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| <b>Report to:</b>                      | Environment and Neighbourhood Committee   | <b>Date:</b> | 11 March 2020    |
| <b>Report title:</b>                   | Local Implementation Plan Settlement for 2020/21  |              |                  |
| <b>Report from:</b>                    | Simon Latham, Interim Strategic Director, Environment, Housing and Regeneration Directorate   |              |                  |
| <b>Ward/Areas affected:</b>            | Borough Wide  |              |                  |
| <b>Chair of Committee/Lead Member:</b> | Councillor Manuel Abellan   |              |                  |
| <b>Author(s)/Contact Number(s):</b>    | Ian Price, Team Leader Strategy and Commissioning, 020 8547 5934  |              |                  |
| <b>Corporate Plan Priorities:</b>      | <ul style="list-style-type: none"> <li>● Being Active</li> <li>● Making Informed Choices</li> <li>● Living Well Independently</li> <li>● Keeping People Safe</li> </ul> |              |                  |
| <b>Open/Exempt:</b>                    | Open  |              |                  |
| <b>Signed:</b>                         |    | <b>Date:</b> | 26 February 2020 |

## 1. Summary

- 1.1 As part of the Council's 'Ambitious for Sutton' plan, the Council is committed to maintaining and improving the physical environment for all its residents. Sutton had its Local Implementation Plan (LIP v3) approved by the Mayor for London in 2019, which explains how Sutton will implement his Transport Strategy at a local level. It sets out the strategic and local transport objectives for the borough, as well as the challenges and opportunities faced in Sutton to deliver these objectives, and how the annual LIP grant received from Transport for London (TfL) is used to deliver highway schemes for Sutton residents.
- 1.2 This report outlines how Sutton is making optimal use of resources from TfL in enabling the Council to deliver its aims, particularly those related to promoting sustainable travel and improving air quality. The schemes will also contribute to the priorities in the Ambitious for Sutton Plan - being active; making informed choices, living well independently and keeping people safe themes, through actively engaging and consulting with residents on specific proposals.

## 2. Recommendations

- 2.1 To agree the schemes and measures listed at **Appendix A**.

- 2.2 To incur capital expenditure of £890,400 for the capital schemes identified in the LIP for Corridors and Neighbourhoods, £100,000 for Local LIP funding and £50,000 for Beddington Gateway Major Scheme, as well as the sum of £169,000 for various revenue initiatives identified in the Corridors and Neighbourhoods programme to be included in the revenue budget.
- 2.3 To note the specific funding circumstances attached to the profiling of the Beddington Gateway Major Scheme, as set out in paragraphs 3.9 and 6.1.
- 2.4 To authorise the Assistant Director Transport, Highways, and Regulatory Services, in consultation with the Chair of the Environment and Neighbourhood Committee, to take all necessary steps to implement the schemes, including undertaking the necessary statutory consultations.

### **3. Background.**

- 3.1 The Council is committed to using all resources available to it in a cost-effective way which produces the maximum benefit for our residents, and to seeking a fair share of funding from Transport for London. The LIP funding settlement of £1,209,000 provides a full allocation against the amounts requested in the Borough's Annual Spending Submission made to TfL in October 2019. This was submitted under the specific funding stream for Corridors and Neighbourhood Schemes, Local Transport Funding and Major Scheme award, and the level of funding for each is detailed in the report. Guidance on the allocations for Road Maintenance is set out in paragraph 3.14.
- 3.2 TfL currently uses a needs-based formulaic system to allocate funds to London Boroughs to enable them to introduce highway improvements that are in line with the Mayor of London's Transport Strategy (MTS) for up to 2041. The current methodology results in Sutton receiving the smallest grant across the 32 boroughs, with only 1.7% of the overall allocation and although TfL had previously advised that this process of funding allocation was to be subject to review, at this time no further information has been received on what the impacts of this might be for Sutton, or when any changes might be rolled out. Officers continue to make representations to TfL and London Councils to lobby for this review to be brought forward. Each borough is required to explain how they intend to deliver measures on their roads through their LIPs, and to set out in their LIP Delivery Plan what schemes will be introduced to help achieve the MTS's objectives. These measures will also be developed to ensure it provides the infrastructure and modal choices to suit Sutton residents, to tie into our ambitions as well as meeting the key Sutton objectives set out in paragraph 1.2.
- 3.3 Sutton is using the MTS 'Healthy Streets' approach to deliver LIP schemes, which is a system of policies and strategies to deliver a healthier, more inclusive network where people choose to walk, cycle and use public transport. This means moving away from traditional traffic management approaches by not looking at single transport modes, but by taking a wider view of how streets are used and by looking to link up areas where infrastructure changes have been put in place. In the years up to 2041, we expect to see a continued and sustained shift in the balance and use of all transport modes. The focus of this report is for the Committee to consider

the list of schemes proposed for the second year of the 3-year LIP3 Delivery Plan, in 2020/21, as set out in **Appendix A**.

