

## Culture, Housing, Environment and Planning Committee

17 March 2021

### Local Implementation Plan - 2021/22 Programme

Sarah Ireland, Executive Director for Corporate and Communities

Relevant Portfolio Holder: Councillor Hilary Gander, Portfolio Holder for Environment and Sustainable Transport

#### **Purpose of Report**

To approve the proposed schemes for inclusion in the 2021/22 Local Implementation Plan (LIP) programme, subject to confirmation from Transport for London (TfL).

#### **Recommendation(s)**

##### **The Committee is asked to RESOLVE that:**

1. Any comments on Annex 1 from the Neighbourhood Committees be noted as set out in the report at paragraph 7, and
2. To further note that the Maldens and Coombe Neighbourhood Committee takes place on 24 March, so any additional comments from that Committee are considered by the Executive Director of Corporate and Communities in consultation with the Portfolio Holder.
3. The proposed schemes, as listed in the table in Annex 1 are approved, and confirmed to TfL as the LIP programme for 2021/22, noting the TfL submission criteria in paragraph F.
4. Should any adjustments be required to Annex 1, these will be delegated to the Executive Director of Corporate and Communities in consultation with the Portfolio Holder.

#### **Benefits to the Community:**

The schemes listed in Annex 1 form part of the ongoing LIP delivery programme to introduce schemes that will make a contribution to improving the transport network of the borough, which will encourage the shift towards more sustainable and safer transport thus contributing to the borough's zero carbon ambition.

#### **Key Points**

- A. TfL funding is provided to London boroughs to support local transport improvements that accord with the latest Mayor's Transport Strategy (MTS) goals, as set out in the Greater London Authority (GLA) Act 1999. The mechanism for delivering those improvements is through the LIP, which is the borough's strategic highway policy.
- B. In order to obtain funding, the Council must show how each scheme submitted will support the MTS goals, and 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.

- C. TfL wrote to boroughs in May 2020 advising that all work on LIP programmes should be paused, due to the vast reduction in fare revenues the Coronavirus pandemic caused, when demand for services decreased. Since that time TfL successfully agreed two interim funding packages with the Government to cover costs up until 31 March 2021, known as the Extraordinary Funding and Financing Agreement.
- D. Given the current financial uncertainties beyond March 2021, certain working assumptions have been necessary, but boroughs will need to consider uncertainties both about the quantum of funding in budgets in 2021/22 and the timing of the confirmation of that funding.
- E. The current Extraordinary Funding and Financing Agreement between DfT/TfL runs until 31 March 2021. Beyond this point a further settlement is required, and discussions between DfT/TfL are ongoing and will hopefully conclude before the new financial year. This means that TfL are currently unable to confirm how much funding will be provided to boroughs in the next financial year 2021/22.
- F. TfL have advised boroughs to prepare an outline list of proposals spanning all borough programmes for 2021/2 and submit them to TfL by 1 March 2021. The list should prioritise proposals up to the value of the borough's annual allocation based on what it was due to receive in 2020/21, which is £1,209,300. This is to make it easier for TfL and boroughs to review the lists, should the LIP settlement be lower than expected. The guidance acknowledges that the borough submissions may be subject to change once the list of proposals have been considered through the strategic committee processes.
- G. The list of schemes at Annex 1 will need to be prioritised and we are currently working on the criteria for prioritisation but safety will need to be an important consideration and it is highlighted that the project list includes a combination of continuation schemes carried over from 2020/21, as well as new schemes.
- H. In view of the financial situation, TfL have yet to confirm allocations to boroughs for the development of discretionary funded items in 2021/22 under the programmes of LIP Major Schemes, Liveable Neighbourhoods, Cycleway Network Development (previously known as Quietways), and Bus Priority. TfL hopes to provide clarity on this once the financial position is understood.

## **Context**

1. Within the Mayor's Transport Strategy (MTS) there are very ambitious targets for the boroughs to deliver against, and that is due to the expectation that as London's population changes, the pattern 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 – which will lead to an increased demand for accessible services. It is not known what the long term impacts of the current pandemic will be.
2. TfL have previously advised that travel demand was forecast to increase to 32 million trips on an average day by 2041, which was 5 million more trips than the starting point of the current LIP. Despite a broad pattern of falling car mode share across London, car kilometres are expected to 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 as much of the additional travel demand is met by enabling greater use of public transport, walking and cycling.

