



City of Westminster

Cabinet Member Report

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| Decision Makers: | Cabinet Member for Environment and City Management |
| Date: | 12 October 2018 |
| Classification: | General Release |
| Title: | Proposed submission of the City Council's draft LIP3 Delivery Plan document to TfL by 2 November 2018 - and proposed consultation from that date to 11 January 2019 |
| Wards Affected: | All Wards |
| Key Decision: | Yes |
| Financial Summary: | <p>This report seeks your approval for the spend of TfL granted Capital expenditure of £3,133,000 per annum for the next three year period 2019/20 to 2021/22, which is specifically for the LIP3 '<i>Corridors and Neighbourhoods</i>' sub Programme.</p> <p>Your consideration and noting of the appended draft LIP3 Delivery Plan document is also sought. This highlights the proposed Capital expenditure for the four other LIP3 sub programmes namely: <i>The Liveable Neighbourhoods Programme, The Principle Carriageway Renewal and Bridges and Structures Programme, The Cycle Network Programme and The Bus Priority Programme</i>. All of which will be fully determined by separate Cabinet Member Decision Reports submitted over the next three years.</p> |
| Report of: | Kevin Goad Director, City Highways |

1 Executive Summary

1.1 A Local Implementation Plan (LIP) is a statutory document, prepared under section 145 of the Greater London Authority Act 1999 (GLA ACT 1999) which sets out how London boroughs propose to implement the Mayor's Transport Strategy, their own strategies, as well as other local and sub-regionally important transport objectives.

1.2 The:

- First City of Westminster LIP covered the period 2005/06 to 2010/11
- The second LIP (referred to as LIP1) covered the period 2011/12 to 2013/14. Please refer to: <https://www.westminster.gov.uk/westminster-local-implementation-plan>; and the subsequent
- LIP2 covered the period 2014/15 to 2016/17 - plus the two additional interim years of 2017/18 and 2018/19. Again please refer to: <https://www.westminster.gov.uk/westminster-local-implementation-plan>; and this new:
- Draft LIP3 submission to TfL will cover the period 2019/20 to 2021/22.

1.3 Building on the above, the proposed draft LIP3 Delivery Programme document will basically consist of five sub section programmes namely the:

- *Corridors and Neighbourhoods*
- *Liveable Neighbourhoods*
- *Principle Carriageway Renewal and Bridges and Structures*
- *Cycle Network*; and
- *Bus Priority* programmes

all coupled to a:

- *Combined Three Year Programme of Investment (2019/20 to 2021/22)* table; and
- A supporting and updated *Performance Monitoring Plan*.

1.4 So to move forward the full draft LIP3 Delivery Plan document will need to be:

- Submitted to the Cabinet Member for consideration and approval by 19 October 2018 (this report and Appendix 1); then be
- Submitted to TfL by 2 November 2018 for its consideration; then be

- Consulted upon with key stakeholders, eg the Police, The Freight Transport Association etc, and all residents via an item in the forthcoming Westminster Reporter from 2 November 2018; and finally be
- Re-submitted to TfL in final draft format on 16 February 2019 to seek formal/ statutory approval. Before implementation of the schemes and projects commence on 1 April 2019

2 Background

2.1 Over the past five years the transport network across central London has steadily evolved and the outgoing LIP2 programme had played its part by contributing significant financial support towards the delivery of a range of vital projects that the Council and TfL were then committed to. Such projects have included:

- The completion of the Piccadilly Two Way and Bond Street Major Schemes
- The completion of the Accessible Bus Stop Programme
- The completion of the Victoria Street and Buckingham Gate junction Diagonal Crossing
- The upgrade of key Car Club bays with Electric Vehicle charging points
- A trial of two cycle hangars in a residential street; and
- The continued upgrade of Green Man Pedestrian Crossings with pedestrian countdown units

to name only a small number of projects the previous LIP2 programme has delivered upon.

2.2 Notwithstanding the above achievements the perspective of the circa £5-6m per annum LIP programme needs to be considered against the much larger City Council Capital Programme that has/ and will continue to deliver a much wider range of transportation and public realm schemes across the borough within a typical range of circa £50m to £90m of expenditure per annum. Therefore the Capital Programme will continue to be the main source of funding for most projects and the associated LIP programme will continue to deliver the smaller and more localised schemes on the street that need not necessarily relate to major development. In practice this concerns Wards and communities that, say, have a higher than average casualty related accident history, where many children are walking to school, where access for local bus services needs attention etc.

