

## CABINET

28 September 2010

### JOINT REPORT OF THE CABINET MEMBER FOR REGENERATION AND CABINET MEMBER FOR ENVIRONMENT

<b>Title:</b> Local Implementation Plan (Borough Transport Strategy) Funding Submission 2011/12	<b>For Decision</b>
<p><b>Summary:</b></p> <p>Officers are currently preparing the Council's Local Implementation Plan (LIP) for 2011/12 to 2013/14. This is the Council's transport strategy to achieve a safe, sustainable and accessible transport system for the benefit of all those living and working in Barking and Dagenham. It will replace the Council's current Local Implementation Plan. The draft LIP will be reported to Cabinet on 23 November. In advance of this the Council must submit its Local Implementation Plan funding bid for 2011/12 to Transport for London.</p> <p>The Borough has been provisionally allocated £2.3 million of funding by Transport for London for each of the next three years. This funding is split into three categories; maintenance, corridors and neighbourhoods and smarter travel. In addition, there is a local transport fund of £100,000. To receive any of this funding the Council must submit a programme of investment for each of the three years. This comprises a detailed delivery programme for 2011/12, which is attached as appendix 1, and an indicative delivery programme for 2012/13 and 2013/14, which is set out in the body of the report (for ease of reference this also includes an outline of the 2011/12 programme). These programmes set out those transport projects and initiatives that will address the various transport problems and opportunities identified in the emerging LIP. They include a mix of road safety, traffic management, highways maintenance, cycling and walking and travel awareness schemes.</p> <p>Members of the Cabinet are asked to formally approve the Council's 2011/12 LIP funding submission prior to submission to TfL in October 2010, and agree the indicative delivery programme for the following two-year period.</p> <p><b>Wards Affected:</b> All Wards</p>	
<p><b>Recommendation(s)</b></p> <p>The Cabinet is recommended to agree:</p> <ul style="list-style-type: none"><li>(i) The Council's 2011/12 LIP submission to Transport for London.</li><li>(ii) The indicative delivery programme for 2012/13 – 2013/14.</li></ul>	
<p><b>Reason(s)</b></p> <p>To enable the Council to deliver a range of transport improvement schemes in 2011/12, and the following two-year period, which helps deliver the objectives in the emerging second LIP and, to a greater or lesser extent, all six of the Community Plan priorities.</p>	

## Comments of the Chief Financial Officer

The Council has been provisionally allocated £2.3 million of funding by Transport for London (TfL) for each of the next three years in respect of the Local Implantation Plan (LIP), including £100,000 per annum for the local transport fund. To receive this funding a programme of investment must be submitted for each of these years, demonstrating how the provisionally allocated funding would be spent across various schemes; and this includes a detailed programme for 2011/12 and an indicative programme for 2012/13 and 2013/14. Failure to submit this investment programme to TfL could result in the Council's provisional funding allocation being withdrawn, and the Council having to bear the full cost of any planned schemes.

It is anticipated that the full programme of works will be carried out within the allocated £2.3 million; and there will be no impact on the Authority's internally funded capital programme or level of borrowing.

In terms of revenue implications, there will not be any imminent or significant impacts, as the vast majority of schemes are replacements for existing infrastructure (which are already being maintained and managed). Where a scheme does result in new infrastructure, there will not be a need for maintenance in the short-term; and in the longer-term, ongoing maintenance costs will be met through the existing highway maintenance budget (with additional external funding where applicable). There will also not be any specific impacts on staffing.

## Comments of the Legal Partner

The Council is required under Section 146 of the Greater London Authority Act 1999 ('the GLA Act') to submit its LIP to the Mayor of London for his approval. In preparing the LIP the Council must have regard to the Mayor's Transport Strategy. The Mayor will take in to consideration whether the LIP is consistent with the Transport Strategy and the proposals and timetable are adequate for the implementation. The Council's submission to TfL will consist of the version of the LIP agreed by the Cabinet.

