

Committee	Sustainable Development Select Committee	Item No.	5
Report Title	Update on Local Implementation Plan		
Ward	All Wards		
Contributors	Executive Director for Resources and Regeneration		
Class	Part 1	Date:	9 September 2014

1. Summary

- 1.1 This report sets out how the Local Implementation Plan (LIP) is developed, with a long-term strategy, a three-year delivery plan, and an annual programme.
- 1.2 The report also provides an update on the latest proposals as part of the Annual Spending Submission to TfL for 2015/16.

2. Purpose of the report

- 2.1. The purpose of this report is to update Committee Members on the status of the Local Implementation Plan.

3. Recommendations

It is recommended that the Committee:

- 3.1. Note the content of the report and endorse the proposals for the Annual Spending Submission for 2015/16.

4. Background

The LIP Strategy (20 years)

- 4.1. The GLA Act requires each London Borough to prepare a Local Implementation Plan (LIP) to implement the London Mayor's Transport Strategy (MTS) within their area.
- 4.2. Lewisham's second LIP Strategy was approved by the Lewisham Mayor and the London Mayor in 2011, and is designed to cover the policy on transport from 2011 to 2031.
- 4.3. The LIP Strategy was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.

The LIP Delivery Plan (3 years)

- 4.4. The LIP Strategy is delivered in 3-year blocks. A Delivery Plan is a 3-year programme of projects which is supported by an analysis and appraisal of the proposals against key objectives and. The first Delivery Plan for 2011-14 was integral to the 2011 LIP Strategy and has now been completed.
- 4.5. In October 2013 a new Delivery Plan was developed to cover the three years 2014-17. We are currently delivering the first year of projects in this plan.
- 4.6. The programme is developed following an spatial assessment of available evidence, including:
 - Road Safety Data
 - Future cycle network
 - Key locations for streetscape enhancement
 - Bus infrastructure enhancements
 - Road and footway condition data
 - Air quality data
- 4.7. Projects are then defined as Corridors or Neighbourhoods, and a holistic approach is taken to resolve a wide variety of transport issues within the scope of each project.
- 4.8. The borough prioritises its transport projects according to their 'policy fit' with LIP and MTS objectives, projected contribution towards meeting LIP targets, strength of evidence and local support, and deliverability.

The LIP Annual Spending Submission

- 4.9. Each year the 3 year programme is refreshed with firm proposals for year 1 , and indicative proposals for years 2 and 3. This forms the basis of an Annual Spending Submission to TfL.
- 4.10. As an annual refresh, the Annual Spending Submission prioritises schemes already commenced or developed during the previous year, before considering new schemes based on LIP policy priorities.
- 4.11. The Annual Spending Submission for 2015/16 has been developed and submitted for approval by Mayor & Cabinet on 3rd September, before being submitted to TfL for their approval on 4th October 2014.

Table 1: Summary of proposed LIP Corridor Neighbourhood and Supporting Measures for 2015/16 (and provisional data for 2016/17 and 2017/18)

Local Implementation Plan Funding	£'000		
	2015/16	2016/17 (provisional)	2017/18 (Provisional)
Scheme name	Proposed Funding		
Bus Stop Accessibility	100	100	100
Cycle Training	108	108	108
Review of previously implemented Corridor and Neighbourhood schemes	50	50	50
Traffic noise assessment	5	5	5
Roadside air quality monitoring	5	5	5
Completion of previous years schemes	30	30	30
Grove Park Neighbourhood	230		
Small traffic management works	20	20	20
Coulgate Street Neighbourhood	20		
Dartmouth Road North – Pedestrian environment improvements	300	300	
Brockley Road, Stondon Park and Brockley Rise Corridor	350	330	
Evelyn Street Corridor	50		
School Travel Planning	144	144	144
Independent Traveller Training	25	25	25
Road Safety Education, Training and Publicity	65	65	65
Travel Awareness	20	20	20
Green Chain	25	25	25
Kirkdale / Dartmouth Road	10	100	200
Sangley Road / Sandhurst Road	150	150	
Manor Lane (Fernbrook Road to Leahurst Taunton Road)	350		
Burnt Ash Hill - Local Shops	10	200	
Hither Green Lane (George Lane to Thornsford Road)	20	100	180
Whitefoot Lane	10	50	200
Southend Lane	10	50	200
Lower Sydenham neighbourhood	79	150	
Hither Green Local Traffic Corridor	30	150	
Development of future schemes		50	50
Total	2,216	2,227	1,427

