



Cabinet
11 September 2017

**Report from the Strategic Director of
Regeneration and Environment**

For Action

Wards Affected: ALL

**Brent Local Implementation Plan (LIP) Submission For
2018/19 - 2020/21**

1.0 Summary

- 1.1 The primary source of funding for schemes and initiatives to improve transport infrastructure and travel choices in Brent is Local Implementation Plan (LIP) funding, which is allocated through Transport for London (TfL). LIPs set out how London boroughs will deliver better transport in their area, in the context of borough priorities, overarching Mayoral transport priorities and Healthy Streets outcomes.
- 1.2 This report seeks to update Cabinet on the provisional LIP allocations, and seeks the approval of Cabinet to submit the 2018/19 Corridors, Neighbourhoods and Supporting Measures LIP programme to TfL and following approval by TfL, to implement the schemes and initiatives within the submitted/approved LIP programme and funding.
- 1.3 Schemes identified under the other LIP workstreams will be progressed separately and reported to Cabinet accordingly.
- 1.4 This funding will enable the Council to implement projects which meet corporate objectives around Better Place, Regeneration, Better Lives, Business and Housing Growth, and Demand Management.

2.0 Recommendations

- 2.1 That Cabinet notes Brent's 2018/19 total provisional LIP allocation of £3,397,000.
- 2.2 That Cabinet approves the proposed 2018/19 programme of LIP Corridors, Neighbourhoods and Supporting Measures schemes, as set out in **Appendix A** of this report, through application of the prioritisation matrix, as described in this report and, subject to TfL approval in autumn 2017, instructs the Head of Highways and Infrastructure, in consultation with the Lead Member for Environment, to deliver this programme using the allocated budget and resources available.

- 2.3 That Cabinet authorises the Head of Highways and Infrastructure in consultation with the Lead Member for Environment to undertake any necessary statutory and non-statutory consultation and consider any objections or representations regarding the schemes set out in **Appendix A** of this report. If there are no objections or representations, or the Head of Highways and Infrastructure in consultation with the Lead Member for Environment considers the objections or representations are groundless or unsubstantiated, the Head of Highways and Infrastructure in consultation with the Lead Member for Environment is authorised to deliver the schemes set out in **Appendix A** of this report. Otherwise, the Head of Highways and Infrastructure in consultation with the Lead Member for Environment is authorised to refer objections or representations to the Highways Committee for further consideration.
- 2.4 That Cabinet notes that scheme allocations are provisional and that schemes may be subject to change during development and following the consultation process.
- 2.5 That Cabinet authorises the Head of Highways and Infrastructure in consultation with the Lead Member for Environment to vary scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, in consultation with the Lead Member for Environment, and in accordance with financial regulations.

3.0 LIP 2018/19 Bidding Process

- 3.1 The Council receives a fixed block of capital funding annually from TfL. The funding is made available through Section 159 of the Greater London Authority (GLA) Act and is called LIP funding. This is for the specific purpose of investing in transport related programmes and cannot legally be spent on other activities.
- 3.2 TfL guidance stipulates that the LIP financial allocation is to be used to support the sustainable management and improvement of the borough's transport network, and to influence travel decisions. This accords with the Council's approved LIP policies and supports the overarching policies and objectives set by the GLA/TfL. This includes 'Healthy Streets for London' and 'A City for all Londoners', both published by the new Mayor of London since taking office in May 2016. The transport priorities signalled in these agendas must be taken into account when preparing the Brent's 2018/19 LIP as TfL will now provide LIP and other borough funding as part of a wider Healthy Streets funding portfolio designed to support the delivery of this approach.
- 3.3 The amount of funding allocated to each borough is determined through a needs-based formula focused on achievements of objectives and outcomes related to four transport themes¹.
- 3.4 Under the LIP, there are three funding programmes, each of which addresses different transport issues and apply different application and assessment requirements:
- Corridors, Neighbourhoods and Supporting Measures;

¹ More information can be found online at: <http://content.tfl.gov.uk/lip-formula-funding-presentation.pdf>

- Maintenance Programmes (composed of Principal Road Renewal and Bridge Strengthening and Assessment);
- Liveable Neighbourhoods (formerly Major Schemes);

- 3.5 This report provides details of the submissions to be made for funding in the 2018/19 financial year under the Corridors, Neighbourhoods and Supporting Measures programme.
- 3.6 Submissions for the Liveable Neighbourhoods (formerly Major Schemes) and Maintenance Programmes, which include Principal Road Renewal, and Bridge Strengthening and Assessment, are made separately.