<b>Head of Service:</b> Jeremy Grint	<b>Title:</b> Divisional Director of Regeneration and Economic Development	<b>Contact Details:</b> Tel: 020 8227 2443 E-mail: <a href="mailto:jeremy.grint@ltgdc.org.uk">jeremy.grint@ltgdc.org.uk</a>
<b>Cabinet Member:</b> Cllr McCarthy	<b>Portfolio:</b> Lead Member for Regeneration	<b>Contact Details:</b> Tel: 020 8724 8013 E-mail: <a href="mailto:mick.mccarthy@lbbd.gov.uk">mick.mccarthy@lbbd.gov.uk</a>
Cllr G Vincent	Lead Member for Environment	Tel: 020 8274 2116 E-mail: <a href="mailto:gerald.vincent@lbbd.gov.uk">gerald.vincent@lbbd.gov.uk</a>

## 1. Background

1.1 The report sets out the Council's programme of investment for the second Local Implementation Plan period 2011/12 – 2013/14, which comprises a detailed delivery programme for 2011/12 and an indicative delivery programme for 2012/13 and 2013/14. 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 our LIP objectives and address the various transport problems facing the borough.

### Funding Allocation

1.2 The total LIP budget for London for the period 2011/12 – 2013/14 is currently £450 million<sup>1</sup>, of which the Council has been awarded circa £2.3 million for 2011/12 and an indicative £4.6 million for the period 2012/13 – 2013/14. The breakdown of the funding allocation for Barking & Dagenham is set out below:

Programme	Key Outputs/ Outcomes	2011/12 Allocation	2012/13 Allocation	2013/14 Allocation
<b>Maintenance</b> ( <i>Bridge Strengthening &amp; Assessment; Principal Road Renewal</i> )	Focus on ensuring the network is in a good state of repair.	£357,000*	£360,000*	£360,000*
<b>Corridors &amp; Neighbourhoods</b> ( <i>Bus Priority/Bus Stop Accessibility; Cycling; Walking; Local Safety Schemes; 20mph Zones; Freight; Regeneration; Environment; Accessibility; CPZs</i> )	Develop holistic schemes for key corridors/ neighbourhoods that address issues relating to the smoothing of traffic flow; bus reliability; safety; cycling; public realm improvements and removal of street clutter; CPZs; 20mph zones.	£1,604,000	£1,607,000	£1,607,000
<b>Smarter Travel</b> ( <i>School and Workplace Travel Plans; Travel Awareness; Education, Training &amp; Publicity</i> )	Including travel plans for schools, hospitals and businesses; plus more travel awareness/education and publicity initiatives potentially integrating with corridor/neighbourhood programmes.	£212,000	£213,000	£213,000
<b>Local Transport Funding</b>	Funding for other borough priority schemes/studies.	£100,000	£100,000	£100,000
<b>Signals</b>	No set borough allocation – need to consider need for new signals and consider removal of unnecessary signals.	-	-	-
<b>Major Schemes</b> ( <i>Large schemes with</i> )	No set borough allocation – Boroughs to submit any	-	-	-

<sup>1</sup> Subject to outcome of Comprehensive Spending Review in Autumn 2010.

Programme	Key Outputs/ Outcomes	2011/12 Allocation	2012/13 Allocation	2013/14 Allocation
<i>value above £1m. Focus on Station Access; Streets for People; Town Centres)</i>	proposals independently of LIP submission. Consideration should be given to shared space projects and public realm improvement schemes.			
<b>Total:</b>		<b>£2,273,000</b>	<b>£2,280,000</b>	<b>£2,280,000</b>

\* Denotes funding allocation for Principal Road Renewal Schemes only.

### Policy Context

2.3 Whilst the focus of the three year delivery programme is addressing local transport issues as set out in the emerging Local Implementation Plan the programme must also deliver the Mayor of London's Transport Strategy (MTS). The Mayor of London has made commitments to a range of specific local transport interventions which need to be considered in the development of the Council's transport strategy and the delivery programme. They include:

- Implementation of more shared space and simplified streetscape projects including de-cluttering, removing unnecessary guardrailing and lines and improved streetscape design;
- Increased provision for cyclists including providing more cycle parking and supporting the delivery of the Mayor's cycle hire scheme, the provision of cycle highways and the development of cycle hubs;
- Support for Electric Vehicles, including new charging points and the provision of more Car Club bays;
- Reducing unnecessary traffic signals/avoiding the use of road humps.

