



<b>Report to:</b>	Carshalton and Clockhouse Local Committee	<b>Date:</b>	20 June 2017
<b>Report title:</b>	Local Implementation Plan (LIP) Spending Plan submission for 2018/19		
<b>Report from:</b>	Mary Morrissey Strategic Director Environment, Housing & Regeneration		
<b>Ward/Areas affected:</b>	Carshalton South and Clockhouse, and Carshalton Central Wards		
<b>Chair of Committee/Lead Member:</b>	Councillor Hamish Pollock		
<b>Author(s)/Contact Number(s):</b>	Ian Price, Highways & Transport Tel: 020 8547 5934		
<b>Corporate Plan Priorities:</b>	<ul style="list-style-type: none"> <li>• An Open Council</li> <li>• A Green Council</li> </ul>		
<b>Open/Exempt:</b>	Open		
<b>Signed:</b>		<b>Date:</b>	8 June 2017

## 1. Summary

- 1.1 This report outlines the proposed schemes to be considered for inclusion in the 2018/19 bid to Transport for London (TfL). On 31 May 2017, TfL issued interim guidance for the Local Implementation Plan (LIP) 2018/19 Annual Spending Submission (ASS). This guidance confirms the LIP funding available in 2018/19, by programme and by allocation to individual boroughs.
- 1.2 This document offers interim guidance to cover what will be a transitional financial year (2018/19) between the end of the second LIP period and the start of the third. A new Mayor's Transport Strategy (MTS) has been drafted and is expected to be adopted by the end of the 2017 calendar year. Boroughs will then be required to prepare new LIPs to come into effect from April 2019.
- 1.3 The Council's process for selecting schemes is described in the report, together with the proposed list of schemes.

## 2. Recommendations

The Carshalton and Clockhouse Local Committee is recommended to:

- 2.1 Consider the proposed schemes within the report for inclusion in the submission to TfL in

October 2017 for the 2018/19 programme.

### 3. **Background / Issues**

- 3.1 TfL normally provides Annual Spending Submission (ASS) guidance on the requirements for LIP supported schemes each May and boroughs submit programmes each October, six months ahead of the new financial year. An exception has been made for 2017/18 because of the Mayoral election, the emergence of the new Mayor's priorities and TfL's new Business Plan all made this impractical; instead a 'business as usual' approach, based on 2016/17 guidance, was adopted for 2017/18.
- 3.2 The new MTS will be published late in the 2017 calendar year and will require the preparation of new LIPs. Guidance to the boroughs on preparation of their new strategic LIP documents will be launched alongside the new MTS.
- 3.3 The new MTS and new LIP Guidance will still be at the consultation stage when the boroughs prepare and submit their 2018/19 LIP spending programmes, so the priorities, policies and proposals therein will not be fixed.
- 3.4 The 2018/19 financial year will therefore again represent an interim period in terms of LIP programmes. The interim Guidance, therefore, refers to current strategy and policy documents such as '**A City for all Londoners**' and **Healthy Streets for London**.
- 3.5 The following themes are central to **A City for All Londoners** and should be reflected in borough programmes:
- the need to **accommodate London's population growth** through better integration of transport and land-use planning;
  - further measures to support **a reduction in congestion** across London's road network, including making walking, cycling and public transport an attractive alternative to the car, reducing motorised traffic and managing freight and servicing more efficiently;
  - encouraging Londoners to take more trips on foot, by cycle and by public transport – as part of the Mayor's vision for **Healthy Streets for London**;
  - promoting safer streets through the Mayor's **Vision Zero** approach to road safety, putting the elimination of road danger at the very heart of the transport system;
  - urgent **tackling of poor air quality**, working to achieve a Zero Carbon City by 2050 and enhancing the natural environment; and
  - improving the **accessibility** of public transport services, including people's on-street experience.
- 3.6 The Mayor published **Healthy Streets for London** in February 2017, setting a challenge to re-examine London's streets to use the space that cars take up more efficiently and sustainably and to prioritise walking, cycling and public transport. This new Healthy Streets



Approach will promote healthier streets and healthier people under the following themes that should be reflected in borough programmes:

- **healthy and active** streets;
- streets that are **safe and secure**;
- streets that are **clean and green**; and
- streets that are used **more efficiently**

3.7 Officers are now starting to prepare a list of schemes for 2018/19 based on prioritising those that will reduce personal injury accidents, encourage active travel and reflect the above approaches.

