



**Cabinet**  
11 November 2019

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

**Local Implementation Plan (LIP) Annual Spending  
Submission 2020/21**

<b>Wards Affected:</b>	All
<b>Key or Non-Key Decision:</b>	Key
<b>Open or Part/Fully Exempt:</b> <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
<b>No. of Appendices:</b>	Two: Appendix 1 - Local Implementation Plan (LIP) 2020/21 proposed schemes Appendix 2 - Brent LIP 2020/21 Annual Spending Submission
<b>Background Papers:</b>	None
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**1. Purpose of the Report**

- 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, 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 mode aim and Transport Strategy outcomes to deliver 'Healthy Streets and Healthy People'.
- 1.2. This report seeks to update on the provisional LIP allocation and the 2020/21 Corridors, Neighbourhoods and Supporting Measures LIP programme proposed to be submitted to TfL. Following approval by TfL, the schemes and initiatives within the approved LIP programme will be implemented subject to receiving the full funding allocation.

- 1.3. 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. Recommendation(s)**

- 2.1. That Cabinet:

- 2.1.1. Notes the content of this report and Brent's 2020/21 provisional allocation of £2,247,000.
- 2.1.2. Approves the proposed 2020/21 programme of LIP Corridors, Neighbourhoods and Supporting Measures schemes through application of the prioritisation matrix, as described in this report and, subject to TfL approval in December 2019, gives approval to the Head of Highways & Infrastructure to deliver this programme of schemes and initiatives using the allocated budget and resources available.
- 2.1.3. Authorises the Head of Highways & Infrastructure to undertake any necessary statutory and non-statutory consultations in consultation with the Lead Member for Regeneration, Property and Planning, and to consider any objections or representations regarding the proposed schemes.
- 2.1.4. Delegates authority to the Head of Highways & Infrastructure in consultation with the Lead Member for Regeneration, Property and Planning to make the decision on whether to deliver the proposed schemes following consideration of the objections and representations in the consultation process. If, in the opinion of the Head of Highways & Infrastructure that significant objections are raised, he is authorised to refer such objections to Cabinet for further consideration and make a decision on whether to deliver the proposed schemes.
- 2.1.5. Notes the scheme allocations are provisional and that schemes may be subject to change during development and following the consultation process.
- 2.1.6. Authorises the Head of Highways & Infrastructure, in consultation with the Lead Member for Regeneration, Property and Planning, to vire scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, and in accordance with the Council's financial regulations.
- 2.1.7. Authorises the Head of Highways and Infrastructure to deliver schemes that receive any additional in-year funding as approved by Transport for London, subject to the outcome of consultation, and to brief the Lead Member for Regeneration, Property and Planning, as appropriate.

## **3. Background**

- 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 1999 and is called LIP (Local Implementation Plan) 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 influence travel decisions. This accords with the Brent's LIP3 and the Mayor's

Transport Strategy (MTS) and implemented from April 2020 for the financial year 2020/21.

- 3.3. Each year, Councils are required to submit an Annual Spending Submission setting out schemes and initiatives to improve transport infrastructure and travel behaviour in their borough for the forthcoming financial year (2020/21). It also includes an indicative two-year programme for 2021/22 and 2022/23.

#### **4. LIP 2020/21 Bidding Process**

- 4.1. The LIP comprises of a number of funding programmes and includes:

