

CABINET MEMBER DELEGATED DECISION: 7 OCTOBER 2021

Report title: Transport Strategy Programme: Phase 1 Capital Funding

Wards: All

Report Authorised by: Sara Waller and Eleanor Purser Co-Strategic Directors – Sustainable Growth and Opportunity

Portfolio: Cabinet Members for Sustainable Transport, Environment and Clean Air (job share):
Councillors Danny Adilypour and Mahamed Hashi

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Report summary

This report confirms available grant funding and seeks approval for the release of capital funding from the approved Sustainable Transport and Public Realm capital allocation to develop and implement the Transport Strategy Programme, including the Council's emergency response to Covid-19. The Programme commits to a range of infrastructure interventions required in order to address identified objectives, including our climate change response. Key elements of the Programme, such as Low Traffic Neighbourhoods and Healthy Routes, have been accelerated in response to the Covid-19 pandemic in order to protect public health and promote a green recovery, avoiding an upsurge in private car usage and the negative impacts this would have.

Finance summary

The projected capital cost of Phase 1 of the Transport Strategy Programme is £4,345,000.

£2,620,000 will be funded through the Sustainable Transport and Public Realm capital allocation approved by cabinet in July 2020 and £1,725,000 through the council's TfL grant allocation.

Recommendations

1. To approve Phase 1 of the Transport Strategy Programme to the projected value of £4,345,000.
2. To approve the spend of £2,620,000 from the Sustainable Transport and Public Realm capital allocation set by cabinet in July 2020.
3. To approve the spend of £1,725,000 from the council's TfL grant allocation.
4. To note the indicative 3 year capital funding requirement to support the delivery of the Programme as set out in Table 1.

1. CONTEXT

- 1.1 The Council's Transport Strategy 2019 and associated Implementation Plan (TSIP) sets out a range of policy objectives, interventions and initiatives required to achieve these. Key priorities identified include reducing road danger, improving accessibility and health outcomes, supporting sustainable growth and enabling more people to choose public transport, walking and cycling, while reducing reliance on private motor vehicles, thereby reducing CO2 emissions.
- 1.2 The Covid-19 pandemic has underlined the need to implement improvements to the transport network and in May 2020 the Covid-19 Transport Strategy Programme was agreed in response to this need. The Programme identified a broad range of interventions, including Low Traffic Neighbourhoods (LTN) and Healthy Route schemes.
- 1.3 In January 2019 Lambeth became the first council in London to declare a Climate Emergency and the Corporate Carbon Reduction Plan reasserts the council's commitment to taking all actions necessary in response to the climate crisis. Transport accounts for a significant proportion of the borough's CO2 emissions and traffic reduction, together with the switch to zero emissions vehicles will be required to deliver the necessary change in this area. Urgent action is required to meet this challenge and an innovative and flexible approach will be necessary.
- 1.4 Historically Transport for London (TfL) grant funding has been used to deliver many of the interventions referenced in the Transport Strategy and it is anticipated that such funding will be available in future years, but only short-term funding is currently confirmed. A reliable pipeline of grant funding is dependent on a long-term settlement between Government and TfL. In any event, the scale of intervention proposed in the next 3 years will require other sources of funding.

2. PROPOSAL AND REASONS

- 2.1 The Transport Strategy and Implementation Plan commits to a range of infrastructure interventions required in order to address identified objectives. Key elements of the strategy have been accelerated in response to the Covid-19 pandemic in order to protect public health and promote a green recovery, avoiding an upsurge in private car usage and the negative impacts this would have. Funding to deliver the programme to date has been largely re-couped from Government and TfL grants. We are now embarking on the next phase of the programme which involves consideration of whether experimental schemes introduced in response to Covid-19 should be made permanent, as well as picking up other priority programmes that had to be paused due to the pandemic, such as further road danger reduction measures. Greater certainty around funding for these interventions is required, particularly given the relatively higher costs of implementing permanent changes to the highway, as opposed to trial measures.
- 2.2 Under normal circumstances, the Council would expect to prepare a 3 year transport investment programme for submission to Transport for London in October 21 as part of the Local Implementation Plan (LIP) process. As a result of TfL's current funding position however, the LIP process has been suspended and funding for boroughs is only confirmed to December 21 with a reduced amount available. There is no certainty of TfL funding beyond this point and this uncertainty hampers our ability to bring forward medium and longer term projects within the programme.
- 2.3 Lambeth has been allocated TfL grant funding of £1,725,000 for identified projects for the period June to December 2021. All projects funded by the TfL grant support the delivery of the council's Transport Strategy 2019 and Covid-19 transport programme. This funding is time-bound and must be spent by March 2022.