2.3 Therefore in respect to the future LIP3 Delivery Plan it is advised that the Council's unstinting reputation with TfL and other stakeholders for delivering its projects on time and within budget will continue into the next three years. Such a commitment will be essential to meet central London's growing demands for a safer, more sustainable, more environmentally aware and a more economically productive transport network.

2.4 Nonetheless, when compared to the outgoing LIP2 Delivery Plan programme there will be some adjustment necessary for the LIP3 era in the years to come. This change must take account of recent innovations in the transportation, highways and air quality control sectors and supporting policy changes brought in by Government, TfL and the City Council itself.

2.5 In respect to recent City Council policy development it is advised that the future LIP3 Delivery Plan programme will take full account of the following recent City Council strategies:

- The Westminster City Plan (2016) - the Council is currently rewriting its City Plan that will update its strategic planning policies for the next 20 years. It will include a substantive number of updated or new transportation and parking policies.
- Greener City Action Plan 2015 - 2025 (June 2015) - which sets out how a more sustainable and greener city can be achieved.
- Sustainable Modes of Travel Strategy (SMOTS) (latest version August 2018) - which sets how schools, pupils and their parents can be encouraged to choose safer, healthier and more environmentally conscious modes of travel.
- Air Quality Action Plan 2013 - 2018 (April 2013) - which sets out how the Council should address the high levels of poor air quality in central London. This is currently under review in 2018/19.
- Joint Health and Wellbeing Strategy for Westminster 2017- 2022 (August 2017). This aims to assist in transforming health and care in Westminster by helping residents, and visitors to live healthier lives.
- Westminster Cycle Strategy 2014 (November 2014) - which sets out how the Council can encourage more to cycle and what projects should be supported.
- West End Partnership Vision 2030 (June 2015) - which is a key partnership document between the City Council, the London Borough of Camden, TfL and a range of businesses and landowners across the West End.
- Westminster Walking Strategy 2017 - 2027 (December 2017) – which is a daughter document to the Cycle Strategy and sets out how the Council can improve conditions for the pedestrian and what projects should be supported.

Most of which are represented in the:

- City for All 2018/19 speech and report (July 2018) which stresses the need for a:
 - City of opportunity
 - City that offers excellent local services
 - Caring and fairer city
 - Healthier and greener city
 - City that celebrates its communities.

- 2.6 So resultant from the above change in recent City Council policy the following four areas of key change have been identified for the new draft LIP3 Delivery Plan:
1. To increase investment in projects that enable improved Health and Wellbeing for all that live, work and visit the city
 2. To increase investment in projects that improve Air Quality for all who live, work and visit the city
 3. To increase investment in projects that reduce Road Danger for all those who live, work and visit the city with an emphasis on those who are most vulnerable i.e. pedestrians, cyclists and powered two wheelers; and finally
 4. To decrease investment in future Place Shaping projects given that in 2018/19 the City Council's new Community Infrastructure Levy (CIL) development funding process will in future greater support the delivery of the many development projects that LIP2 used to support from Design right through to Implementation on the street.

3 Recommendations

- 3.1 Cabinet Member approval is sought for the spend of TfL granted Capital expenditure of £3,133,000 per annum for the next three year period 2019/20 to 2021/22, which is specifically for the LIP3 '*Corridors and Neighbourhoods*' sub Programme.
- 3.2 Cabinet Member's consideration and noting of the appended draft LIP3 Delivery Plan document is sought. This highlights the proposed Capital expenditure for the four other LIP3 sub programmes namely: *The Liveable Neighbourhoods Programme*, *The Principle Carriageway Renewal and Bridges and Structures Programme*, *The Cycle Network Programme* and *The Bus Priority Programme*. All of which will be fully determined by separate Cabinet Member Decision Reports submitted over the next three years.
- 3.3 Cabinet Member's consideration and noting is also sought on the modest Consultation plan set out in Section 9 of this report.

Therefore:

- Taking account of the above recent City Council policy change and the Council's delivery of the outgoing 2014/15 to 2018/19 LIP2 programme of 20 individual '*Corridors and Neighbourhoods*' projects, the new draft LIP3 *Corridors and Neighbourhoods sub programme* will consist of 16 existing and new projects for Cabinet Member consideration and approval by 19 October 2018 (please see table 1 below); alongside
- Requested support of the four other sub programme chapters namely: *The Liveable Neighbourhoods Programme*, *The Principle Carriageway Renewal and Bridges and Structures Programme*, *The Cycle Network Programme* and *The Bus Priority*

Programme. All of which will, in time, be fully determined by separate Cabinet Member Decision Reports submitted over the next three years.