Major Schemes

4.12. The LIP sets out our priorities for TfL funded Major Schemes. These are schemes which are generally well over £1m and which require significant funding over and above the annual LIP allocation.

- 4.13. The borough's current LIP Major Scheme priorities are as follows:
- i. Deptford High Street – a successful Step 1 has secured funding and a project is being developed to enhance the high street;
 - ii. Lewisham High Street – a Step 1 bid is being developed and will be submitted in September 2014 to include Lewis Grove, the market area, and Lewisham High Street (north of the roundabout junction with A21);
 - iii. Deptford Church Street – a potential future bid may be developed to reduce the severance and tie in with other proposals in Deptford following completion of works on the Thames Tunnel;
 - iv. Bell Green Gyratory – a potential future bid may be developed to improve this key traffic location which dominates the local environment.

Maintenance

- 4.14. The LIP also sets out proposed allocations for Principle Road Renewal and Bridge Maintenance.

5. Conclusions

- 5.1. The LIP programme has been developed as part of a robust and transparent process set out by TfL, and guided by local objectives and issues.
- 5.2. The above programme is therefore proposed for approval by Mayor and Cabinet in September 2014 and by TfL in October 2014.

6. Financial Implications

- 6.1. Transport for London's "Local Implementation Plan (LIP) 2015/16 to 2016/17 Delivery Plan, Interim Targets, and Annual Spending Submission Guidance" has confirmed the allocations for the following funding streams in 15/16 as:

£2.216m	Corridors, Neighbourhoods and Supporting Measures*
£ 366k	Principal Road Maintenance
£ 100k	Local Transport Funding

- 6.2. The Corridors, Neighbourhoods and Supporting Measures programme allocation of £2,216k is the final funding following TfL's top-slicing to allow for local transport funding, borough officer training and apprenticeships, and support through sub-regional partnerships. The proposals to submit the expenditure plans set out in this report will ensure full take up of this funding.
- 6.3. Section 7.3 states that the Delivery Plan budget for 2016/17 be provisionally based on the confirmed allocation for 2015/16 for planning purposes. The Delivery Plan projections for schemes continuing in 2017/18 are tentative only as TfL - LIP funding levels for this year and beyond are not currently known.

- 6.4. The funding for 'Bridge Assessment and Strengthening' is considered on a pan London basis by the 'London Bridge Engineering Group (LoBEG)' and the allocations for 2015/16 have not yet been notified. The programme spend will be contained within that allocation, once notified.

7. Legal implications

- 7.1. The Council's Local Implementation Plan is a statutory document that sets out how the Council proposes to implement the Mayor of London's Transport Strategy. It shows how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures are also included.
- 7.2. By virtue of section 159, subsection 1, of the Greater London Authority Act 1999 (as amended) Transport For London (TfL) may give financial assistance to any body in respect of expenditure incurred or to be incurred by that body in doing anything which in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. (subsection 1) Financial assistance may be given under this section by way of grant, loan or other payment. (subsection 2). The financial assistance that may be given to any London authority under this section includes in particular assistance in respect of any expenditure incurred or to be incurred by the authority in discharging any function of a highway authority or traffic authority. (subsection 3). In deciding whether to give financial assistance to a London authority under this section, and if so the amount or nature of any such assistance, the matters to which Transport for London may have regard include—
- (a) any financial assistance or financial authorisation previously given to the authority by any body or person, and
 - (b) the use made by the authority of such assistance or authorisation.
- 7.3. Financial assistance, under this section, may be given subject to such conditions as Transport for London considers appropriate, including (in the case of a grant) conditions for repayment in whole or in part in specified circumstances.

