

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

**SUBJECT: LOCAL IMPLEMENTATION PLAN REFORMS AND REPORTING OF BOROUGH DELIVERY**

**DATE: 19 MAY 2010**

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**1 PURPOSE**

- 1.1 The purpose of this paper is to advise the Panel of the changes that have been introduced from 2010/11 in the way that boroughs are required to report spend and delivery for Local Implementation Plan (LIP) funded programmes of work.

**2 BACKGROUND**

- 2.1 TfL provides approximately £150 million of funding per year to the London boroughs to support the implementation of local transport schemes. These schemes are delivered as part of the boroughs' Local Implementation Plans (LIPs), the development of which is a statutory requirement under the Greater London Authority Act 1999 that sets out how the borough will deliver the Mayor's Transport Strategy (MTS) at a local level.
- 2.2 TfL and London Councils have been working with the boroughs to reform the LIP funding system for the past 18 months. The objective of this work has been to reduce bureaucracy, increase certainty of funding and support achievement of MTS goals, while also enabling delivery priorities to be more locally relevant. Key changes that have been introduced for 2010/11 onwards are:
- (a) Reduction of the number of programmes from 23 down to five (Maintenance, Corridors, Neighbourhoods, Smarter Travel and Major Schemes). Funding is also provided for signal modernisation work at sites on borough roads;
  - (b) For three of the programmes (Neighbourhoods, Corridors and Smarter Travel) funding is allocated using a needs based formula. The details of this formula was subject to a joint consultation carried out by TfL and London Councils, with the final formula endorsed by London Councils' Transport and Environment Committee in March 2009 and subsequently approved by the Mayor;
  - (c) £100,000 for each borough to spend on local transport projects of their choice;
  - (d) Longer term funding commitments;
  - (e) Abolition of the requirement for bi-monthly delivery reports, although boroughs are required to ensure their live programmes of schemes are up to date on the Borough Portal (the system used to administer funding); and

- (f) Reduced requirements on details of proposed delivery of specific schemes to be submitted by the boroughs to TfL.
- 2.3 The reforms have significantly reduced the amount of officer time used to manage the LIP programmes and funds, creating savings for both the boroughs and TfL.

### **3 CONSEQUENCES OF LIP REFORMS FOR REPORTING OF LIP SPEND AND DELIVERY**

- 3.1 Under the previous LIP funding arrangements, funding was provided by TfL for the delivery of modally specific outputs, such as cycle parking spaces, cycle lanes, pedestrian facilities, bus lanes or road safety measures. The boroughs were also required to report in detail delivery against specific outputs. This meant it was possible for TfL to report to a high level of detail on how LIP funding was being spent both by “mode/topic” (walking, cycling, road safety, bus priority, etc) and by type of output (number of cycle parking spaces, kilometres of cycle lane, etc). The move away from ring-fenced modal/topic specific funding changes the way TfL investment in borough delivery will be reported from 2010/11 onwards.
- 3.2 Boroughs are being encouraged to adopt a more holistic approach, where schemes are developed that reflect the different priorities for all road users within a particular area, in line with the principles of the MTS and the Mayor’s Manifesto for Public Space, as set out in London’s Great Outdoors and Better Streets published in November 2009.
- 3.3 As part of the new LIP process, boroughs will make an Annual Spending Submission. This will provide information on which schemes will contribute to each of the MTS goals and outcomes (detailed in Appendix 1).
- 3.4 The consequences of these changes are that many schemes are likely to contribute to achieving more than one of the MTS goals and outcomes. This means that there will be a reduction in the level of detail with which TfL will be able to report on the total amount of investment by the boroughs, in particular in terms of “spend per mode” (e.g. amount spent on cycling).
- 3.5 Under the new arrangements, boroughs are required to report annually delivery of certain outputs in terms of the number and type of interventions delivered (detailed in Appendix 2). This will allow TfL to monitor delivery on the ground across all London boroughs for the outputs listed.
- 3.6 In addition, boroughs are required to set targets for five mandatory outcome indicators identified in the MTS. These are: mode share; bus service reliability; asset condition; road traffic casualties; and CO<sub>2</sub> emissions. Boroughs may also choose to set other locally specific targets (with annual milestones or trajectories). Interim targets will be set for 2013/14, with longer term targets identified for a future end date when the impact of sustained investment will have had a chance to take effect (e.g. 2020/21). Note: the setting of targets and reporting against mandatory indicators forms part of the requirements for the second round of LIPs, which will be effective from 2011/12.
- 3.7 In summary, under the new LIPs funding arrangements, it will still be possible for TfL to monitor delivery of a specific set of outputs and outcomes defined in LIPs guidance. It will not be possible to report the total amount invested through

