



Highways Committee 7 February 2012

Report from the Head of Transportation

For Action

Wards Affected:
ALL

Transportation Local Implementation Plan – TfL Capital Allocation 2012-2013.

1.0 SUMMARY

- 1.1 The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) funding allocation from Transport for London (TfL).
- 1.2 This report outlines recent procedural changes to the arrangements for making that allocation, provides details of the 2012/13 LIP allocation and scheme programme, as approved by TfL - and seeks approval to implement the schemes and initiatives within that programme.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the TfL capital (LIP) allocation of £3,988,000 for the 2012/13 financial year.
- 2.1 That the Committee notes the TfL capital (LIP) “major scheme” allocation of £500,000 for the 2012/13 financial year to progress the Harlesden Town Centre scheme,
- 2.2 That the Committee instructs the Head of Transportation to implement the schemes and initiatives set out in this report and ensure their delivery using the allocated budget and resources.
- 2.3 That the Committee authorises the Head of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic

Management Orders if there are no objections or representations, or if the Head Transportation considers the objections or representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

3.0 DETAIL

- 3.1 The Council receives a fixed block of capital funding annually from Transport for London (TfL). This is calculated by way of a 'needs-based' formula and is made available through section 159 of the GLA Act and is called Local Implementation Plan (LIP) funding.

All (London) Councils were notified of the total budget TfL proposed to allocate for the LIP programme, and how it would be allocated against the key headings, for the period 2011/12 to 2013/14 in April 2011. That notification is shown at Appendix 1.

In May 2011, TfL advised the Council of its provisional LIP allocation for 2012/13 and provided guidance on how spending submissions (programmes of work) for 2012/13 should be compiled and submitted to them for approval.

The amount of funding allocated to each borough is determined through a funding 'formula' (developed by TfL in conjunction with London Councils) that uses a number of metrics to establish 'need' on a consistent basis across all 33 London boroughs.

Appendix 2 shows that guidance and provides details of the Councils allocation across the 3 key headings. It illustrates that the 2012/13 allocation across the 3 headings (Corridors, Neighbourhoods & Supporting Measures, Principal Road Maintenance and Local Transport Funding) is £3,488,000.

- 3.2 Annual LIP Spending Submission arrangements.

The Council's LIP submission for any year is submitted for TfL's approval in October of the preceding year and is comprised of a pro-forma and additional supporting information.

The resulting financial allocation is to be used to support the sustainable management and improvement of the borough's transport network, and to influence travel decisions, in accordance with the Council's approved LIP policies and to support the overarching policies and objectives set by the Greater London Authority/TfL London and in support of the Mayor's Transport Strategy.

The funding submission/application is structured over four overarching funding headings. These headings dictate the type of projects that London boroughs can request funding for and the (capped) amounts in terms of how much funding can be requested. A fifth heading is described as Local

Transport Funding and covers funding which Councils can utilize at their discretion. The five headings are:

- 1) Corridors and Neighbourhoods;
- 2) Supporting Measures (formerly known as 'Smarter Travel')
- 3) Carriageway and Structural Maintenance;
- 4) Major Schemes;
- 5) Local "discretionary" Transport Funding.

The types of project covered by these five headings are described later in this report.

3.3 The 2012/13 LIP submission

The 2012/13 Spending Submission was submitted on 6th October 2011 and was consistent with the TfL guidance and the Council's local priorities. Details of the schemes and initiatives within that submission are shown at Appendix 4.

As with previous annual spending submissions/applications, the methodology in selecting schemes to be included was - in no particular order:

- Previously committed (multi-year funded) projects;
- Neighbourhoods or corridors evidencing a disproportionately high (36 month) record of road collision statistics resulting in deaths, serious and minor injuries, using "Stats-19" data supplied by the Metropolitan Police;
- Support for overarching borough priority regeneration commitments, e.g.- Wembley and LIP-2 Major Scheme commitments, e.g.- Harlesden town centre;
- The submission was also informed - where possible - by proposals, suggestions and concerns received from Brent's members, residents and businesses;
- Schemes that support the delivery of Brent's TfL approved three-year transport plan - the second Local Implementation Plan (LIP) 2011/14.

3.4 Changes to the LIP Funding process from 2011/12 guidance.

The Committee will recall that the Council was required to prepare and submit for Mayoral approval its second LIP during 2011. That LIP sets out how the Council will implement the Mayor's Transport Strategy in a local context using the resources (primarily the annual LIP allocation from TfL) available.

