

Item No. 11.	Classification: Open	Date: 30 October 2018	Meeting Name: Cabinet
Report title:		Approval of the Council's Movement Plan (transport plan), Local Implementation Plan (LIP) 3 and Integrated Impact Assessment (IIA), annual spending submission for 2019 / 20 and Liveable Neighbourhood bid for Bramcote Park	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Richard Livingstone, Environment, Transport Management and Air Quality	

FOREWORD – COUNCILLOR RICHARD LIVINGSTONE, CABINET MEMBER FOR ENVIRONMENT, TRANSPORT MANAGEMENT AND AIR QUALITY

As an Inner London borough, Southwark faces more than its fair share of transport-related problems: too much congestion, poor air quality, poor health outcomes. All too often, our transport networks seem to work against the identities of the communities that they are meant to serve. All too often, they create an environment that people want to get away from rather than enjoy.

Earlier this month, Southwark was recognised as the National Transport Authority of the Year. Rather than rest on these laurels, we are setting out a bold vision in this Movement Plan for how people get about Southwark that seeks to transform how our residents and visitors think about transportation in and through our borough. In doing so, we are taking a radical approach that we anticipate will set an example for other authorities to follow. Compared to previous transport plans, the Movement Plan puts a greater emphasis on active travel and less emphasis on the combustion engine.

The Movement Plan replaces the Transport Plan that Southwark agreed seven years ago and sets out a holistic approach to transport that puts the wellbeing of people at its heart. Set out around three over-arching themes – People, Place and Experience – it outlines nine key missions (three per theme) and 23 actions to deliver transformation. The Movement Plan responds to the objectives set out in the 2018-2022 Council Plan, the council's Air Quality Action Plan and the Mayor of London's Transport Strategy 2018.

As part of this report, the council is also setting out its proposals for its Local Implementation Plan submission to Transport for London (TfL). Once agreed, this will trigger funding from TfL to help us in the task of delivering many aspects of the Movement Plan. The report also sets out our proposal to bid to TfL to establish a Liveable Neighbourhood around the Bonamy and Bramcote estates to tackle the transport challenges there and at the north end of Ilderton Road.

If cabinet agree the Movement Plan, the next stage will be to consult widely with our communities and stakeholders to further shape its ambitions. This consultation will take twelve weeks and conclude in January.

I hope that cabinet will agree this bold vision to transform travel in our borough.

RECOMMENDATIONS

Recommendations for the Cabinet

That the cabinet:

1. Approves the Movement Plan (transport plan), Local Implementation Plan (Lip) 3 and Integrated Impact Assessment (IIA) for public consultation and submission to Transport for London(TfL) in Appendix A and associated supporting documents contained in Appendix B.
2. Agrees the content of the council's proposed LIP submission to TfL that identifies transport projects to be delivered using this funding in 2019 / 20 by 2 November 2018 in Appendix C.

Recommendations for the Leader of the Council

That the leader:

3. Delegates authority to the cabinet member for environment, transport management and air quality to amend the programme for 2019 / 20 should any variations to the proposed programme be required. The cabinet member shall consult community council chairs regarding any scheme changes in their area.
4. Delegates authority to the cabinet member for environment, transport management and air quality to determine the most appropriate use of the £100k discretionary funding allocated by TfL for 2019 / 20.

BACKGROUND INFORMATION

5. Section 145 of the Greater London Authority Act 1999 (GLAA 1999) requires each council in London to prepare a Local Implementation Plan (LIP) to detail how the authority will assist in delivering the Mayor's Transport Strategy.
6. In March 2018, the Mayor of London published his Transport Strategy (MTS) and all boroughs were required to respond by producing a LIP. Transport for London subsequently produced guidance for boroughs in preparing their third LIP (LIP3).
7. Attached to the LIP3 boroughs are required to produce an indicative 3 year and detailed 1 year delivery plan taking into account Mayoral and TfL programmes such as Vision Zero programme.
8. TfL provides financial assistance to boroughs, sub-regional partnerships and cross-borough initiatives under section 159 of the GLA Act 1999. All councils within London are able to bid for funding to deliver schemes identified in the LIP.
9. Southwark produces its LIP submissions to identify and fund an annual programme of transport improvements to address the 13 outcome indicators in the MTS. Southwark's LIP submission is submitted annually to TfL to assess its compatibility with the MTS outcome indicators for discretionary funding, as well as statutory funding which is based on a formula.
10. Southwark's allocation for 2019/20 is £2.140m, comprising:
 - £2,040k for corridors, neighbourhoods and supporting measures, and

- £100k of discretionary funding to be spent on the transport schemes that the council sees fit.

These allocations are the total LIP funding that the borough should expect to receive.