LIPs to support particular modes (e.g. walking or buses), or to report outputs not listed in Appendix 2. This will impact on TfL's ability to respond to certain sorts of enquiries (e.g. questions from Assembly members or the media). It is therefore important that the changes to the LIPs funding and reporting arrangements are communicated to key external stakeholders to avoid the risk that TfL's inability to report on certain aspects of its investment is seen as obstructive or unhelpful.

#### **4 LEGAL AND FINANCIAL IMPLICATIONS**

- 4.1 A LIP is a document prepared under sections 145 to 153 of the Greater London Authority Act 1999, which sets out how a London borough proposes to implement the MTS in its area and the approval process.
- 4.2 Under section 159 of the GLA Act 1999, financial assistance can be provided by TfL 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. In order to ensure this purpose is met when exercising its functions under section 159, TfL has regard to the following matters in relation to LIP activities undertaken by a borough:
- (a) use of funding provided by TfL for the programmes or proposals for which the funding was provided;
  - (b) removal or substantial alteration of works carried out or infrastructure installed, with the benefit of TfL funding, without the prior written consent of TfL;
  - (c) implementation of the goals, challenges and outcomes as outlined in the MTS; and
  - (d) other reasonable TfL requests for project management reports and other information relating to the provision of financial assistance by TfL.
- 4.3 Section 159 also allows TfL to impose conditions on the financial assistance it provides and in specified circumstances to require repayment. As a general condition applicable to TfL financial assistance, TfL requires the recipient to:
- (a) use funding for the purpose for which it was provided, except with prior written approval from TfL of another purpose for the funding; and
  - (b) comply with the requirements as set out in the LIPs Guidance.
- 4.4 In circumstances where the recipient breaches the above requirements, TfL may require repayment of any funding already provided and/or may withhold provision of further funding. In circumstances where, in TfL's reasonable opinion, funding is being used or about to be used in breach of these requirements, TfL may suspend payments or withdraw funding pending satisfactory clarification.
- 4.5 TfL also has the ability to carry out random and/or specific audits in respect of the financial assistance it provides. In addition, boroughs are required to provide to TfL records and other information relating to the provision of financial assistance requested by TfL for the purposes of conducting an audit. This may include access to documents and interviews with relevant personnel.