3. From a borough perspective it is crucial that the LIP programme is aligned with other key Council policies, and the scheme list will be reviewed and assessed alongside the emerging Climate Emergency Action Plan. The scheme elements and physical measures will also be reviewed to ensure that they align with the borough's Air Quality Action Plan, specifically around providing infrastructure to support modal shift, and reduce traffic speeds.
4. The boroughs play a key role in helping to achieve the outcomes of the MTS. The annual process of agreeing a programme of work through the various TfL work streams has not followed the usual processes this financial year, due to the pandemic, but it is still a key element in delivering the MTS priorities – Vision Zero (road safety), improving air quality, increasing sustainable mode share and traffic reduction.
5. During 2020/21 boroughs successfully delivered a range of schemes to aid social distancing and promote active travel during the pandemic. The measures were introduced in extremely challenging circumstances, and further work is now required to monitor their impacts. The Borough has delivered a range of its own London Streetspace Plan (LSP) projects it is anticipated that a report that considers these measures will come to this Committee in mid 2021. However, this position may change depending on the outcome of the Bishopsgate Ruling and TfL's subsequent appeal against that decision in relation to the LSP and Guidance.
6. In terms of the Corridors Neighbourhoods and Supporting Measures programmes, boroughs are strongly encouraged to plan their LIP programme around strategic outcomes, as set in their LIP3 documents, contributing towards agreed borough and MTS targets, and these are discussed further in the next section.

## **Proposal and Options**

7. The proposals contained in Annex 1 have been circulated to the four Neighbourhood Committees on the dates below, and any feedback from those Committees will be either included in this report, if timelines permit, or provided to members as late material in advance of the meeting. However, it is noted that the Maldens and Coombe Neighbourhood Committee meeting is on 24 March, which is after the scheduled date for this meeting and such any feedback or adjustments required arising from that meeting will be discussed and agreed between the Executive Director and Portfolio Holder, as set out in the recommendation.  
  
Kingston Town: 4 March 2021  
South of the Borough: 9 March 2021  
Surbiton: 11 March 2021  
Maldens and Coombe: 24 March 2021.
8. The LIP programme for 2020/21 was agreed at the Environment and Sustainable Transport Committee on 11 February 2020; however before any meaningful progress could be made on the schemes contained in that list, the pandemic resulted in all TfL workstreams being paused at the beginning of May 2020. As such, the draft list of schemes for 2021/22 will include a number of schemes that have been brought forward from the 2020/21 programme.

9. The 'Healthy Streets' approach, which was identified as a key element of the LIP3 process, remains a central part of the scheme development. It 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.
10. 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.
11. The annual submissions prepared for TfL have identified schemes to cover specific areas, where it is felt targeted and focused transport improvements can be delivered across a local area.
12. 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.
13. As mentioned above, a number of the continuing Healthy Streets projects are included in the list at Annex 1 - with work on the A243 area looking to focus on the Tolworth Road and Thornhill Road area, while the North Kingston project will look to complete a number of measures that had previously been in the middle of the design process. The A2043 corridor works in New Malden are continued with a focus on road safety, as collision investigations have identified the section of the road from the A3 to the Fountain Roundabout as in need of review.
14. The Boroughwide 20mph scheme is also retained, as work had been completed on an extensive consultation across the Borough which had been set to be reported to both neighbourhood and strategic committees in March 2020, before the pandemic took hold. It is anticipated that reports will be brought back before committees in mid 2021, with a view to taking the project forward.
15. A number of schemes are shown as continuation schemes, whereas in reality the work on them is only really starting in 2021/22, as very little progress could be made in 2020/21 before the LIP programme was paused in May 2020.
16. A number of new schemes have been recommended by officers, and a few of these relate to areas where issues were identified during the pandemic as requiring investigation of through traffic and HGV issues. Officers have approached Neighbourhood Committee Chairs/Vice-Chairs (~~ward members~~) in advance of this meeting asking them to consider if there are other areas or schemes they would like to be included on the list, but it should be noted that the level of funding is finite, so any new schemes will have to replace ones already on the list for their neighbourhoods.

#### Local Transport Fund

17. In recent years this allocation of £100,000 has been used to support the delivery of strategic projects, with the Boroughwide 20mph consultation being undertaken. A further review of this project is currently being carried out using

some of the reinstated LIP funding in 2020/21, as well as an opportunity to review the Kingston Cycle Network Plan.

18. TfL are hoping to reinstate these programmes to pre-coronavirus levels and will confirm the final allocations once a settlement has been agreed.

#### LIP Major Schemes/Liveable Neighbourhoods

19. TfL have previously advised the boroughs that previous bids for the areas around the Old Malden and in North Kingston were not successful. At present there is no clear guidance on when this funding stream will be re-opened.

