safety improvements outside and on the approach to schools. Work to implement new pedestrian crossing facilities in the vicinity of Ripple, Southwood, Five Elms, Richard Alibon and Hunters Hall primary schools is currently underway and is expected to be completed by early 2018, with similar proposals earmarked at several other locations (to be confirmed) in 2018/19.

- **Borough Cycle/Walking Link Improvements**

The need to improve cycling and walking links across the borough has been identified by a range of local stakeholders as critical as a means of encouraging a shift to healthy, sustainable modes of travel. A key priority in the MTS, it also figures prominently in the Council's Health and Wellbeing Strategy as well as forming an important element of the Barking Riverside Healthy New Towns programme. New and improved cycling and walking infrastructure will also help achieve the Borough Manifesto target of increasing the proportion of people walking and cycling 30-90 minutes each week. In support of these improvements it is proposed to improve cycle parking/storage facilities throughout the borough. It is also proposed to look at measures to encourage older people to walk more including resting points.

- **Borough-Wide Healthy/Active Travel Programme**

To assist the Council in achieving its Borough Manifesto priorities of enabling social responsibility and keeping adults of all ages 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. The Council will also continue its partnership agreement with Living Streets to deliver a range of walking events and initiatives which have proved popular amongst residents and schools and have helped to encourage the take-up of more healthy, active lifestyles. These include initiatives such as led walks around the borough, Walk Leader training to train volunteers to lead walks, and engagement with schools to promote events such as Walk to School week.

- **Future Schemes Development**

Funding has also been set aside for feasibility studies into schemes which can be delivered in subsequent years. This includes future LIP Corridor schemes

aimed at tackling a range of localised congestion, road safety and accessibility problems; as well as new 'Liveable Neighbourhood' schemes with a focus on promoting healthy, active travel in the borough. Priorities for 2018/19 include the Ripple Road gyratory, St Pauls Road roundabout and the 'Lighted Lady' roundabout in Barking Town Centre. Proposals for a new pedestrian crossing facility and supporting road safety measures along Porters Avenue, to address issues of speeding traffic and improve pedestrian accessibility to the nearby Roding Primary school, as identified in the recent Porters Lodge DIY Streets project, will also be developed and could be implemented in the 2019/20 LIP programme.

- **Minor Works**

A minor works programme, comprising a range of ad-hoc measures such as pedestrian access improvements; small-scale public realm enhancements; implementation of cycle parking; reviews of parking and waiting/loading restrictions; etc. is proposed in support of our main LIP Corridors/ Neighbourhood schemes and to address any issues/opportunities that may arise during the course of the year.

### **Maintenance Programme**

- 2.5 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 £462,000 in 2018/19 for such schemes.
- 2.6 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. A key priority for 2018/19 includes St. Pauls Road in Barking.
- 2.7 Funding for bridge assessment and strengthening schemes is allocated to boroughs on a priority basis based on the relative condition of bridges/structures. Circa £7 million is available across London in 2018/19. Work to identify those structures in the borough most in need of repair is underway as part of the work to develop the Council's Highways Asset Management Plan (HAMP).
- 2.8 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.

### **Strategic Funding Programmes**

- 2.9 A number of additional funding streams are likely to be available to the Council to bid for during the course of 2018/19, including funding to deliver bus priority, cycling and air quality improvements in the borough. However, details of these have still to be confirmed by TfL. In 2016/17 the Council was successful in securing funding through the Crossrail Complementary Measures programme, which has enabled the completion of a range of accessibility and public realm improvements outside and on the approach to Chadwell Heath station – the first borough along the Crossrail route to do so, and well ahead of the opening of Elizabeth Line services in 2019.

Funding was also secured in 2017/18 to undertake feasibility/design works for the introduction of bus priority measures along Longbridge Road as a means of improving bus journey times along this busy corridor, and for the introduction of a new bus service along Goresbrook Road. Work on these studies is set to be completed by early 2018 and any recommendations made will be reported to Cabinet separately.

### **3. Options Appraisal**

- 3.1 The Council is required by TfL to submit an interim 1-year spending plan for 2018/19. 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 issues, the programme is also designed to help deliver the objectives of the MTS.
- 3.3 The LIP programme is also required to be broadly consistent with a range of other national and regional plans and strategies. They include the Healthy Streets for London document and TfL's Business Plan at the pan-London level; and the East London Sub Regional Transport Plan at the sub-regional level.
- 3.4 The LIP programme also aligns with the aims and objectives of a number of local plans and strategies including the Borough Manifesto; Growth Commission Report; the emerging Local Plan; Children and Young People's Plan; Community Safety Strategy and Health and Wellbeing Strategy; and the Highways Asset Management Plan and Highways Investment Programme.

### **4. Consultation**

- 4.1 The programme has been drawn up in consultation with the relevant Council services including planning and regeneration; parking and highways; and public health.
- 4.2 The Cabinet considered and endorsed this report at its meeting on 17 October 2017.

### **5. Financial Implications**

Implications completed by: Katherine Heffernan, Finance Group Manager.

- 5.1 The LIP funding available for the Borough in 2018/19 will be £2,075m. This figure is broadly in line with the level of funding the Authority has received from TfL in both 2016/17 and 2017/18. 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 unlikely that there will be any ongoing revenue implications associated with the programme (e.g. infrastructure maintenance costs), if additional ongoing maintenance costs do arise, they will be met from the existing highway maintenance programme budget with additional external funding sought where possible.
- 5.4 The revenue cost of monitoring the LIP targets and mandatory indicators will continue to be met from existing Regeneration and Economic Development budgets.

## 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.

## 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 2018/19 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 **Staffing Issues** – There are no specific staffing implications.
- 7.4 **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.

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.

- 7.5 **Safeguarding Children** – The LIP Programme includes schemes to improve road safety both through highway safety measures and also through initiatives such as cycle training.
- 7.6 **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.
- 7.7 **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.
- 7.8 **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: 2018/19, June 2017; Transport for London (<http://content.tfl.gov.uk/18-19-lip-ass-guidance.pdf>)

#### **List of Appendices:**

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