

Kingston Town Neighbourhood Committee - 6 September 2018
South of the Borough Neighbourhood Committee - 6 September 2018
Maldens and Coombe Neighbourhood Committee - 12 September 2018
Surbiton Neighbourhood Committee - 12 September 2018

Draft Local Implementation Plan (LIP) 2019/20

Report by Director, Communities

Purpose

To outline the proposed schemes to be considered for inclusion in the 2019/20 bid to Transport for London (TfL) and to indicate the programme for the development and submission of the Local Implementation Plan (LIP) 3 document (for which a draft paper needs to be prepared by 2 November 2018, and is being developed in parallel with the Annual Spending Submission).

Recommendations

To **Resolve** that:

1. the proposed schemes as listed in the table in **Annex 1** are endorsed and included in the indicative submission to TfL in November 2018 for the 2019/20 Local Implementation Plan (LIP) programme in support of LIP3; and
2. comments on Annex 1 that the Neighbourhood Committee make will be reported to Environment and Sustainable Transport Committee for their consideration on 27 September 2018.

Key Points

- A. Transport for London (TfL) funding is provided to London boroughs to support local transport improvements that accord with the Mayor's Transport Strategy (MTS) goals, as set out in the Greater London Authority (GLA) Act 1999. In order to obtain funding, the Council must show how each scheme submitted will support the MTS goals; with the recently published MTS, this means that boroughs must demonstrate how proposals will support the vision to transform London streets, improve public transport and create more opportunities for new homes and jobs.
- B. The borough's current LIP (version 2) was approved with a 3-year investment programme for the period 2011-2014. This was followed with an updated 3-year LIP Delivery Plan covering the period from April 2014 to April 2017. Since that time there have been two years of interim arrangements.
- C. As highlighted above, a new LIP3 document is now required to set out how the borough will deliver the latest MTS over the life of that document, until 2041. This is being drafted at the moment for approval by the Environment and Sustainable Transport Committee for their consideration on 27 September 2018, prior to submission to TfL and the Mayor by 2 November.
- D. 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 Neighbourhood Committee to consider the list of schemes proposed for the first year of a 3-year LIP3 delivery plan, in 2019/20. The proposed schemes are set out in the report below.

- E. The Council's approach to community engagement and consultation is a key area of the new Administration's manifesto commitment and the Council is, in response, orientating its processes to ensure residents are engaged at the right time and in a way that provides for a meaningful contribution as schemes they are designed, and engaged as schemes are delivered.
- F. The 'Healthy Streets' agenda is a new way of thinking, looking not at single transport modes as we have done in the past, but taking a wider view of how streets function best for people. The traditional LIP delivery programme was for feasibility/consultation/design and delivery all to be compressed within a single year, however to match with the engagement aspirations of the Administration it is likely that the majority of schemes will in future be phased over two years. As such, the annual capital programme will involve a combination of schemes being either developed or delivered, thus allowing sufficient time to more fully involve residents and other interested parties in the scheme development process.

Context

1. The new Mayor's Transport Strategy (MTS), and by association, the new LIP3 as its delivery plan, must introduce schemes that aim to achieve ambitious targets to encourage more walking and cycling, and which increase access to, and use of, public transport. A key element of the LIP3 is the development of an initial 3-year delivery plan; **Annex 1** details schemes deemed as appropriate for the year 1 schemes in 2019/20. As indicated above, in paragraph F, the capital programme will move away from the traditional in-year programme and as such the schemes set out in Annex 1 will be a combination of schemes in delivery, that are currently being designed in 2018/19, along with those schemes which will be new with feasibility works starting out in 2019/20 (year 2) for delivery in 2020/21 (year 3).
2. The basis for the MTS setting boroughs ambitious targets is due to the expectation that as London's population changes, the emphasis of future demand pressures on the transport networks will also change. In particular, an increase in the numbers of older people – particularly focused in outer London – will increase which will lead to an increased demand for accessible services.
3. TfL advises that travel demand is forecast to increase to 32 million trips on an average day by 2041; 5 million more than today. Despite a broad pattern of falling car mode share across London, car kilometres will rise by around 8%. This reflects the distribution of trips, with more car travel covering greater distances in outer London being expected, hence there is a crucial need in Kingston to ensure that most of this additional travel demand is focused towards encouraging greater use of public transport, walking and cycling.
4. The transport demands and aspirations for the borough must also consider the ambitions of the Administration, which have been set out through their manifesto. This will mean that where development takes place that environmentally friendly transport infrastructure requirements are a key element of any planning process, with new homes and schools being a primary focus.
5. Priority issues that will need full consideration as part of any proposed scheme must include air quality as a central theme, by encouraging more use of bikes by providing improved cycle facilities and the continuation of the Mini-hollands scheme; providing opportunities for more electric vehicle charging, and investigating proposals for 20 mph schemes on residential roads to create the right environment for walking/cycling, making areas safer.