## **5 RECOMMENDATION**

5.1 The Panel is asked to NOTE the report.

## **6 CONTACT**

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## MAYOR'S TRANSPORT STRATEGY GOALS, CHALLENGES AND OUTCOMES

| GOALS   | CHALLENGES  | OUTCOMES (Those relevant to LIPs are highlighted in bold)  |
|---|---|--|
| <b>Support economic development and population growth</b> | Supporting population and employment growth                                 | <ul style="list-style-type: none"> <li>• <b>Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel</b></li> </ul>  |
|   | Improving transport connectivity  | <ul style="list-style-type: none"> <li>• <b>Improving employees' access to jobs</b></li> <li>• <b>Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow</b></li> </ul>  |
|   | Delivering an efficient and effective transport system for people and goods | <ul style="list-style-type: none"> <li>• <b>Smoothing traffic flow (managing road congestion and improving journey time reliability)</b></li> <li>• <b>Improving public transport reliability</b></li> <li>• Reducing operating costs</li> <li>• <b>Bringing and maintaining all assets to a state of good repair</b></li> <li>• Enhancing the use of the Thames for people and goods</li> </ul> |
| <b>Enhance the quality of life for all Londoners</b>      | Improving journey experience  | <ul style="list-style-type: none"> <li>• Improving public transport customer satisfaction</li> <li>• <b>Improving road user satisfaction</b></li> <li>• Reducing public transport crowding</li> </ul>  |
|   | Enhancing the built and natural environment                                 | <ul style="list-style-type: none"> <li>• <b>Enhancing streetscapes, improving the perception of the urban realm and developing better streets initiatives</b></li> <li>• <b>Protecting and enhancing the natural environment</b></li> </ul>  |
|   | Improving air quality   | <ul style="list-style-type: none"> <li>• <b>Reducing air pollutant emissions from ground based transport, contributing to EU air quality targets</b></li> </ul>  |
|   | Improving noise impacts   | <ul style="list-style-type: none"> <li>• <b>Improving perceptions and reducing impacts of noise</b></li> </ul>   |
|   | Improving health impacts  | <ul style="list-style-type: none"> <li>• <b>Facilitating an increase in walking and cycling</b></li> </ul>   |
| <b>Improve the safety and security of all Londoners</b>   | Reducing crime, fear of crime and anti-social behaviour                     | <ul style="list-style-type: none"> <li>• <b>Reducing crime rates (and improved perceptions of personal safety and security)</b></li> </ul>   |
|   | Improving road safety   | <ul style="list-style-type: none"> <li>• <b>Reducing the numbers of road traffic casualties</b></li> </ul>   |
|   | Improving public transport safety   | <ul style="list-style-type: none"> <li>• Reducing casualties on public transport networks</li> </ul>   |

| GOALS  | CHALLENGES  | OUTCOMES (Those relevant to LIPs are highlighted in bold)   |
|--|---|---|
| <b>Improve transport opportunities for all Londoners</b>                                   | Improving accessibility                           | <ul style="list-style-type: none"> <li>• <b>Improving the physical accessibility of the transport system</b></li> <li>• <b>Improving access to jobs and services</b></li> </ul>       |
|  | Supporting regeneration and tackling deprivation  | <ul style="list-style-type: none"> <li>• <b>Supporting wider regeneration outcomes</b></li> </ul>   |
| <b>Reduce transport's contribution to climate change, and improve its resilience</b>       | Reducing CO <sub>2</sub> emissions                | <ul style="list-style-type: none"> <li>• <b>Reducing CO<sub>2</sub> emissions from ground based transport, contributing to a London-wide 60 per cent reduction by 2025</b></li> </ul> |
|  | Adapting for climate change                       | <ul style="list-style-type: none"> <li>• <b>Maintaining the reliability of transport networks</b></li> </ul>  |
| <b>Support the delivery of the London 2012 Olympic and Paralympic Games and its legacy</b> | Contributing to a successful Games and its legacy | <ul style="list-style-type: none"> <li>• Transport infrastructure and services</li> <li>• Physical and behavioural transport legacy</li> </ul>  |

## ANNUAL REPORT ON INTERVENTIONS AND OUTPUTS

(Presented as a part-completed example to illustrate the type of information boroughs are required to submit)