4.0 LIP 2018/19 Funding Allocation

- 4.1 In late May 2017, TfL informed the Council of its provisional LIP allocation of £3,397,000 for 2018/19 across the Corridors, Neighbourhoods and Supporting Measures, and Maintenance Programmes (Principal Road Maintenance only) as part of issuing the guidance for the process of compiling and submitting the annual spending submission. Brent will be informed of its confirmed 2018/19 LIP allocation in December 2017.
- 4.2 The table below shows how the provisional funding allocation for 2018/19 has been divided between funding programmes alongside comparable figures for 2017/18:

Table 1: 2017/18 and 2018/19 funding allocations by funding programme

LIP Funding Programme	2017/18 Funding Allocation	2018/19 Funding Allocation
Corridors, Neighbourhoods and Supporting Measures	£2,545,000	£2,515,000
Liveable Neighbourhoods (formerly Major Schemes)	Funding allocated on assessment of submissions	Funding allocated on assessment of submissions
Maintenance Programmes: Principal Road Maintenance	£900,000	£882,000
Maintenance Programmes: Bridge Strengthening and Assessment	Funding allocated on assessment of submissions	Funding allocated on assessment of submissions
Local Transport Funding	£100,000	Funding allocation no longer available
TOTAL LIP ALLOCATION	£3,545,000	£3,397,000

- 4.3 The 2018/19 Spending Submission for Corridors, Neighbourhoods and Supporting Measures must be submitted to TfL no later than 20 October 2017.
- 4.4 The Principal Road Maintenance funding submission for 2018/19 is expected to be reported to Cabinet in March 2018.

- 4.5 Interim submissions for Bridge Strengthening & Assessment funding for 2018/19 can be made throughout the year and are made on a needs basis. Funding secured through these submissions will be reported in the 2019/20 LIP submission report.

5.0 Corridors, Neighbourhoods and Supporting Measures Prioritization Matrix

- 5.1 The Corridors, Neighbourhoods and Supporting Measures spending submission includes schemes identified through a number of sources. These include: Requests from Members and residents; strategic schemes that support the Council's objectives; schemes that have been committed in previous years for multi-year funding; and schemes that have the potential to improve road safety.
- 5.2 Given that funding is limited, it is not possible to deliver all of these schemes. In order to objectively rank and assess the schemes, a prioritization matrix is used which scores each scheme against its likely benefits. These benefits reflect the previous Mayor's Transport Strategy (MTS) outcomes and Brent's corporate objectives (linked to regeneration, high streets, public health and air quality). The previous MTS outcomes have been matched to the new Mayor's Healthy Streets Outcomes as 2018/19 schemes must identify which of these outcomes they contribute towards.
- 5.3 Road traffic collision records are also assessed for the area or street under consideration in each scheme to identify schemes that would contribute the most to improving road safety. This is in line with LIP guidance which emphasises the need to place the elimination of road danger 'at the very heart of the transport system' and for it to be 'a priority of all transport schemes'.
- 5.4 Schemes are ranked on their total score and a red line is drawn where accumulated total scheme costs exceed the 2018/19 funding value of £2,515,000 for the funding stream. Some adjustments are made for existing and ongoing schemes where borough priorities necessitate exceptions.
- 5.5 This prioritization matrix was established in 2015 and approved by Cabinet as part of the report on the 2016/17 LIP submission. Other than the inclusion of the New Mayor's Healthy Streets Outcomes alongside the previous MTS outcomes, this matrix has not changed for the 2018/19 submission. It will be fully updated for the 2019/20 LIP submission to reflect the new MTS and LIP3 guidance.
- 5.6 For this 2018/19 LIP submission, a total of 56 schemes have been included to be taken forward in 2018/19 for scheme development and/or implementation/delivery. If the final LIP allocation is different to the provisional value, the programme will need to be amended accordingly and will use priority scores to determine which projects can be taken forward during 2018/19.
- 5.7 The schemes within the 2018/19 submission require two future years of indicative funding. This funding is not secured and if dramatically reduced, a decision would need to be made as to whether to continue schemes using different funding sources (such as Brent money), or whether to cease work on them.

6.0 2018/19 Corridors, Neighbourhoods and Supporting Measures Spending Submission

- 6.1 Brent's 2018/19 provisional LIP allocation under the Corridors, Neighbourhoods and Supporting Projects funding programme is £2,515,000. This allocation is a reduction of £30,000 from Brent's allocation for 2017/18.
- 6.2 The delivery programme is updated as part of a 'rolling programme' with every annual spending submission, so schemes are identified not just for the forthcoming financial year but also for the two following years. This utilises one year of 'approved' funding and two (future) years of 'indicative' funding.
- 6.3 Members will therefore note that indicative funding requirements for 2019/20 and 2020/21 are set out on the draft programme for 2018/19 in **Appendix A**. These funding requirements are subject to change as schemes are identified and/or developed and cost estimates refined.
- 6.4 It should be noted that the project costs outlined in **Appendix A** are preliminary high level estimates based on comparable projects recently undertaken within the borough. As such, these estimates are subject to change due to design refinement, responses to community consultation and government policy. In the event that project costs differ from the estimate, the Head of Highways & Infrastructure, in consultation with the Lead Member for Environment, will consider options for the transfer of available funds to alternative projects as agreed with TfL to the limit of the LIP allocation.