11. The above allocation does not, however, include TfL funded schemes, like Walk Peckham, Cycle Quietways, Cycle Superhighway 4 or the bus priority programmes.
12. In addition to the LIP formula funding allocation above, boroughs are able to competitively bid for a Liveable Neighbourhood scheme. The Liveable Neighbourhood programme replaced the Major Scheme programme and aims to improve areas that contain a number of transport and public realm problems, it is in the second year of funding,. Southwark's Liveable Neighbourhood bid is set out in Appendix B.

KEY ISSUES FOR CONSIDERATION

13. The Mayor of London revised and published his transport strategy in March 2018 and published guidance for boroughs on preparing their Local implementation 3.
14. In response officers have prepared a new transport plan (title the Movement Plan) which is supported by a more technical document title Southwark's transport implementation plan which bridges the Movement Plan and the requirements of the boroughs LIP3.
15. The plan is a statutory requirement and will be looking ahead to 2041. It must be submitted to TfL by 2 November 2018.
16. The Movement Plan has been developed through a human centred approach and places the people that live, work and visit the borough at the starting point of our journey. The plan builds on the "Southwark Conversation", where transport was identified as the top theme (27%) when asking what would help you and your family to lead a healthier life in Southwark. Transport was further highlighted as important in improving people's experience of living in Southwark (18%).
17. The plan reflects on evidence and research and looks across a number of fields; health, behavioural science, urban planning, design, technology as well as the transport-planning to come up with a set of actions, ideas, responses. The Movement Plan is based around three focus areas; people, place and experience and within these sets a number of missions which we are seeking to achieve.
18. Key actions coming from the Movement plan include;
 - Creating a demonstrator school programme, to take a neighbourhood and holistic approach to improving the environment around schools
 - Developing a flexible approach to managing our streets building on the play and school streets programme bringing these benefits to town centres, stations and commuter areas.
 - Reducing traffic on our streets, through network changes and a demand responsive approach to parking charges.

19. The Integrated Impact Assessment has actively influenced the drafting of the consultation draft of the Movement Plan, with the objective being to enhance the sustainability outcomes. The Scoping Report of the IIA was disseminated to the three SEA statutory consultees Historic England, the Environment Agency and Natural England as well as other stakeholders for consultation. This has informed the IIA presented alongside the Movement Plan. The IIA process has not identified any significant adverse effects against sustainability objectives from implementation of the Consultation draft of Movement Plan.
20. The Movement Plan and associated LIP3 have been the basis of Southwark's next three year LIP delivery plan and bid (2019/20 to 2021/22). The delivery plan also continues to deliver on the previous programme, continuing in particular our strong delivery of cycling and safety improvements.
21. Given the limited amount of funding available and the total number of possible projects, they require prioritisation, final scheme list in Appendix C.

Policy implications

22. The Movement Plan (and associated LIP3) sets a new policy direction for the borough. The Movement Plan will help to deliver the council plan, placing people and their wellbeing at the heart of our policy.
23. The plan has been developed with officers from across the council and as such embeds the broader policy work. Clear linkages within the policy and subsequent delivery plan between work areas, will extend into the delivery of this plan across the council. The plan is consistent with the New Southwark Plan, Cycling strategy and incorporates the consultation draft of the Kerbside strategy.
24. The plan responds to the requirements set by the Mayor of London and TfL and will help to deliver the Mayors Transport Strategy.

Community impact statement

25. As part of the IIA the Movement Plan (Transport Plan) has been assessed against its Equality Duty. The Equality Duty applies to public bodies and others carrying out public functions. It supports good decision-making by ensuring public bodies consider how different people will be affected by their activities, helping them to deliver policies and services which are efficient and effective; accessible to all; and which meet different people's needs.
26. The Movement Plan has due regard to the three aims of the Equality Duty.
 - I. eliminate unlawful discrimination, harassment and victimisation and any other conduct prohibited by the Act;
 - II. advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
 - III. foster good relations between people who share a protected characteristic and people who do not share it.
27. The IIA process demonstrates that the Movement Plan has considered the diverse needs of equality groups in relation to the three parts of the duty and that the aims and objectives of the Movement Plan promote equality and good community relations.

28. Ongoing monitoring will identify any unforeseen consequences, positive impacts or any identified impacts and any adverse impacts minimised where possible. This currently takes place through an annual monitoring report collating all available data on the impacts of the plan.

Resource implications

29. As a funding bid to TfL the proposed LIP schemes and the Liveable Neighbourhood have no capital or revenue implications for Southwark, except for officer's time to prepare these bids.
30. Details of the proposed LIP schemes together with the indicative costs of these bids are presented in Appendix A. Indicative management and implementation costs for each scheme have been taken into account in the submission.
31. Details of the proposed Liveable Neighbourhood scheme together with the indicative costs of this bid are presented in Appendix C.