- 3.4 Overall the proposed new 2019/20 LIP3 *Corridors and Neighbourhoods* sub programme will continue to deliver and implement 14 of the 16 projects that made up the outgoing LIP2 programme period, so much of this will be ‘business as usual’:

Table 1: Proposed LIP3 *Corridors and Neighbourhoods* sub programme for 2019/20

| LIP3 Delivery Plan Proposed Corridors and Neighbourhoods Programme | 2019/20 £s | The main changes in comparison the outgoing LIP2 Delivery Plan programme for 2018/19 and before |
|---|------------|---|
| C&N 1 Legible London pedestrian signs Implementation | 50,000 | Increased due to commitment stressed in the Westminster Walking Strategy (December 2017) |
| C&N 2 Place Shaping studies Feasibility | 250,000 | Reduced due to a re-alignment of most Corridors and Neighbourhoods and Small Scale Projects and potential for future projects to be funded through the City Council’s Community Infrastructure Levy (CIL) process |
| C&N 3 EV Strategy schemes Implementation | 200,000 | Increased due to anticipated commitment stressed in the forthcoming Westminster EV Strategy (2018/19) |
| C&N 4 Road Danger Reduction Strategy schemes Development and Implementation | 400,000 | To continue due to rising Casualties in some categories and anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20) |
| C&N 5 Vulnerable Local Safety schemes Development and Implementation | 773,000 | Increased to take account of rising Vulnerable casualty related accidents and anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20) |
| C&N 6 Bus service accessibility and flow Development and Implementation | 200,000 | This is now a combination of the old LIP2 2018/19 DDA Bus Stop Accessibility and Local Bus Challenge combined |
| C&N 7 School Travel Plans Development | 50,000 | Increased due to LIP2’s strong start in delivering schemes outside of schools and the anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20) |
| C&N 8 Transport Education Implementation | 20,000 | Retained due to anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20) |
| C&N 9 Air Quality Strategy projects | 200,000 | Increased due to anticipated commitment stressed in the forthcoming Westminster Air |

| Implementation | | Quality Strategy (2018/19) |
|--|-------------------|--|
| C&N 10 Cycling Strategy schemes Implementation | 320,000 | Retained due to existing commitment to the Westminster Cycling Strategy (November 2014) |
| C&N 11 Walking Strategy schemes Implementation | 320,000 | Increased due to commitment stressed in the Westminster Walking Strategy (December 2017) |
| C&N 12 Traffic Signals Implementation | 100,000 | Increased due to commitment stressed in the Westminster Walking Strategy (December 2017) and anticipated Westminster Road Danger Reduction Strategy (2019/20) |
| C&N 13 Health and Wellbeing Strategy Implementation | 50,000 | Increased due to adoption of WCC Health and Wellbeing Strategy (August 2017) |
| C&N 14 School Road Safety and Air Quality schemes Implementation | 50,000 | Retained due to anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20) and the forthcoming Westminster Air Quality Strategy (2018/19) |
| C&N 15 Freight servicing, deliveries and re-timing schemes Implementation | 50,000 | Introduced due to the need to better manage the kerbside for deliveries and servicing needs |
| C&N 16 Local Transport Fund Development and Implementation | 100,000 | Retained due to existing commitments in the delivery and monitoring of the LIP Delivery Plan programme and the trialling of any future innovative projects |
| Total | £3,133,000 | Allocation from TfL for 2019/20 |

4 Reasons for Decision

- 4.1 The City Council is obliged to submit a new statutory LIP3 Delivery Plan programme to TfL for consideration and ultimate approval by February 2019 and the enclosed draft Delivery Plan programme document would fulfil this objective. Failure to do so would prevent TfL from releasing the allocated Capital funds to the City Council.

5 Next steps

- 5.1 To enable full submission of the enclosed draft LIP3 Delivery Plan document (please refer to Appendix 1) the following next steps are advised:
- The draft document is submitted to the Cabinet Member for consideration and approval by 19 October 2018 (this report and Appendix 1); then it is
 - Submitted to TfL on 2 November 2018 for its consideration; and then
 - On 5 November a Briefing Note and updated LIP3 Delivery Plan document will be issued to all Members to ensure that they have full opportunity to comment; followed by

- On 12 November consultation with key stakeholders, e.g. the Police, The Freight Transport Association etc., and all residents via an item in the forthcoming Westminster Reporter in November 2018 will commence;
- After which Cllr Scarborough and yourself will be issued with a final draft document for consideration; before
- Its final submission to TfL on 16 February 2019; and
- On 1 April 2019 delivery of the identified schemes and projects will commence.