Proposal and Options

6. Boroughs have a statutory responsibility to prepare schemes to support the MTS, and guided by the 'Healthy Streets' agenda, as outlined in the Mayor's recent 'City for all Londoners' document, this new approach prioritises active travel, making walking, cycling and public transport use the best and preferred choices for travel, encouraging the most efficient methods of essential travel for people and goods, and creating more attractive, accessible and people-friendly streets.

7. 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.

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.

8. Historically, the annual submissions prepared for TfL have identified smaller schemes at specific locations that delivered targeted and focussed transport improvements at a very local level. The guidance and drive behind the Healthy Streets agenda is to focus on improving the infrastructure across broader 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.

9. The process for identifying candidate schemes includes consideration of:

- Road safety issues identified through the analysis of collision data;
- TfL's scheme eligibility criteria;
- Schemes that have commenced in the current year and where delivery is spread across two financial years;
- Completion of schemes previously identified by Neighbourhood Committees through petitions;
- School Travel Plans;
- Any complementary funding opportunities;
- Opportunities identified by interested Stakeholders, such as Cycle groups, Visually and Mobility Impaired groups;
- Proposals suggested and identified by Ward Councillors.

10. The schemes listed in **Annex 1** have been identified by officers as the preferred first-year programme for LIP3. They have been identified on the basis of the criteria in paragraph 9, such as personal injury collision statistics available for the borough,

areas considered suitable for new 20mph speed limits but have also given consideration to other 'Healthy Streets' measures, to encourage people to walk, cycle or take public transport for their local journeys.

Funding Position

11. TfL has recently advised the boroughs that, at present, it has been assumed that the boroughs will get £63M for the LIP3 Corridors, Neighbourhoods and Supporting Measures programme during 2019/20, and that all requests for funding are being reviewed through the TfL business planning process. The borough's allocation has been advised as being £1,209,600. This is reduced from previous Spending Plan allocations of £1,440,000 per year, received between 2014 - 2018.
12. In recent years TfL have supplemented budgets for the Corridors, Neighbourhoods and Supporting Measures programme by providing a £100,000 Local Transport Fund (LTF) for Authorities to allocate at its discretion, either on local priorities or to supplement other projects already in place. TfL have advised that the LTF £100,000 pot will not be available to boroughs in 2019/20.
13. The reduced funding will impact on the number of schemes that can be delivered, and therefore there will be fewer, but larger and higher quality new schemes and it will be important, as part of the development of LIP3, that the scheme proposals which are being developed are linked to provide area-wide coverage to ensure that the modal choice opportunities are built on across wider areas.
14. Schemes not eligible for TfL's LIP funding, but considered necessary by Neighbourhood Committees, will need to seek funding through other means, such as a capital bid through the Council's annual budget setting process; ward or neighbourhood funding; and/or section 106 or community infrastructure levy funding, subject to eligibility criteria being met.