7.0 Principal Road Maintenance

- 7.1 The Principal Road Maintenance programme provides funding for preventative road maintenance and major resurfacing works on A roads. Funding is allocated to boroughs on the basis of need as informed by condition surveys.
- 7.2 Brent's 2018/19 provisional LIP allocation for Principal Road Maintenance is £882,000, a reduction of £8,000 from 2017/18. This figure is based on 2016/17 survey data and will be finalised when 2017/18 survey data becomes available.
- 7.3 Principal Road Maintenance funding is applied for separately to other LIP funding streams and is expected to be reported in the Highways Capital Scheme Programme in March 2018.

8.0 Bridge Strengthening & Assessment

- 8.1 The Bridge Strengthening & Assessment programme assists boroughs in maintaining and improving bridges and structures. Funding submissions are prioritised and funded according to pan-London needs and available resources.
- 8.2 Funding is applied for directly through the TfL Borough Portal and applications are complemented by a submission of full supporting information through the London Bridge Engineering Group (LoBEG) 'BridgeStation' portal which holds Brent's structures information.

8.3 The 2017/18 LoBEG allocation for Brent is as follows:

Authority	Scheme Type	Structure Name	Allocations (£k)
Brent	Strengthening	Twybridge Way North (1) over Canal Feeder (B49)	30

9.0 Liveable Neighbourhoods

- 9.1 The Major Schemes programme which was reported on in the 2017/18 LIP Submission Cabinet report will be replaced from 2018/19 by the Liveable Neighbourhoods programme that reflects the new Mayor of London's Healthy Streets approach.
- 9.2 Major Schemes was a programme through which TfL provided funding for a small number of large scale, high value (over £1 million) schemes that would make transformational improvements to areas with multiple issues and contribute to delivering the former Mayor's Better Streets agenda. Major Schemes already on this programme will be funded to completion and no new submissions will be accepted. Brent does not currently have any schemes to deliver under this category.
- 9.3 For 2017/18, TfL have changed their funding programme to align with priorities in the new Mayor's Transport Strategy. Officers will make a bid for funding for Kilburn High Road in October 2017 under the Liveable Neighbourhoods initiative. The scheme will progress subject to funding success.
- 9.4 The new Liveable Neighbourhoods programme will provide grants of between £1m and £10m for a wide range of community-supported projects to deliver the Healthy Streets approach in and around town centres and residential areas. Projects are expected to be either small (between £1m and £2m estimated full cost) or large (from £2m expected full cost) with the majority under £5m.
- 9.5 The lower limit is to encourage proposals that include packages of measures across an area. These schemes will consist of an area-wide set of improvements with a wide set of interventions and impacts across modes. Investment will be focused on transformational improvements in walking and cycling provision, road safety and road danger reduction, and mode shift from private car use to public transport, walking and cycling. A crucial factor is the development of proposals that respond to the needs of communities so schemes should have a broad range of interventions that deliver the right solutions in the right locations. The programme will differ from Major Schemes by being subject to clearer expectations from TfL in relation to outcomes that will be delivered and the use of data and analysis to support evidence for why a location has high potential for delivering mode shift or Healthy Street improvements.

- 9.6 Bids for Liveable Neighbourhoods projects can be submitted at any time though submissions for each financial year will close in October with announcements of the successful bids made each December.
- 9.7 Members will be invited to an engagement event in Autumn 2017 to share ideas on area-wide projects that could be delivered with Liveable Neighbourhoods funding and which support corporate priorities. Further information on this event will be available to Members in due course. One or more bids for Liveable Neighbourhoods projects will therefore be made prior to the October 2018 deadline.

10.0 Local Transport Funding

- 10.1 Local Transport Funding was an annual £100,000 allocation to each borough that supported the development of local transport priorities and satisfied the previous Mayor's Transport Strategy objectives.
- 10.2 Local Transport Funding will no longer be available to boroughs from 2018/19 onwards due to a reduction in TfL budgets and TfL's commitment to maintain funding for the Corridors, Neighbourhoods and Supporting Measures programme.
- 10.3 In 2017/18, Brent used this funding for Play Streets, minor local safety scheme works and the installation of cycle hangers at locations across the borough.