2.4 In addition, the LIP and the LIP delivery programme must address the 26 high level Mayoral outcomes set out in the MTS.

### Key Priorities

2.5 As part of the work to develop the LIP, a number of priorities/opportunities have been identified which form the basis of the three-year delivery programme. They include:

- Barking Station Public Realm/Accessibility improvements;
- Lodge Avenue/Porters Avenue, to improve access to the proposed sports centre in Mayesbrook Park;
- Becontree Heath (Merry Fiddlers) junction/public realm improvements, as part of the Council's 'Total Locality' initiative and to improve access to key destinations including the new Leisure Centre, Morrisons, local schools and the Becontree Heath bus interchange;
- Longbridge Road Shopping Parades and Public realm improvements;
- Barking Town Centre Low Carbon Zone
- Station Access Improvements at Chadwell Heath, Dagenham East and Becontree stations;
- Further development of cycling on Greenways for leisure cycling/walking and improved links to Barking Riverside from Barking and Dagenham Dock Stations.

- Priority bus route accessibility/reliability improvements, including upgrading bus stops, providing Countdown information, reviewing waiting/loading restrictions and assessing effectiveness of bus priority measures. Explore potential for Goresbrook Road/Heathway junction improvements to allow for 2-way bus movements as a precursor to improving local bus connectivity;
- Road safety improvements at accident hotspots, with emphasis on improving conditions for vulnerable road users, including cyclists and pedestrians. Consideration of 20 mph zones in residential areas where speed is a problem - particularly in areas around schools;
- Range of Smarter Travel initiatives, including continuation of successful cycle training scheme, school/workplace travel plans and travel awareness promotions; and Road Safety Education initiatives.

### Detailed Programme

- 2.6 A summary of the schemes that the Council is proposing under the Maintenance, Corridor/Neighbourhood and Smarter Travel programmes for 2011/12 – 2013/14 is set out in the following table. Further detailed information on the annual spending submission for 2011/12 is provided in Appendix 1. For each scheme an indication of costs and the measures proposed are given. It is considered that the measures proposed will go some way to addressing a variety of local issues as set out in the emerging Local Implementation Plan whilst also being consistent with the Mayor's Transport Strategy.
- 2.7 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.

## 2011/12 – 2013/14 LIP Delivery Plan Summary

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2011/12	Indicative Costs – 2012/13	Indicative Costs - 2013/14
<b>Maintenance Programme – Indicative Allocation:</b>			<b>£357,000</b>	<b>£360,000</b>	<b>£360,000</b>
<b>TfL Recommended Submission (allows for 25% reserve):</b>			<b>£446,000</b>	<b>£450,000</b>	<b>£450,000</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>2011/12:</p> <ul style="list-style-type: none"> <li>• Longbridge Road (Cecil Avenue to Upney Lane)</li> </ul> <p>2012/13:</p> <ul style="list-style-type: none"> <li>• Heathway (Hedgemans Road to Arnold Road)</li> <li>• A1306 (junction with Ballards Road)</li> <li>• Abbey Road (Northern Relief Road to Retail Park)</li> <li>• Rainham Road South/Ballards Road junction</li> </ul> <p>2013/14:</p> <ul style="list-style-type: none"> <li>• Lodge Avenue (A13 to Porters Avenue)</li> <li>• Ripple Road (Lancaster Avenue to Tudor Road)</li> <li>• Longbridge Road (outside University of East London)</li> </ul>	<p>Abbey, Longbridge</p> <p>River, Village, Abbey, Gascoigne</p> <p>Eastbury, Mayesbrook, Becontree</p>	£446,000	£450,000	£450,000
<b>TOTAL:</b>			<b>£446,000</b>	<b>£450,000</b>	<b>£450,000</b>