| OUTPUT REPORTING SHEET  |   |        |
|---|---|--------|
| <b>BOROUGH:</b>   |   |        |
| <b>YEAR:</b>  |   |        |
| Description   | Unit of data  | Number |
| <p><b>Note:</b> Outputs from individual schemes or packages of schemes delivered during the course of the previous financial year should be reported using this form. Where applicable values reported should relate to the net number of interventions (for example, if 25 cycle parking spaces were removed, but 75 added, the value reported should be 50 spaces). This also applies to interventions where values are required for distances (for example if 1km of bus lane is removed, but 3km added then the net value will be 2km).</p> |   |        |
| <b>Cycling</b>  |   |        |
| Cycle parking facilities  | Number of on-street spaces  |        |
|   | Number of off-street spaces   |        |
| Cycle training  | Number of adults  |        |
|   | Number of children  |        |
| Commentary on other interventions to assist cyclists (e.g. measures to improve permeability):   | E.g. Throughout the past year the Council has reviewed the scope for improving permeability for cyclists by permitting contra-flow cycling on key one-way streets. Following this review and the undertaking of safety audits, 4 one-way streets have been opened up for two-way cycling. |        |
| <b>Walking</b>  |   |        |
| Protected crossing facilities (e.g. refuges, zebra crossings, pelican crossings etc.)   | Number  |        |
| Guardrail removal   | Metres  |        |
| Commentary on other interventions to assist pedestrians (e.g. way-finding measures such as Legible London):   | E.g. Following the completion of a walking audit of Ridgeway Hatch neighbourhood centre using PERS software, a total of 12 dropped kerbs were implemented in the local vicinity to improve pedestrian access to the area.   |        |
| <b>Road safety and personal security</b>  |   |        |
| Education and training interventions (e.g. theatre in education or pedestrian training)   | Number  |        |
| 20 mph zones / limits   | Number  |        |
| Commentary on other interventions to improve road safety or personal security (e.g. lighting and signing on key routes to stations):  | E.g. Improved lighting has been installed and graffiti removed at the pedestrian subway leading to Morris Green Station to improve the personal security of those travelling to the station by foot.  |        |
| <b>Buses</b>  |   |        |
| Bus lanes   | Kilometres  |        |
| Accessible bus stops  | Number  |        |
| Commentary on other interventions to assist buses (e.g. bus gates):   | E.g. A 25m stretch of bus-only road was opened in June 2009 at the new Hale Brook retail park to facilitate bus access to / from Lee Way.   |        |
| <b>Smarter travel</b>   |   |        |
| Development of workplace travel plans and review of existing plans  | Number of workplaces  |        |
| Annual monitoring of school travel plans  | Number of schools   |        |
| Walking promotions (e.g. Number of schools participating in 'Walk on Wednesdays')   | Number of schools   |        |
|   | Number of workplaces  |        |
|   | Number of events  |        |
| Cycling promotions (e.g. Number of events during Bike Week)   | Number of schools   |        |
|   | Number of workplaces  |        |
|   | Number of events  |        |
| Smarter driving (i.e. Eco-driving), greener vehicles, liftshare and car club promotions   | Number of events  |        |

| Description   | Unit of data   | Number |
|---|--|--------|
| Public transport promotions (e.g. Freedom Pass promotions)  | Number of events   |        |
| Commentary on other smarter travel interventions:   | E.g. A Supplementary Planning Document has been adopted on the development of residential and workplace travel plans.  |        |
| <b>Environment</b>  |  |        |
| Electric vehicle charging points  | Number on-street   |        |
|   | Number off-street  |        |
|   | Number of workplace  |        |
| Car club bays implemented or secured by the borough   | Number on-street   |        |
|   | Number off-street  |        |
| Street trees  | Number of new trees planted  |        |
|   | Number of replacement trees planted  |        |
|   | Number felled for natural / safety reasons   |        |
|   | Number felled for other reasons  |        |
| Commentary on other environmental interventions:  | E.g. The Council installed a new air quality monitoring station adjacent to Colne Gyration to supplement the four existing monitoring stations in the borough.               |        |
| <b>Local area accessibility</b>   |  |        |
| Shopmobility or scootability  | Number of schemes implemented  |        |
| Commentary on other interventions to improve accessibility:   | E.g. Five new personal electric vehicles were purchased to support the continued growth of the Scootability scheme operating from Cabin Walk Shopping Centre.                |        |
| <b>Controlled parking and freight</b>   |  |        |
| New zones implemented   | Number   |        |
| Waiting and loading reviews   | Number   |        |
| Commentary on other interventions to review parking or freight issues and smoothing traffic flow:   | E.g. The hours of operation of Wingate Park and Hammond Green CPZs have been extended on match days to deal with parking overspill generated by Wadham Rovers Football Club. |        |
| <b>Cleaner local authority fleets</b>   |  |        |
| European emission standard of fleet for heavy duty diesel-engined vehicles (all vehicles with a gross vehicle weight of 8,800kg or over, including lorries and buses) | Number of Euro II vehicles   |        |
|   | Number of Euro III vehicles  |        |
|   | Number of Euro IV vehicles   |        |
|   | Number of Euro V vehicles  |        |
| Electric vehicles in fleet  | Number fully electric  |        |
|   | Number hybrid electric   |        |
| Commentary on other interventions to improve the efficiency of vehicle fleets:  | E.g. In appropriate circumstances contractor vehicle type and fleet composition is now included as part of the assessment criterion when major new contracts are procured.   |        |