6 Financial Implications

6.1 It is advised that all five sub programmes of the City Council's LIP3 Delivery Plan programme will be entirely funded from TfL granted Capital expenditure to enable the full completion of selected schemes and projects or a contribution towards them. Therefore there are no immediate risks to City Council's budgets. In summary TfL's indicative funding pledged for 2019/20 is as follows:

- *Corridors and Neighbourhoods Programme*
Including the *Local Transport Fund* £100,000 £3,133,000 (Granted)

Then:

- *Liveable Neighbourhoods Programme* *To be advised*
Bid to be submitted to TfL on 30 November 2018
- *Principle Carriageway Renewal and Bridges and Structures Programme* TfL advise £0 for 2019/20
But an indicative bid of £724,375 is recommended for submission nonetheless
- *The Cycle Network Programme* To be advised April 2019
- *The Bus Priority Programme* To be advised April 2019

7 Legal Implications

7.1 Section 145 of the Greater London Authority Act 1999 (GLA ACT 1999) requires London local authorities to prepare LIPs containing their proposals for the implementation of the Mayor's Transport Strategy within the area that they are responsible for.

7.2 Under section 147 of the Act, the Mayor of London has extensive powers to prepare the LIP if the Council fails to prepare one that is, in his opinion, adequate. The Mayor of London can recover the cost of doing so from the London Authority as a civic debt. Furthermore, under section 152, where the

Mayor of London considers that the London Authority has failed or is likely to fail to implement any proposal within the LIP he can exercise on behalf of the London Authority its powers and recover the costs of doing so.

8 Consultation

- 8.1 Once approval of the recommendations is attained the draft LIP3 Delivery Plan programme document will be formally consulted upon in the following manner:
- On Friday 5 November 2018 a Briefing Note will be issued to all Members advising them that the draft document has received your approval for onward consultation with them. Hard copies of the document will be made available in the Members rooms at the Strand and Portland House offices and it will be viewable on-line; then
 - On Monday 12 November 2018 key Stakeholders will be consulted on the same as will all residents via an item in November's Westminster Reporter linked to a City Council web page where the draft document can be viewed onscreen.
- 8.2 Once the consultation period ends on Friday 18 January 2019, officers will then review any responses received, amend the draft document where appropriate and share a final draft at the next appropriate fortnightly Environment and City Management Cabinet Member meeting. The final draft document will then be re-submitted to TfL by 16 February 2019.

If you have any queries about this Report or wish to inspect any of the Background Papers, please contact:

Hugh Brennan, Transport Programme Manager

hbrennan@westminster.gov.uk or 020 7641 2936

Appendix 1: Draft Westminster LIP3 Delivery Plan programme document
For completion by the Cabinet Member for Environment and City Management

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: Councillor Tim Mitchell

State nature of interest if any

.....
(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled

.....and reject any alternative options which are referred to but not recommended.

Signed

Cabinet Member for Environment and City Management

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:

.....
If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, Director of Law, Strategic Director Finance and Performance and, if there are resources implications, the Strategic Director of Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from

publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

Appendix A

Other Implications

1. Resources Implications –

- 1.1 All capital and chargeable hours costs of the stated schemes and programmes within the draft document will be funded by TfL

2. Business Plan Implications –

- 2.1 There are no known Business Plan implications arising from this report.

3. Risk Management Implications –

- 3.1 Component schemes and project risks should be managed through the projects Risk Register.

4. Health and Wellbeing Impact Assessment including Health and Safety Implications –

- 4.1 Many of the projects encourage more 'Active travel' especially in respect to the encouragement of walking, cycling and a reduction in vehicle emissions etc

5. Health and Safety issues

- 5.1 All component schemes and projects will be identified and addressed in accordance with the Construction, Design and Management Regulations 2015

6. Crime and Disorder Implications –

- 6.1 The measures in this report are not directly expected to have any implications under the Crime and Disorder Act 1998

7. Impact on the Environment –

- 7.1 Existing materials that are taken up will be recycled wherever possible. Many of the component schemes and projects encourage more sustainable modes for travel

8. Equalities Implications –

- 8.1 The scheme will not negatively impact those with mobility difficulties

9. Staffing Implications –

- 9.1 There are no direct staffing implications arising from this report

10. Human Rights Implications –

10.1 There are no human rights implications arising from this report

11. Energy Measure Implications –

11.1 The component schemes and projects have much potential in reducing use of motorised vehicles

12. Communications Implications –

12.1 Ward Members will be consulted on Friday 2 November 2018. Then on Monday 5 September key Stakeholders and Residents will be consulted. The period for both processes will end on Friday 18 January 2019.