Consultation

32. The Movement Plan, LIP3 and IIA will be subject to twelve weeks consultation ending on 25 January 2019. Upon completion of this period, the consultation responses will be considered.
33. The public consultation plan has been developed to build on the "Southwark Conversation" and speak to people about their key concerns and expectations of the proposed policy. We will utilise relationships built through various engagement exercises (such as Ageing Well) to ensure that everyone has an opportunity to engage with us throughout the consultation.
34. We will focus consultation through three broad foci. Group 1: everyone living, working and studying in Southwark. Group 2: stakeholders and organisations with interest and influence in Southwark. Group 3: experts and academics. Residents will primarily be consulted with via an online survey at the Consultation Hub. In addition, we will run focus groups with over 65s.
35. We will invite views via community groups, community councils, the council's website, electronic newsletters and social media networks, and via an online survey. With the aim of reaching people in context they already are at time that suits them.
36. The consultation will run for 12 weeks, completing on 25 January 2019. We will produce a consultation report having analysed the consultation responses
37. Once TfL have confirmed funding for the proposed LIP bid projects and the Liveable Neighbourhood bid then the council shall conduct separate formal engagement with stakeholders, residents and other interested parties on those schemes prior to their detailed design or implementation.
38. Furthermore, all infrastructure schemes will now go before the community council to allow local people an opportunity to influence the proposals affecting their area.
39. Where schemes are altered, dropped, or where new schemes are proposed, then relevant ward councillors will be consulted.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Democracy

40. As stated in the background information at the beginning of this report, section 145 of the Greater London Authority Act 1999 (GLAA 1999) requires London borough councils to prepare a LIP outlining their proposals and how they intend to implement the Mayor's Transport Strategy in their respective areas. Councils are required to consult various bodies and must include an implementation timetable for the proposals in their plan.
41. Under section 151 of the GLAA 1999, once a LIP plan has been approved by the Mayor the council must implement it according to the timetable in the plan.
42. Section 159 allows TfL to give financial assistance (by grant, loan or other means) to any person or body for expenditure conducive to the provision of safe, integrated, efficient and economic transport facilities. This permits TfL to impose conditions on financial assistance it provides.
43. The LIP bid has to comply with the public sector equality duty in accordance with the provisions of the Equality Act 2010. All the requirements contained within section 149 of the Equality Act have been duly considered and assessed, and this is evidenced in the Equalities Impact Assessment (EIA) referred to in paragraph 26. During the delivery of the identified transport projects, equalities will need to continue to be monitored.
44. Under paragraph 6, Part 3D of the constitution the Individual Member has authority to agree statutory or other strategies in relation to their area of responsibility. In addition under paragraph 4, the Individual Member has authority to approve the submission of bids for additional resources from government and other agencies in relation to their area of responsibility, where member level agreement is required by the external agency

Strategic Director of Finance and Governance (FC18/019)

45. This report is requesting cabinet to approve the movement plan, Local Implementation Plan (LIP) and Integrated Impact Assessment for public consultation and also agree the contents of the council's proposed LIP submission to TfL to the value of £2.140m.
46. Once the LIP is approved by TfL, programme budgets will be set up for the various schemes which will be regularly monitored and reported as part of the council's capital and revenue monitoring arrangements.
47. Staffing and any other costs connected with this recommendation to be contained within existing departmental revenue budgets.

Strategic Director of Environment and Leisure

48. The strategic director of environment and leisure fully supports this report. Staff from the department have been closely involved in the Movement Plan's development and will continue to work closely with the Transport Policy team to develop the associated action and delivery plans to ensure the delivery of the Movement Plan.

BACKGROUND DOCUMENTS

Background Papers	Held at	Contact
Transport Plan 2011	Planning and Transport, 5 th Floor, Tooley Street London SE1 2QH	Sally Crew 020 7525 7564
Link: (copy and paste link into browser) https://www.southwark.gov.uk/transport-and-roads/transport-planning?chapter=2		
Integrated Impact assessment	Planning and Transport, 5 th Floor, Tooley Street London SE1 2QH	Sally Crew 020 7525 7564
Link: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=6085&Ver=4		
Joint Equality and Health Analysis	Planning and Transport, 5 th Floor, Tooley Street London SE1 2QH	Sally Crew 020 7525 7564
Link: http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=302&MId=6085&Ver=4		

APPENDICES

No.	Title
Appendix A	Movement Plan, Setting a direction for transport (circulated separately)
Appendix B	Local Implementation Plan 3 (circulated separately)
Appendix C	LIP Delivery Plan and Liveable Neighbourhood – Bramcote Park (draft) (circulated separately)

AUDIT TRAIL

Cabinet Member	Councillor Richard Livingstone, Environment, Transport Management and Air Quality	
Lead Officer	Simon Bevan, Director of Planning	
Report Author	Sally Crew, Transport Policy Manager	
Version	Final	
Dated	18 October 2018	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	Yes	Yes
Director of Planning	Yes	Yes
Strategic Director of Finance and Governance	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	18 October 2018	