- 3.4 Embracing the Healthy Streets approach will help the Council to realise its ambitions to encourage the use of environmentally-friendly, sustainable modes of transport, which are important elements within the Sutton Corporate Plan. It will link to the Ambitious for Sutton plan, which identifies the importance of ensuring the physical environment is maintained and improved for all residents by implementing selective road improvement schemes to reduce congestion and benefit all road users across the Borough.
- 3.5 TfL recently published details of its Business Plan for the period 2020/21 to 2024/25, which sets out how it intends to invest in the vital transport improvements London needs, delivering the MTS, against a backdrop of some significant financial challenges.
- 3.6 Despite these pressures, the TfL Business Plan still contains over £1 billion in funding for borough programmes over the life of the plan, to help London local authorities deliver the MTS and meet local transport needs.

#### LIP Programme 2020/21

#### LIP Corridors and Neighbourhoods Funding

- 3.7 TfL have advised that the LIP programme will continue to allocate funding to boroughs to deliver Healthy Streets changes, which will include measures to encourage people to walk, cycle and use public transport. The programme helps boroughs to deliver more than 500 schemes and initiatives across London each year, and is integral to delivering the MTS. The overall application London-wide in 2020/21 will be £63 million and will remain at this level for the life of the current business plan, and funding has been applied to each borough based on the current LIP Formula. As a result the Borough's LIP Corridors and Neighbourhood allocation for 2019/20 will be £1,059,400, which is made up of £890,400 for capital programme funded projects (as shown on the plan in **Appendix B**) and £169,000 for revenue funded projects.

#### Local Transport Funds

- 3.8 This has been confirmed at the same level as received in previous years, with £100,000 allocated to each London Borough, and the funding is used to support the development and delivery of local transport priorities. It is noted that historically the Council has been spread this proportionally across the six Local Committees, and the October 2019 report indicated that members could, if they wished, use this allocation to fund one or more strategic projects. It is proposed that for the next two years that this funding stream is directed towards the delivery of School Streets projects, across the six Local Committee areas. School Streets are closely supportive of the "Being Active" Corporate Plan ambition, and also help promote an educational element to ensure residents are "Making Informed Choices".

#### LIP Major Schemes / Liveable Neighbourhoods

- 3.9 The Beddington Gateway major scheme is scheduled for completion by October 2020, and TfL have provided a contribution of £50,000 to facilitate outcome monitoring on the schemes' effectiveness. In terms of the Liveable Neighbourhood Programme, the Borough submitted a £8 million bid to deliver improvements around Sutton Town Centre, and TfL advise they will make announcements of the successful boroughs in March 2020 and if that decision is public by the time of the meeting a verbal update will be given to the committee. Subject to a successful bid outcome, it is anticipated that the next stages of the project development will follow a co-design process, working closely with residents and stakeholders, which, while bounded by the principles of a low-traffic neighbourhood, will draw on community expertise and is designed in partnership. There will also be opportunities for stakeholder groups to have an integral role in the co-design workshops, with accessibility groups a key contributor, and we will continue to build on conversations with local schools.
- 3.10 Subject to our Liveable Neighbourhood bid being approved by TfL, it is proposed to bring a report back to this Committee outlining the high level programme, which would identify key project milestones such as engagement and approvals.

#### Bus Priority

- 3.11 TfL has allocated £10 million for Bus Priority projects in 2020/21 and the Borough is working with TfL to secure funding to investigate, design and deliver improvements in the Worcester Park area, in conjunction with the Royal Borough of Kingston. Funding for this programme of works is determined outside of the LIP process and is expected to be announced at the end of March 2020.

#### Cycleways Network Development

- 3.12 Cycleways Network Development is a new programme with a budget of £18 million London-wide in 2020/21, which will build on existing cycling programmes such as Quietways. TfL has advised that the project focus will look to targeted investment to build a connected Cycleways Network that links communities, businesses and other key destinations across the capital. TfL is already working with the Borough on the delivery of two Cycleways (previously branded as Quietways) - the North-South and East-West projects and has advised that this funding is additional to the core LIP funding stream.
- 3.13 This project will be linked to the area improvements identified through the Corridors programme, and bids will be prepared in consultation with the Chair of the Committee. Key corridors identified already include looking to provide north-south links between Hackbridge and Beddington/Wallington and Sutton Town Centre and Belmont, as well as providing the opportunity to deliver the improved links and signage along the Wandle Trail cycle route. The Borough's existing Cycling Strategy, which includes a network of existing and planned routes, will be reviewed as part of the revised Sustainable Transport Strategy which is expected to come to the Committee for consideration later in 2020.
- 3.14 Additional funding will also be made available for cycle training and parking to assist with accelerating the growth in cycling, with the training budget allocated to boroughs based on specific targets, where the borough has an allocation of £92,000. £1 million has been allocated

by TfL across London for cycle parking, where boroughs are invited to bid for allocations on a needs basis. The Council recently secured £70,000 in the current year to deliver secure residential cycle parking for housing estates and hospitals.