## 2011/12 – 2013/14 LIP Delivery Plan Summary

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2011/12	Indicative Costs – 2012/13	Indicative Costs - 2013/14
<b>Corridors/Neighbourhoods Programme Indicative Allocation:</b>			<b>£1,604,000</b>	<b>£1,607,000</b>	<b>£1,607,000</b>
Barking Station Forecourt Public Realm Improvements (Station Parade)	Public realm improvement scheme designed to improve access arrangements and provide an improved interchange area outside the station. Includes proposals to relocate bus stops and taxi waiting areas, provision of improved cycle and pedestrian facilities, parking for disabled persons, improved lighting, signing and public transport information, and a greatly enhanced street scene.	Abbey	£500,000	-	-
Mayesbrook Park Access Improvements (Lodge Avenue/Porters Avenue)	Park access improvement scheme to support development of new sports centre in Mayesbrook Park. Work to focus on improving park access arrangements and improving safety, journey times and the public realm along Lodge Avenue. Specific measures to be confirmed but likely to include junction treatments, new/ improved cycling and pedestrian facilities and signing, improved bus stops and waiting/loading restrictions and the realignment of street furniture.	Mayesbrook, Becontree, Eastbury	£400,000	-	-
Barking Town Centre Low Carbon Zone	Environmental improvement scheme linked to Barking's designation as a Low Carbon Zone. Measures to include provision of air quality monitoring station, solar powered street signage, cycle parking, car club bays and electric vehicle recharge points and business travel/freight logistic plans to promote sustainable travel and reduce the impact of goods deliveries.	Abbey, Gascoigne	£75,000	£75,000	-

## 2011/12 – 2013/14 LIP Delivery Plan Summary

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2011/12	Indicative Costs – 2012/13	Indicative Costs - 2013/14
Merry Fiddlers Junction Improvements	Large scale junction improvements scheme to support Council's 'Total Locality' initiative in Becontree Heath. First stage study will outline a range of interim road safety and accessibility improvements (focusing on improving pedestrian access) ahead of more comprehensive improvement works to tackle long standing congestion/pollution issues.	Whalebone, Heath, Valance	£179,000	£507,000	£507,000
Road Safety Improvement Schemes (Various Locations)	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 for 2011/12 include improvements to pedestrian crossings near Five Elms School (Heathway) and in Dagenham Road, traffic calming measures in Salisbury Avenue and parking/traffic restrictions in Wedderburn Road. Priorities for future years TBC.	Borough Wide	£100,000	£100,000	£100,000
Cycling on Greenways (various locations) and cycle links from	In partnership with Sustrans we are working to develop a network of high quality green links between the boroughs parks and open spaces, complimented with leisure cycling routes, loops and links within each of these areas. Our	Borough Wide	£150,000	£100,000	£100,000



## 2011/12 – 2013/14 LIP Delivery Plan Summary

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2011/12	Indicative Costs – 2012/13	Indicative Costs - 2013/14
Rivergate Centre, Barking Riverside to Stations (Dagenham Dock, Barking )	immediate priorities for the following three years are new routes in Goresbrook Park, Mayesbrook Park, Central Park and Eastbrook End Country Park. Works would include defining existing and providing new routes, addressing missing links and ensuring appropriate safe cycling access.				
Station Access Improvements (Dagenham East, Becontree and Chadwell Heath,)	Station access improvements schemes. 2010/11 - studies to identify cost of step free access at Dagenham East and Becontree stations. 2011/12 and 2012/13 - measures TBC, but may include improvements to pedestrian crossing facilities/footways, side road entry treatments, cycle parking, CCTV, direction signage/information and improved street lighting or ramps onto the platforms. Chadwell Heath scheme designed to complement the work undertaken to improve the public realm along Chadwell Heath High Road and proposed station improvements as part of the Crossrail scheme. Becontree station area has high pedestrian footfall, which is likely to increase as future developments emerge.	Whalebone, Valance, Mayesbrook, Goresbrook, Eastbrook, Village	£75,000	£300,000	£300,000
Longbridge Road Shopping Parade Improvements (Robin Hood, Five Elms)	Continuation of programme to improve local shopping parades within the borough. In both areas work will be undertaken to improve the public realm outside the shops in order to halt the decline of these locally important parades. The proposed works will include new street furniture, improved car parking provision (particularly for disabled users), tree planting and remedial works to pavements.	Becontree, Mayesbrook, Parsloes	£125,000	£225,000	£300,000