3.8 The schemes listed in the table below have been identified by officers. They have been suggested after looking at the personal injury collision statistics and areas around schools to encourage walking and cycling to school to support the Borough's Cycling Strategy.

Location	Possible scheme
The Grove Park, Carshalton	Walking path upgrade/reinstatement
Warnham Court Road/Sussex Road/Crichton Road/Stanley Park Road	Safety scheme/traffic calming measures
Woodmansterne Road (B278)	Safety scheme/traffic calming measures in the section between Oakhurst Rise and Woodmansterne Lane
Beeches Avenue	Safety scheme/pedestrian crossing facilities by Crichton Road and Stanley Park Road roundabout
Rotherfield Road, Carshalton	Safety scheme/traffic calming measures
Talbot Road, Carshalton	Safety scheme/traffic calming measures

3.9 Other schemes may be funded via the LIP in the local area but have not yet been identified.

3.10 The details of the schemes have not been investigated fully. There are more possibly more schemes than the funding available so the schemes will have to be prioritised against each other and then against all the other schemes identified for the other five local committees.

3.11 It is anticipated that £100,000 will still be available for the Local Transport Fund split between the local committees in 2018/19. This local committee has an allocation of £10,892 and the schemes can be decided at a later date.

3.12 There is no preset allocation for maintenance and schemes in this category are assessed by TfL on merit. The borough has annually submitted bids of £196,000 for Principal Road Maintenance, and this will be continued for 2018/19. However, further assessments of key



sections of carriageway have been identified so a supplementary bid of £500,000 will also be made.

- 3.13 There is no preset allocation for cycling initiatives in this funding category, although the borough is working with TfL on a “Quietways” cycle route between Morden and Sutton. It is expected to be a two year programme, so delivered by the end of 2018.
- 3.14 There is no preset allocation for major schemes but the borough is delivering a Major Scheme in Beddington Lane. 2018/19 is the final year of a 3 year programme.
- 3.15 This committee is being asked to support the schemes identified and agree they be included in the submission to TfL in October 2017.

#### 4. **Options Considered**

- 4.1 Traffic schemes are proposed by Ward Councillors, community representatives, new developments and officers to meet transport targets. Each scheme is investigated and options considered before proposing the most suitable scheme to meet the desired objectives and budgetary provision.
- 4.2 New proposals have been selected following site visits and an initial assessment undertaken to ensure the proposals are practicable, that they would meet the MTS goals and the Council's LIP objectives, represent value for money and would be likely to be acceptable to residents. Where appropriate, speed surveys and accident data have been obtained to help substantiate the scheme.
- 4.3 The Council's LIP objectives are:
  - a) Ensure that the borough transport network supports the local economy and meets the current and future needs of the borough.
  - b) Reduce the need to travel through effective spatial planning.
  - c) Enhance transport accessibility and opportunity for all.
  - d) Improve the safety and security of all road users, particularly users of sustainable transport.
  - e) Reduce dependence on the private car and enable smarter travel choices, particularly by improving and encouraging greater use of sustainable transport.
  - f) Reduce the harmful effects of transport on health and the environment and mitigating its impact on climate.

#### 5. **Impacts and Implications**

##### Financial

- 5.1 TfL has indicated that the Council will be allocated and similar amount to this current year, £1.327m for corridors, neighbourhoods and supporting measures and £100k for local



transport funding for 2018/19. The Council will also be submitting a bid for further funding for principal road maintenance and for the maintenance of highway structures. The actual amount that will be allocated will depend both on the total amount available and TfL's assessment of the bids received.

- 5.2 The traffic schemes are suggestions only at this time. A further report to Environment and Neighbourhoods committee in September will give a more accurate list of schemes and costs.

#### Legal

- 5.3 Under s159 of the GLA Act 1999, financial assistance provided by TfL 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.
- 5.4 Where schemes are approved and receive funding all procedures, including consultation, will be undertaken in accordance with the relevant statutory provisions and best practice.

## 6. Appendices and Background Documents

Appendix letter	Title
N/A	None

Background documents
None

Audit Trail		
Version	Final	Date: 5 June 2017
Consultation with other officers		
Finance	Tony Cooke	Yes
Legal	David Fellowes	Yes
Equality Impact Assessment required?	N/A	N/A

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