#### Cycleway Network Development (previously known as Quietways)

20. In terms of the Go Cycle programme, bids will be submitted for the Cambridge Road/Kingston Road scheme (Kingston to New Malden) which is the final project in the programme. The Go Cycle network has been designed and delivered to encourage modal shift away from the car, while also facilitating additional future connections and extensions to the network. The proposed scheme already has committee approval, and TfL have indicated they now wish to reactivate the project to enable delivery in 2021/22, with works already underway on delivery in 2020/21.
21. It is also important to note that investigation work looking at opportunities to expand the Borough cycling network is underway, and that an option to continue this will be through the Local Transport Fund, should that money become available.

#### Bus Priority

22. The focus for bus priority measures in recent years has been investigations on the section of the A2043 Malden Road/Central Road in a joint scheme with LB Sutton. Whilst feasibility work has been undertaken, the next steps need the options to be reviewed and agreed in both LB Sutton and RB Kingston before any further progress can be made. Subject to TfL's funding position it is anticipated that further joint bids will be made to undertake traffic modelling on the options, once agreed.

#### Principal Road Maintenance and Structures

23. The current guidance does not include any information on borough maintenance programmes for principal road resurfacing and bridge strengthening. TfL have previously indicated that they will continue to work with boroughs to bid in-year for their worst locations, and we will continue to press TfL to understand the programme implications.

#### ***Consultations and Engagement***

24. As highlighted above the basis for the scheme list at Annex 1 has been drawn from the projects that were approved on the LIP programme for 2020/21, and the four Neighbourhood Committees have provided their comments and suggestions as set out in paragraph 7 above.
25. Where schemes are continuation projects there will be existing elements of that project and, if not already completed, public consultations will be undertaken on any proposals developed prior to approval and implementation. These will be developed in conjunction with the Council's Communications team.
26. With new schemes an initial informal consultation will be undertaken to establish the scope and objectives of the scheme prior to any detailed designs being

developed. At this stage there will also be a scheme specific Equalities Impact Assessment (EqIA) with external stakeholder engagement, so that any investigations can fully consider any issues that may be highlighted.

### **Timescale**

27. Members are advised that the TfL Guidance issued on 29 January 2021 required that boroughs submit the potential LIP Programme by 1 March 2021, and acknowledged that this would present boroughs with issues around Committee sign off procedures.
28. TfL accept that further approvals may be necessary by councils before both the list and funding is finalised. They have stated that boroughs should prioritise projects to allow for easier adjustment to the programme, in the event that funding from DfT is lower than the working assumption.
29. It is however planned that, based on the current assumptions, work on the programme of schemes at Annex 1 will commence in April 2021.

### **Financial Context**

30. The borough's LIP programme is entirely funded by TfL grants. There are therefore no direct financial implications. It is highlighted that the level of anticipated funding for schemes in Annex 1 is in line with TfL Guidance, which is based on the assumption that the Borough will receive the standard allocation of £1,209,300 based on the current formula method for calculating the allocations across London. It is further noted that a funding arrangement for 2021/22 between DfT and TfL has not yet been reached, and there is the potential for the overall allocation to be reduced.

### **Resource Implications**

31. TfL have advised the Borough that, although an agreement between the DfT and TfL has yet to be reached, an allocation in 2021/22 for Corridors, Neighbourhoods and Supporting Measures of £1,209,600 should be planned for. TfL have also advised that at present there is no confirmation that the Borough's allocation will include the £100,000 Local Transport Fund allocation, but for completeness it has been included with an explanation of how that funding will be allocated should the funding be forthcoming. The delivery of the programme has no impact on the Council's own revenue budget.

### **Legal Implications**

32. 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.
33. 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**

34. 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 will be managed by the specific project teams

### **Equalities Analysis**

35. Whilst it is acknowledged that an overarching EqIA was prepared when LIP3 was created, and as such covers the high level programme contained within this report, it is highlighted that individual EqIA assessments will be carried out for each scheme as part of the feasibility design process and before any consultation process is undertaken.

### **Health Implications**

36. At this stage there are no specific health implications with the report, however a key theme of the LIP work programme is in relation to creating and providing Healthy Streets.
37. The projects included at Annex 1 seek to either create new infrastructure that will encourage and support people who wish to walk or cycle more - whether that is as part of a daily commute, or to spend more time outdoors exercising; or by improving the local road network and infrastructure within residential areas to create an environment to allow more walking and cycling.

### **Road Network Implications**

38. At this stage there are no specific Road Network Implications,

### **Sustainability Implications**

39. There are no environmental and sustainability implications with the report at this stage of the LIP, and each scheme will consider the specific environmental implications during the development phase.
40. 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 this programme will help bring about significant environmental improvements and contribute to the Borough's target to reduce carbon.
41. Encouraging people to change their mode of travel should reduce the number of polluting vehicles on the road network and by extension that will improve local air quality.

### **Background papers**

#### **held by author**

2021/22 LIP ASS Guidance from TfL  
Royal Borough of Kingston-upon-Thames LIP3

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