- Corridors Neighbourhoods and Supporting Measures: The amount of funding allocated to each borough is determined through a needs-based formula focused on achievements of objectives and outcomes related to the Mayor's Transport Strategy outcomes and overarching mode share aim.
- Principal Road Maintenance: Over the last 2 years only a small allocation has been available to the boroughs for urgent safety critical work, and for annual Pan-London surveys. TfL have advised that for 2020/21 an allocation of £239,000 will be made for resurfacing Willesden Lane (Sidmouth Road to Coverdale Road) under their safety critical works programme. A bid for annual Principal Road Maintenance funding will be submitted in December 2019, based on condition survey data, and TfL will confirm allocations early in 2020.
- Bridge Strengthening and Asset Maintenance: No funding is currently available for 2020/21. A small allocation will be made available for bridge assessments and repairs, with funding prioritised by TfL against set Pan-London criteria. The Council will be informed of the 2020/21 allocation in year.
- Cycling: A discretionary fund for boroughs who were successful in securing mini-Hollands and other cycling initiatives, such as Cycle ways and future cycle routes. Brent has been successful in securing further Quietway-style Cycleway development (Wembley Park to Harrow Weald) and future cycle route 23 development from Wembley Central to Willesden Junction. No funding has been secured for delivery yet.
- Liveable Neighbourhoods: A discretionary allocation which is bid for competitively. It is proposed to submit transport related bids for Park Royal and jointly with the London Borough of Camden for Kilburn High Road.
- Bus Priority: A discretionary fund allocated by TfL on an evidence led approach using TfL bus data. The Council will be informed of the 2020/21 allocation in year.

- 4.2. This report provides details of the methodology used to prepare the Annual Spending Submission to be made for funding in the 2020/21 financial year under the Corridors, Neighbourhoods and Supporting Measures programme.

- 4.3. Should further in-year funding be granted by TfL from LIP programmes other than Corridors, Neighbourhoods and Supporting Measures, the Head of Highways and Infrastructure will brief the Lead Member for Regeneration, Property and Planning, consult on and implement the scheme, as agreed by TfL, in accordance with paragraph 2.1.4 of this report.

## **5. Developing the Annual Spending Submission 2020/21**

- 5.1. The LIP Annual Spending Submission includes schemes identified through a number of sources, including 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, so officers assess the proposed new schemes in a clear and transparent manner, using a prioritisation matrix scoring each scheme against its likely benefits. These benefits reflect the new MTS outcomes and Brent's corporate objectives (linked to regeneration, high streets, public health and air quality).
- 5.3. The Mayor's vision is to provide Londoners with healthy streets. Road safety also plays a part in achieving this and therefore 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 the Mayor's aim to have no fatal or serious injuries on the road network by 2041, and work towards achieving his 'Vision Zero' action plan for London.
- 5.4. Schemes are ranked on their total score and the estimated project costs are added up until the accumulated total scheme costs exceed the provisional 2020/21 funding allocation of £2.247m. Some adjustments are made for existing and ongoing schemes where borough priorities necessitate exceptions.
- 5.5. This prioritisation matrix was established in 2015 and approved by Cabinet as part of the report on the 2016/17 LIP submission. The matrix has been fully updated for the 2020/21 LIP submission to reflect the new MTS and LIP3 guidance.

## **6. 2020/21 Annual Spending Submission (Corridors, Neighbourhoods and Supporting Measures)**

- 6.1. Brent's 2020/21 provisional LIP allocation for this programme is £2,247,000. This is the same level of funding as received for 2019/20.
- 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 years of 'indicative' funding.
- 6.3. Members will therefore note that indicative funding for 2021/22 and 2022/23 are set out in the draft programme for 2020/21 in Appendix A. These funding requirements

are subject to change as schemes are identified and/or developed and cost estimates refined.

- 6.4. The project costs outlined in Appendix A are preliminary broad estimates benchmarked against comparable projects recently undertaken within the borough. As such, these estimates are subject to changes due to design refinement, responses to community consultation and government policy. In the event that a project costs significantly differ from the estimate, the Head of Highways and Infrastructure, in consultation with the Lead Member for Regeneration, Property and Planning, will consider options for the transfer of available funds to alternative projects as agreed with TfL to the limit of the LIP allocation for the Corridors, Neighbourhoods and Supporting Measures programme.
- 6.5. Members should note that the Delivery Plan now includes an annual allocation of £200,000 for 'Healthy Neighbourhoods'. This funding is intended to support the Neighbourhood Working Structure and provides a means to act swiftly to deliver small scale transport and public realm interventions and improvements in response to local requests and priorities. This funding can also be directed to local road safety improvements and removing barriers to walking and cycling. Schemes will be developed and delivered in consultation with ward councillors and the community. It is expected that the maximum budget for any scheme funded through the 'Healthy Neighbourhoods' allocation will be £25,000 and larger schemes will still need be considered under the prioritisation matrix.