## 2011/12 – 2013/14 LIP Delivery Plan Summary

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2011/12	Indicative Costs – 2012/13	Indicative Costs - 2013/14
Neighbourhood Area Improvements (Valance, Parsloes, Albion and Chadwell Heath areas)	Area improvement schemes aimed at tackling congestion and improving accessibility within local neighbourhoods. 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 provide better routes to public transport links and key facilities; and range of traffic management/safety measures to address issues of localised congestion, speeding and safety concerns.	Valance, Parsloes, Albion, Chadwell Heath, Whalebone, Heath, Mayesbrook, Eastbrook	-	£300,000	£300,000
<b>TOTAL:</b>			<b>£1,604,000</b>	<b>£1,607,000</b>	<b>£1,607,000</b>
<b>Smarter Travel Programme Indicative Allocation:</b>			<b>£212,000</b>	<b>£213,000</b>	<b>£213,000</b>
School Travel Plans	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).	Borough Wide	£62,000	£63,000	£63,000
Cycle Training	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.	Borough Wide	£60,000	£60,000	£60,000
Business Travel	Continuation of work with businesses to develop/implement	Borough	£60,000	£60,000	£60,000

## 2011/12 – 2013/14 LIP Delivery Plan Summary

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2011/12	Indicative Costs – 2012/13	Indicative Costs - 2013/14
Strategies	travel strategies to promote sustainable travel for employees. Funding also earmarked for freight/logistics plans to reduce the impact and increase the effectiveness of goods deliveries.	Wide			
Travel Awareness – Promotion and Events	Funding 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.	Borough Wide	£15,000	£15,000	£15,000
Road Safety Education/ Training/Publicity	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.	Borough Wide	£15,000	£15,000	£15,000
<b>TOTAL:</b>			<b>£212,000</b>	<b>£213,000</b>	<b>£213,000</b>
<b>Local Transport Funding Indicative Allocation:</b>			<b>£100,000</b>	<b>£100,000</b>	<b>£100,000</b>
Future Scheme Development (Various Locations)	Investigative studies to inform future LIP Corridor/ Neighbourhood based schemes. Focus will be on road safety/accessibility improvements. Key priority for 2011/12 will be to undertake a feasibility study into two way bus movements at the Goresbrook Road/Heathway junction as a precursor to improving local bus accessibility.	Borough Wide	£30,000	£30,000	£30,000
Minor Works (Various)	Ad-hoc measures such as pedestrian access improvements, removal of street clutter (signage/furniture), implementation of	Borough Wide	£70,000	£70,000	£70,000

## 2011/12 – 2013/14 LIP Delivery Plan Summary

Scheme Name/ Location	Scheme Summary	Ward(s) Affected	Indicative Costs – 2011/12	Indicative Costs – 2012/13	Indicative Costs - 2013/14
Locations)	cycle parking stands and new car club bays, etc.				
<b>TOTAL:</b>			<b>£100,000</b>	<b>£100,000</b>	<b>£100,000</b>
<b>GRAND TOTAL:</b>			<b>£2,362,000</b>	<b>£2,370,000</b>	<b>£2,370,000</b>

## Next Steps

- 2.8 Boroughs are required to submit their 2011/12 annual spending submissions to TfL by 8<sup>th</sup> October 2010. A draft LIP, incorporating a three-year delivery programme to 2013/14, has to be submitted to TfL by 20<sup>th</sup> December 2010. It is anticipated that the final allocations for the programme will be confirmed by TfL in November 2010.