The Mayor of London issued Guidance on Developing the second Local Implementation Plans in May 2010. This states that TfL will have regard to the following matters in relation to activities undertaken by a borough:

- Use of TfL funding for the programmes or proposals for which it was provided

- 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, challenges, outcomes and manifesto commitments of the Mayor, as outlined in the MTS
 - Other reasonable TfL requests for project management reports and other information relating to the provision of financial assistance
- 7.4. The Guidance also sets out the conditions TfL imposes on financial assistance, namely the recipient authority is required to:
- Use funding for the purpose for which it was provided, except with prior written approval from TfL
 - Comply with the requirements as set out in the Guidance

In circumstances where the recipient breaches the above conditions, TfL may require repayment of any funding already provided and/or withhold provision of further funding. In circumstances where, in TfL's reasonable opinion, funding is being used, or is about to be used in breach of these requirements, TfL may suspend payments or withdraw funding pending satisfactory clarification.

- 7.5. TfL issued the Local Implementation Plan (LIP) 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance. The Guidance contains advice on how recent developments was reflected within the 2014/15 – 2016/17 LIP Delivery Plan and the setting of the new interim targets. This Guidance was read in conjunction with the May 2010 Guidance.
- 7.6. The current Annual Spending Submission is based on the requirements set out in TfL's document "Local Implementation Plan (LIP) 2015/16 Annual Spending Submission Guidance"
- 7.7. The detailed proposals for the implementation of measures set out in body of this report are proposals which the Council in its various capacities, for example as the highway authority for the area has the necessary powers to implement in due course.

8. Environmental Implications

- 8.1. The preparation of the Local Implementation Plan (LIP) has been accompanied by a parallel process of Strategic Environmental Appraisal (SEA). A part of that process involved the development of objectives against which the proposals in the LIP might be assessed.
- 8.2. With regards to cumulative effects the assessment suggest that with all the policies, schemes and measures implemented through the period of the LIP, there are likely to be significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable

modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.

- 8.3. The proposed schemes will reduce hazards and make the road environment more attractive for pedestrians and cyclists. It is considered that the imposition of restrictions on vehicle movement referred to in the report, will not adversely impact on either the national or the Council's own air quality strategies.

9. Equalities Implications

- 9.1. The Council's Comprehensive Equality Scheme for 2012-16 provides an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.
- 9.2. An Equalities Analysis Assessment has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.
- 9.3. Instead, the focus on improving access to services and better, safer streets will have broadly positive impacts on the local community. More specifically, the proposed schemes will reduce hazards for blind and partially sighted people, older people and those with impaired mobility.

10. Crime and Disorder Implications

- 10.1. The Sustainable Community Strategy reminds us that 'Feeling safe is about more than crime and policing, it's also about how an area looks and feels...' Many of the recommended Corridor and Neighbourhood proposals seek help deliver the London Mayor's 'Better Streets' objective, creating an environment that is well designed, looks well managed and cared for, thus aiding a sense of security.
- 10.2. Many of the schemes will also incorporate measures that address "Plans for the future" in the Sustainable Community Strategy to "Make new developments, open spaces and public facilities including the new and refurbished train stations, feel safe by 'designing out' crime, improving lighting and accessibility and dealing with vandalism and graffiti."

11. Background Documents and Originator

Short Title Document	Date	File Location	Contact Officer	Exempt
London Mayor's Transport Strategy	May 2010	http://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy	Simon Moss/ Bill Tarplett	
LIP 2011 - 2031	April 2011	http://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%202011-31.pdf	Simon Moss/ Bill Tarplett	
LIP Delivery Plan 2014-17	October 2014	http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=2844&Ver=4	Simon Moss/ Bill Tarplett	

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