The TfL guidance on preparing LIPs also provided the framework for the required Annual Spending Submission

There were no significant changes from the 2011/12 guidance to the 2012/13 guidance. However, the 12/13 Guidance Document emphasised:

- For Principal Roads Maintenance, the indicative funding available for each borough continues to be based on an assessment of need taken from the most recent condition surveys. It was recommended that boroughs submitted proposals for approximately 25% above the indicative funding to allow for possible reserve schemes to be brought forward.
- The focus of the Major Schemes programme is on delivering fewer, higher value schemes that make a transformational improvement, and assist in delivering the Major's "Better Streets" agenda. Brent has secured £500,000 for 2012-2013 to invest in Harlesden Town Centre. TfL have indicated that in excess of £1,500,000 may be made available for 2013/2014 to complete the scheme.
- The Guidance urges careful consideration should be given to the appropriateness of new traffic signals and such facilities should only be proposed where there is no realistic alternative (please refer to Sections 4.8 and 4.9 of the Second LIPs Guidance). Boroughs are also encouraged to consider removing any existing signals that are no longer considered necessary, or are no longer serving the purpose for which they were originally introduced.
- Boroughs are strongly encouraged to avoid the use of road humps, stating "all other options should be exhausted before consideration is given by boroughs to the potential use of vertical
- The Guidance also includes information relating to the implementation, operation and decommissioning of the Olympic Route Network and other London 2012 requirements. This includes that boroughs should plan on the basis that the 2012/13 LIP financial assistance is not to be used to undertake works on any parts of the road network that need to be kept clear during the lead up to, operation and decommissioning of the Game.

Again this guidance has informed the Councils 2012/13 submission in the programme submitted to TfL for approval and shown at Appendix 4.

The narrative below explains the type of interventions that are funded through the various programmes/headings.

3.5 Corridors & Neighbourhoods: This programme was previously split into two separate programme headings. As part of TfL's rationalisation of LIP headings the two were merged for 2012/13.

However, within this now merged programme heading, boroughs still need to address all the original objectives covered by both Neighbourhoods and Corridors. Officers have therefore separated Neighbourhood and Corridor

projects, for the purposes of the original funding application and reporting mechanisms, and to ensure a fair spread of capital projects across both areas.

'Corridor' interventions: are generally expected to facilitate the delivery of local safety schemes and bus priority measures, address London Cycle Network gaps, as well as to deliver other local cycling and walking related improvements and bus stop accessibility measures along discrete highway corridors. Formula based.

'Neighbourhood' interventions: are generally expected to facilitate the delivery of 20mph zones, address freight issues, support regeneration aspirations, include environmental and accessibility components and address localised parking problems in discrete areas or neighbourhoods. Formula based.

- 3.6 Supporting Measures: should facilitate the delivery of School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes. Formula based.
- 3.7 Maintenance: comprises the structural maintenance of principal (main) roads and bridges. As in previous years, carriageway condition surveys continue to be used by TfL to make allocations for highways maintenance, whilst bridge allocations are made through an established (LOBEG) prioritisation process.
- 3.8 Major Schemes: sit slightly outside of the annual funding application process and is a mechanism for developing and implementing larger public realm improvement schemes. This Programme area was formerly known as 'Area Based Schemes' (ABS) and covered town centres, station access and 'streets for people' projects.

TfL require boroughs to focus on larger towards larger (£1million or above) projects such as town centre projects. With Major Schemes – which more often than not focus on town centre type improvements - there is greater flexibility to spread funding allocations across a number of financial years, reflecting the fact that they are usually larger projects/schemes. The improvement of Harlesden Town Centre continues to be Brent's primary 'Major Scheme' intervention spanning the course of LIP-2, 2011-2014.

- 3.9 Local Transport Funding: Since 2009/10, TfL has allocated £100k/borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act.
- 3.10 On 15th December 2011 TfL (i) notified the Council that the programme contained within its submission was approved and (ii) confirmed the allocation for 2012/13.

The notification letter from TfL is shown in Appendix 3. The allocation by heading is shown in Table 1, below.

Table 1: Summary of Brent Council's 2012-2013 TfL LIP funding allocation in relation to pan-London funding levels.

Programme	Pan-London allocation (£m)	Allocation to Brent (£m)
Principal Road Maintenance	20.3	0.788
Corridors, Neighbourhoods and Supporting Measures	79.93	2.6
Major Schemes	28	0.5
Local Transport Funding	3.3	0.1
Total	147.8	3.988

3.11 This report is seeking the approval of the Committee to implement, submit to the required consultation, the schemes and initiatives in the programmes set out in Appendix 4. TfL have approved that programme and have confirmed the 2012/13 allocation to meet the cost of the programme.