Consultations

15. The schemes put forward for approval and inclusion in the Borough's submission will be subject to further local engagement and consultation as part of the project development and implementation. SEE PARA F
16. With residents specifically, meaningful consultation will allow for people to make a contribution to describing scheme outcomes; this will provide officers with clarity on scheme objectives and requirements to consider during the design process. Similarly, communication processes are being reviewed to ensure residents receive clear information ahead of, and during, scheme implementation.

Timescale

17. This report will be considered by each of the four Neighbourhood Committees, before being submitted to Environment and Sustainable Transport (EAST) Committee on 27 September, seeking approval of the scheme list at **Annex 1**. The schemes included in that list will then be submitted to TfL by 2 November 2018 for their consideration and approval, and it is anticipated that TfL will advise on borough settlements in mid December. This submission will outline the borough's bid for 2019/20 allocations.

18. The Boroughs also need to submit their Draft LIP 3 Documents to the same 2 November timeline, however this date represents the commencement of the consultation period for the Draft LIP3 for TfL and other consultees.
19. TfL are then due to respond to boroughs on 7 December 2018, advising on adequacy of their LIP3s and other statutory requirement, giving the opportunity for Boroughs to amend LIP3 in response to consultation, including TfL's recommendations, and submit final draft version to TfL by 16 February 2019.

Resource Implications

20. As set out in paragraph 12 above, the borough has been advised that the allocation for Corridors, Neighbourhoods and Supporting Measures will be £1,209,600; a reduction of approximately 8% on the level of funding traditionally received. The allocations for the Corridors, Neighbourhoods and supporting Measures Programme is determined by TfL, and this is set using a pre-agreed formula.
21. It is reiterated that the borough's allocation will not include the £100,00 LTF allocation, received in previous years.
22. As advised to the strategic Residents Committee in January 2018, further funding reductions were put in place for Principal Road Maintenance. Between 2018/19 and 2019/20, investment in proactive planned renewals on both the Borough Principal Road Network (BPRN) and the TfL Road Network (TLRN) has been suspended. This position has been reiterated, and as such no allocation will be received for Principal Road Maintenance in the 2019/20 settlement.

Legal Implications

23. Under section 159 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.
24. Where schemes are approved and receive funding all procedures, including consultation, will be undertaken in accordance with the relevant statutory provisions and best practice.

Risk Assessment

25. Scheme risks will be identified and mitigated as part of the project management process to deliver the LIP Programme, and where issues may arise these are managed by the specific project teams.

Health Implications

26. The key messaging in relation to future years LIP schemes is set out in the Healthy Streets Agenda, with it identifying a need to design physical activity back into our everyday lives. Active travel, such as walking more, cycling more, using public transport more, provides the easiest and most affordable way for us all to get more active and live healthier lives. In addition to these health benefits, all the evidence shows that more active travel will reduce air and noise pollution, help combat social isolation, ease congestion, make us safer and bring economic benefits to businesses.
27. The challenge for the borough is to develop schemes that create the right environment to encourage residents and businesses to make that modal shift on an increasingly frequent and lasting basis.

Equalities Impact Assessment

28. There is a current overarching Equalities Impact Assessment in place for the LIP, and as such, no new assessment is required.

Road Network Implications

29. There are no network implications arising from the recommendations of the report at this stage of the LIP delivery programme, and each scheme will consider the specific network implications during the development phase.

Environmental Implications

30. There are no environmental implications with the report at this stage of the LIP Programme, and each scheme will consider the specific Environmental Implications during the development phase. However, given a key theme of LIP3 is associated with offering people the choice to travel differently and achieving mode-shift, it is anticipated that the schemes delivered through the LIP3 Programme will bring about significant environmental improvements.

Benefits to the Community

31. Increasing the number of people walking, cycling and using public transport has the potential to transform the borough, and at the same time improve the lives of the residents and businesses, who live and work here.

Background papers held by author of the report - Ian Price, Team Leader Strategy and Commissioning tel 0208 547 5934 email: ian.price@kingston.gov.uk

Mayor's Transport Strategy -

<https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy#on-this-page-0>

TfL Healthy Streets

<http://content.tfl.gov.uk/healthy-streets-for-london.pdf>