#### Principal Road Maintenance

- 3.15 Investment in proactive planned renewals on both the Borough Principal Road Network (BPRN) and TfL Road Network (TLRN) continue to receive an allocation of circa £3 million per annum (for the whole BPRN in London) to continue condition surveys and deal with high priority sites. TfL, working with the boroughs through the London Technical Advisors Group (LoTAG), will agree how this allocation will be targeted to the highest priority sections of road. In 2019/20 the Borough received £200,000 for repairs to a section of Central Road, Worcester Park.

#### **4. Issues**

- 4.1 The local schemes within the LIP Delivery Plan were considered and endorsed by the Local Committees during the Summer of 2019. Subject to this Committee's support, these schemes will form the work programme for year 2 (2020/21) of the LIP capital programme.
- 4.2 The delivery of the capital programme will provide an incremental change in the infrastructure in place across the Borough, a plan has been included at **Appendix B**. This gives a strategic overview of schemes and their combined impact on particular locations. The ambition is that over a period of time projects will collectively meet the Borough's overall strategy, and **Appendix B** shows how the 2020/21 proposed projects currently link up, and how we are focusing resources to tackle specific areas. When the Beddington Lane major scheme and proposed Liveable Neighbourhoods bid measures are also considered, in addition to the various other projects discussed above, it can be seen that an ambitiously large proportion of the Borough is being targeted for improvement.

#### **5. Options Considered**

- 5.1 The annual submissions prepared for TfL in **Appendix A** have identified schemes to cover specific areas, where it is felt targeted and focussed transport improvements can be delivered across a local area. This meets the key requirements of the TfL guidance and drive behind the Healthy Streets agenda, which is to focus on improving the infrastructure across whole areas, with improvements considered in a 'strategic manner' where there are clear opportunities for improved modal choice towards encouraging people to make journeys by walking, cycling or because of improved access to public transport. This is complementary to the ambitions of the Council to improve sustainable modes of transport.
- 5.2 The 'Healthy Streets' approach uses 10 Indicators that focus on the experience of people using streets: The two main indicators are:
- Pedestrians from all walks of life
  - People choose to walk, cycle and use public transport.

5.3 These are supported by eight indicators pointing to the essential elements required to support these two main indicators:

- Easy to Cross
- Shade and Shelter
- Places to stop and rest
- Not too noisy
- People feel safe
- Things to see and do
- People feel relaxed
- Clean air.

## 6. Impacts and Implications

### Financial

6.1 TfL have advised the Borough that the allocation in 2020/21 for Corridors, Neighbourhoods and Supporting Measures will be £1,059,400 split between Capital Schemes of £890,400 and Revenue Schemes of £169,000. The Borough's allocation will also include the £100,000 Local Transport Fund allocation, as received in previous years. An allocation of £50,000 has been awarded for the Beddington Gateway major scheme, to allow outcome monitoring to be completed.

### Legal

- 6.2 The LIP is a statutory requirement under section 145 of the Greater London Authority Act 1999 (the Act) and must be approved by the Mayor before coming into effect, in order to determine that the plan is consistent with the MTS and the proposed measures and timetables are also consistent with the MTS.
- 6.3 Under section 159 of the Act, 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.
- 6.4 Where schemes are approved and receive funding all procedures, including consultation, will be undertaken in accordance with the relevant statutory provisions and best practice.

## 7. Appendices and Background Documents

| Appendix letter | Title                              |
|-----------------|------------------------------------|
| A               | 2020/21 Scheme list of LIP schemes |
| B               | Borough Map of LIP Schemes         |

| Background documents                     |
|--|
| TfL Confirmation letter 16 December 2019 |

| Audit Trail                          |       |                        |
|--------------------------------------|-------|------------------------|
| Version                              | Final | Date: 26 February 2020 |
| Consultation with other officers     |       |                        |
| Finance                              | Yes   | Tony Cooke             |
| Legal                                | Yes   | David Fellows          |
| Equality Impact Assessment required? | No    | N/A                    |

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