3.12 Consultation.

Consultation (public and statutory) will be undertaken on schemes involving the implementation of new measures (traffic calming, accident reduction measures etc.) on the road network.

In that schemes within the Neighbourhoods & Corridors programmes now involve a more holistic approach (i.e. a scheme may involve an accident reduction element together with bus and/or cycle priority elements whereas previously schemes generally dealt with each element in isolation) it remains increasingly important to present consultation material that details the “whole picture”. It will also be important to explain that, whilst this (still relatively new) approach allows a much more holistic treatment of neighbourhoods and corridors, there will be limitations as to the scope of work that can be undertaken within schemes with in each of the programmes, and levels of expectation need to be properly managed.

Maintenance schemes will not be the subject of local consultation although residents and businesses will be involved in the development of working arrangements. Various notification arrangements will be employed and a comprehensive communications plan will be developed and utilised.

3.13 Summary

The Councils 2012/13 Annual Local Implementation Plan (LIP) Funding Submission/Application was submitted to TfL for approval on October 6th 2011.

TfL, in consultation with London Councils and the London Boroughs use a formula based approach meaning the borough is not able to influence the overall total amounts allocated to the borough under each programme.

TfL have approved the Councils submission and confirmed an allocation of £3,988,000 for 2012/13 to implement the schemes and initiatives in that submission across the various programme areas and a further allocation of £500,000 to progress the Harlesden Town Centre Major Scheme.

The Committee is asked to authorise the Head of Transportation to commence design, consultation and implementation of the schemes and initiatives as presented. The Committee is recommended to instruct the Head of Transportation to prioritise the implementation of the programme and to deliver within the financial year 2012/13.

4.0 FINANCIAL IMPLICATIONS

TfL has allocated the Council £3,988,000 against specific approved programmes.

There are no significant structural maintenance (bridge) works planned in Brent for 2012/13. However, the Council will separately continue to receive £40,000 to act as lead borough (chair) the London Bridge Engineering Group (LoBEG). This was not included in the TfL allocation letters hence has not been factored into sums appearing in this report.

A fund for 'Major Schemes' exists whereby boroughs can bid for funding to progress projects costing in excess of £1million. The council's Major Scheme spanning the course of LIP-2 (2011/14) is Harlesden Town Centre. TfL have allocated a sum of £500,000 to progress that scheme. The provision of further funding for that scheme is conditional upon the Council successfully negotiating TfLs Major Scheme "gateway" processes.

The approved LIP programme for 2012/13 shown in Appendix 4 is therefore fully funded.

The Head of Transportation proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time is charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no cost to the Council in implementing these schemes.

There is no provision for carry over and all works funded through the 2012/13 allocation must be completed by 31st March 2013.

5.0 LEGAL IMPLICATIONS

5.1 There are no significant legal implications arising from this report.

6.0 DIVERSITY IMPLICATIONS

6.1 The proposals in this report have been assessed by way of the Equalities Impact Assessment/INRA, supporting the Council's Member and TfL approved Local Implementation Plan (LIP) 2011-2014. Officers believe that there are no diversity implications arising from it. However, specific diversity implications relating to individual schemes will be identified and addressed as part of individual consultations that are carried out as part of the scheme designs and development, prior to implementation,

7.0 STAFFING IMPLICATIONS

7.1 There are no significant staffing implications arising from this report.

8.0 ENVIRONMENTAL IMPLICATIONS

8.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Council's existing statutory Local Implementation Plan. There are no negative environmental implications of note arising from the funds allocated through the 2012-2013 Brent LIP funding application/settlement.

BACKGROUND INFORMATION

Any person wishing to inspect background papers should contact Tim Jackson, Head of Highways & Transport Delivery, Transportation Service, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5151

BACKGROUND PAPERS:

Report to Highways Committee 13th December 2011 – Brent's Local Implementation Plan.

APPENDICES

Appendix 1 – TfL letter (20th April 2011) clarifying pan-London LIP funding levels.

Appendix 2 – TfL LIP Spending submission guidance & provisional 2012/13 allocation details.

Appendix 3 – TfL letter (15th Decemember 2011) confirming approval of 2012/13 submission and funding allocation.

Appendix 4 – Brent 2012/13 LIP programme details