### **3. Financial Issues**

- 3.1 A detailed set of proposals outlining the main measures to be implemented is included in the report.
- 3.2 Further work is required to ascertain the specific costs associated with implementing the full programme. However, it is envisaged that all planned improvements can be delivered within the existing funding allocation of circa £2.3 million per annum.
- 3.3 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 in many cases it is not yet clear what specific measures will be implemented. In some cases, projects are one off events and therefore have no associated whole life costs. In other cases, schemes are, in effect, 'replacements' for existing infrastructure which would otherwise require maintaining. In general, very little of what is proposed represents 'new' infrastructure. Where this is the case, 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.

### **4. Legal Issues**

- 4.1 The LIP is a statutory document required under Part IV, Chapter I of the Greater London Authority Act 1999. The second LIP will set out how Barking and Dagenham proposes to implement the Mayor of London's Transport Strategy between 2011/12 and 2013/14. The annual spending submission is the method through which LIP funding is obtained from TfL each year.
- 4.2 TfL provides financial assistance to boroughs under section 159 of the GLA Act 1999. Under the terms of this Act, the financial assistance provided must be for a purpose which, in TfL's opinion, is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London.

4.3 In order to ensure this purpose is met when exercising its functions under section 159, TfL will have regard to the following matters in relation to activities undertaken by the Borough:

- Use of funding provided by TfL for the programmes or proposals for which the funding was provided;
- If there has been removal or substantial alteration of works carried out or infrastructure installed, with the benefit of TfL funding, without the prior written consent of TfL;
- Implementation of the goals, objectives, policies and proposals of the Mayor as set out in the Transport Strategy;
- Its response to reasonable TfL requests for project management reports and other information relating to the provision of financial assistance by TfL.

## 5. Other Implications

5.1 The following issues/implications have been identified:

- **Risk Management:** Failure to develop a three-year funding programme or submit an annual funding submission to TfL, could result in the Council's funding allocation for the period 2011/12 - 2013/14 being withdrawn and the Council having to bare the full costs of any planned transport schemes.
- **Customer Impact:** The draft LIP which will be reported to Cabinet on 23 November will be subject to a full Equalities Impact Assessment and will be consulted on in the New Year. This will inform the detailed Annual Funding Submissions for years two and three of the delivery plan. In advance of this the findings of the Equalities Impact Assessment of the current Local Implementation Plan remain relevant:
  - The LIP is driven by the Council's Community Strategy in which a key policy is Promoting Equal Opportunities and Celebrating Diversity;
  - The LIP is extremely focussed on promoting improvements to transport in the borough, and in particular alternatives to the car and reducing social exclusion. These improvements are likely to be of importance to equalities target groups;
  - Safety is a key concern of the LIP - often of particular significance for the welfare of the young; and other (more vulnerable) groups who may be the target of anti social and violent behaviour;
  - Goals such as traffic restraint and cleaner air are also likely to have a more differential impact for target groups e.g. the very old and the disabled.
- **Safeguarding Children:** The LIP programme includes schemes to improve road safety both through highway safety measures and also through initiatives such as cycle training.

- **Health Issues:** Improving the health and wellbeing of the boroughs residents, particularly children, has been identified as a key priority. The Council is addressing this issue by actively promoting the benefits of the cycling and walking network to all sectors of the community, with the aim of increasing the number of people using it.
- **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
- **Property/Asset Issues:** Please see the “Financial Issues“ section.
- **Procurement:** All expenditure with third parties will be conducted in line with the appropriate Council or EU Procurement Rules.

## 6. Options appraisal

- 6.1 The Council is required to develop a LIP, incorporating a three-year funding programme, and submit a detailed spending submission to TfL each year. The programme has been developed following careful analysis of the key transport issues and opportunities facing the borough and has been endorsed by the LIP steering group.

## 7. Background Papers Used in the Preparation of the Report:

- 7.1 The following papers/reports were used in the preparation of this report:
1. Guidance on Developing the Second Local Implementation Plans, Greater London Authority, 2010
  2. Mayor of London’s Transport Strategy, Greater London Authority, 2010

## 8. List of appendices:

- 8.1 The following papers are appended to this report:

Appendix 1: LBBD 2011/12 LIP Funding Submission – Detailed Programme