## **7. Climate Emergency and Air Quality**

- 7.1. Brent passed a motion to declare a Climate and ecological emergency at Full Council on 8th July 2019. The development of schemes and initiatives will include a strong focus on removing barriers to walking and cycling, public transport accessibility (including working with TfL on station accessibility), and considering new initiatives to encourage modal shift, targeting work place and school travel, and supporting our emerging strategies. In addition, we will review how Brent could achieve a step change in sustainable travel through modal shift and electric vehicle infrastructure. This review will inform future iterations of the LIP spending programme.
- 7.2. The programme also includes the development of proposals to help improve air quality and create green corridors to provide a better environment and encourage walking, with consideration given to improvements along the A5 corridor.

## **8. Financial Implications**

- 8.1. TfL has allocated the Council a provisional sum of £2.247m against Corridors Neighbourhoods and Supporting Measures programme. Using the aforementioned methodology to identify schemes, the Council ensures that the proposed LIP programme for 2020/21 fully commits to the provisional spend allocation. However, this is subject to final confirmation of the value of the LIP settlement for Brent, which is expected in December 2019. Should the final allocation change then the

programme will be amended accordingly in line with the outcomes from the prioritisation matrix. Should less funding be granted, then the lowest scoring scheme will drop from the programme. If more funding is granted, then the next scheme in the priority list below the 'red line' will be included in the programme.

- 8.2. The Head of Highways and Infrastructure proposes to implement the programme within available resources. Technical staff time (fees) will be charged to the

schemes within the LIP allocations. There should be no additional cost to the Council in implementing these schemes.

- 8.3. The LIP funding stipulates it should be applied to the related financial year and does not permit any carryover of underspend; all works must be committed or completed by 31 March 2021.

## **9. Legal Implications**

- 9.1. Section 144 of the Greater London Authority Act 1999 ("the GLA Act") requires that in exercising any function, London local authorities must have regard to the Mayor's Transport Strategy which sets out the transport policy framework for London.

- 9.2. The Council indicates how it will implement the Mayor's Transport Strategy through its LIP3 (Local Implementation Plan 3) which sets out various objectives. The Council is required to submit a spending submission to the GLA ("Greater London Authority") to demonstrate how it will achieve its LIP3 objectives.

- 9.3. Section 159 of the GLA Act authorises Transport for London to provide discretionary funding to anybody or person, including London local authorities, where the expenditure is, in the opinion of Transport for London, 'conductive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London'.

- 9.4. The requirements regarding publication and consultation in the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

- 9.5. The Council's Financial Regulations are set out in Part 2 of the Council's Constitution.

## **10. Equality Implications**

- 10.1. 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.

- 10.2. The draft programme has been assessed by way of an Equality Impact Analysis (EIA). The EIA is appended to this Cabinet report. The schemes will overall make Brent a more accessible place for everyone and will help overcome many existing barriers to movement locally and at neighbourhood level.
- 10.3. Furthermore, each of the schemes will be subject to individual equality analysis, and consultation. During the communication and consultation process of individual schemes, due consideration will 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.

## **11. Consultation with Ward Members and Stakeholders**

- 11.1. The Annual Spending Submission considers potential schemes requested by Members, members of the public and Brent Council officers.
- 11.2. New schemes identified in the programme for 2020/21 will have non-statutory and any necessary statutory consultation completed as part of the planning, design and delivery process. If, in the opinion of the Head of Highways & Infrastructure that significant objections are raised, he is authorised to refer such objections to Cabinet for further consideration and make a decision on whether to deliver the proposed schemes.
- 11.3. Where objections and/or representations are received and they cannot be resolved or removed through further design changes and achieved within funding available, these will be referred to Cabinet for further consideration.

## **12. Human Resources/Property Implications (if appropriate)**

- 12.1. There are no direct staffing implications arising from this report.

**Report sign off:**

**Amar Dave**

Strategic Director of Regeneration and Environment