11.0 New Funding Programmes for 2018/19

- 11.1 Other Healthy Streets funding totalling £80m is available to boroughs in 2018/19 to support the delivery of the following programmes: Bus priority (including Enabling Works), Borough Cycling Programme (including Quietways), Crossrail Complementary Measures, Pedestrian Town Centres and the Mayor's Air Quality Fund. This funding is separate to the Liveable Neighbourhoods funding described above.
- 11.2 This strategic funding supports the delivery of Healthy Streets objectives and outcomes, particularly with regard to cycling, bus priority and air quality, through the delivery of measures at specific locations or in areas of greatest need, as identified by TfL. Further guidance on application for this funding will be made available in due course.
- 11.3 £11m of discretionary funding will be available to boroughs in a Traffic Signals Modernisation Programme. New and existing signals are required to provide capacity for all transport modes (including walking, cycling and buses) whilst also minimising congestion on the road network. New and emerging technologies can be utilised to provide this capacity and also to mitigate against disruption to road users during construction and utility works. Boroughs will be required to bid for this funding to use within defined and agreed projects, and based on clear expectations of what outputs boroughs will deliver through such schemes.

12.0 LIP Performance Targets

- 12.1 Brent's LIP2 (Brent's current statutory transport plan under the Greater London Authority Act 1999) requires that interim targets should be set for transportation performance, with longer-term targets identified for a future end date when the impact of sustained investment will have had a chance to take effect.
- 12.2 Boroughs were required to present details of each target set, including the base year and baseline data used. Targets were illustrated by way of trajectories, with annual milestones for each of the agreed mandatory targets, which include:
- Mode share
 - Bus reliability
 - Asset condition
 - Road traffic casualties
 - Carbon dioxide (CO₂) emissions.
- 12.3 TfL have set the long-term 2025 performance targets for boroughs; and supply data annually to report on boroughs' progress in maintaining the trajectory towards achieving their long-term performance goals.
- 12.4 TfL requires boroughs to provide annual updates of progress in achieving LIP performance targets. An update will be submitted to TfL at the same time as this LIP submission.

13.0 Financial Implications

- 13.1 TfL has allocated the Council a provisional sum of £3,397,000 against specific approved programmes. The proposed LIP programme under the Corridors, Neighbourhoods and Supporting Projects funding programme for 2018/19 totalling £2,515,000 and presented in detail at **Appendix A** is therefore fully funded. However, this is subject to final confirmation of the value of the LIP settlement for Brent in December 2017.
- 13.2 The Head of Highways & Infrastructure proposes to implement the programme within available resources across service areas. Technical staff time will be charged to the capital schemes within the LIP allocations. There should be no additional cost to the Council in implementing these schemes.
- 13.3 Given that the terms of LIP funding stipulate that it should be applied to the related financial year and does not permit any carry-over of underspend, it is pertinent that all works must be completed by 31st March 2019.
- 13.4 The Capital Programme included in the Budget and Council Tax 2017/18 to 2019/20 report submitted to Cabinet and Full Council on 27 February 2017 did not include provision for LIP funded works in 2018/19 or future years.

14.0 Legal Implications

- 14.1 Section 144 of the GLA Act 1999 ('the 1999 Act') requires that in exercising any function, London Local Authorities must implement the MTS. This Strategy sets out the transport policy framework for London.
- 14.2 The Council indicates how it will implement the MTS through its LIP which sets out various objectives. The Council is required to submit a spending submission to demonstrate how it will achieve its LIP objectives.
- 14.3 Section 159 of the Act authorises the GLA to provide funding to local authorities where the expenditure is 'conductive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London'.
- 14.4 The requirements for publication and consultation regarding the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

15.0 Diversity Implications

- 15.1 The public sector equality duty set out in Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic. The protected characteristics are: age, disability, gender, reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 15.2 The draft programme described in this report is being assessed by way of an Equality Analysis (EA). This EA can be viewed in Appendix B.
- 15.3 Each of the schemes will be subject to individual equality analysis and consultation. During the communication and consultation process of individual schemes, due consideration must be given to all protected characteristics including people with learning disabilities, deaf and blind (as well as deaf blind) residents, people with dementia and their carers, young children, young people and older people.

16.0 Staffing / Accommodation Implications

- 16.1 There are no significant staffing implications arising from this report.

17.0 Environmental Implications

- 17.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Council's existing statutory LIP. There are no negative environmental implications of note arising from the funds allocated through the 2018/2019 Brent LIP funding application/settlement.

18.0 Contact Officers

Rachel Best - Transportation Planning Manager
Regeneration

020 8937 5249 / 07721 233007
Rachel.Best@brent.gov.uk

Tony Kennedy – Head of Highways & Infrastructure
Environment Services
020 8937 5151 / 07721 232999
Tony.Kennedy@brent.gov.uk

Alice Lester – Head of Planning, Transport and Licensing
Planning, Transport and Licensing
Alice.Lester@brent.gov.uk
020 8937 6441

Amar Dave – Strategic Director Regeneration and Environment
Regeneration and Environment
Amar.Dave@brent.gov.uk
020 8937 1516