- 2.4 The Covid-19 Transport Programme, including five LTNs and a number of Healthy Routes and related measures, has been implemented in the form of temporary and experimental interventions using available grant funding. These schemes are being monitored, feedback collected and will be subject to non-statutory public consultation from September 21. In preparedness for this, design work is taking place to illustrate to the public during the consultation phase how the trial measures could be implemented permanently, should this be the outcome of the decision making process. Converting temporary and trial measures to permanent schemes would entail a significant investment in the public realm of the affected areas in order to deliver the full benefits of the programme.
- 2.5 No decision on the future of the temporary and experimental schemes has been made at the time of writing and any move to permanent schemes will be informed by representations received during the Experimental Traffic Order objection period, data monitoring and non-statutory public consultation. In the event that a decision is taken to remove / cancel the schemes a limited amount of funding would be required for this purpose.
- 2.6 Significant staff resource is being deployed to support the ongoing development of the Covid-19 response schemes, including around public engagement, and this will intensify during the public consultation stage. Capitalisation of staff costs is required where these cannot be covered by revenue funding.
- 2.7 In order to bring forward a broader programme of the scale and ambition needed to deliver the Transport Strategy further staff resource is required. As well as the development of additional projects and programmes, there is a significant amount of policy work required to underpin these, notably the Road Danger Reduction Strategy and Kerbside Strategy which will be developed by the Transport Strategy team. In addition, further staff resource may be required in Resident Services for the implementation of agreed schemes and initiatives. As above, some capitalisation of staff costs will be required.

3 PROGRAMME

- 3.1 Schemes included in the Programme are either already identified in the agreed Transport Strategy or consistent with the Guiding Principles and Actions set out in the Strategy.
- 3.2 Key priority areas for the programme are:
- 3.2.1 The Transport Strategy and TSIP commit the Council to work towards 'Vision Zero' for road traffic casualties and further investment in highway interventions which tackle road danger is a priority. Monitoring indicators in this area show that a step change in intervention is required to achieve significant reductions in number of people killed or seriously injured on our roads. Even assuming historic grant funding which can be used for this purpose is maintained, this is unlikely to be sufficient to deliver the scale and scope of intervention required.
 - 3.2.2 To enable the further implementation and development of Low Traffic Neighbourhood schemes in support of the Council's C-19 Transport Response and TSIP.
 - 3.2.3 The TSIP also identifies a Healthy Route Network covering the whole of the borough and sets out a programme for improvements to these streets to make them safer, more accessible and inviting for walking and cycling.

- 3.2.4 The TSIP also includes a strategy for the delivery of charging infrastructure to support electric vehicles and funding is required in order to further improve coverage of charge points across the borough.
- 3.2.5 The Transport Strategy also identifies the need to increase the provision of cycle parking at origins and destinations including through the bike hangar programme and funding is required to support more comprehensive coverage on the public highway.
- 3.2.6 The Transport Strategy also identifies a range of infrastructure interventions targeted at behaviour change towards sustainable travel, including School Streets and sustainable freight services.
- 3.2.7 Table 1 below summarises capital funding requirements for the identified programme in Phase 1. Phase 1 is defined as the remainder of the current financial year 21-22 and the period to September 2022. Current grant funding is noted, as is the anticipated 3 year requirement for council funding in the event that no further grant funding becomes available.

Table 1: Transport Strategy Programme – Forecast budget requirement

CIP Category	Description	Example schemes	Grant funding*	Capital funding Phase 1 £000	3 Year Forecast £000
Road Danger Reduction	Collision reduction schemes	Junction improvements (Wandsworth Road), traffic calming, re-allocation of road space to walking and cycling, behaviour change	427	500	3,000
Low Traffic Neighbourhoods / C-19	Existing LTNs public realm & environmental improvements (subject to decision to move to permanent schemes). Development of future schemes.	7 LTNs in C-19 programme: Oval, Railton, Ferndale, Streatham Hill, Tulse Hill, Brixton Hill, Streatham Wells. Additional schemes as required	434	1,175	5,150
Cycling Infrastructure	Delivery of the borough Healthy Route Network	Cycleway 5, Rosendale Road, Loughborough Road, Kennington Road, Voltaire Road	207	390	3,890
Cycle Parking	Bike hangars, on-street cycle parking	Bike hangars, 'Sheffield' stands	99	150	500
EVCP	Electric vehicle charging infrastructure	Lamp column, fast, rapid charge points	0	255	485
Sustainable Travel	Behaviour change initiatives	School Streets	99	150	465
n/a		Voltaire Road	80		
n/a		Bus priority	345		
n/a		Emissions reduction	34		
Total			1,725	2,620	13,490

*TfL grant funding for the period June to December 2021, including allocation for staff costs

3.3 The Programme will be delivered through the Transport Strategy, Sustainable Travel, Capital Studio and Highways teams working in partnership with other relevant internal stakeholders. Transport Strategy is generally responsible for identifying, prioritising, developing and agreeing schemes, with Resident Services responsible for scheme implementation, maintenance and enforcement.

3.4 Table 2 below shows the indicative split between Sustainable Growth and Opportunity and Resident Services for the capital funding requested.

Table 2: Transport Strategy Programme – SGO/RS indicative allocation

CIP Category	Capital funding Phase 1 £000	SGO £000	RS £000
Road Danger Reduction	500	50	450
Low Traffic Neighbourhoods / C-19	1,175	170	1005
Cycling Infrastructure	390	140	250
Cycle Parking	150		150
EVCP	255	15	240
Sustainable Travel	150		150

4. FINANCE

- 4.1 Table 1 above details the projected £4,345,000 capital costs for Phase 1 of the Transport Strategy Programme of which it is recommended that £2,620,000 is funded through the Sustainable Transport and Public Realm capital allocation approved by cabinet in July 2020 and £1,725,000 through the council's TfL grant allocation.
- 4.2 TfL have approved grant funding to December 2021 and additional grant may become available once the next grant settlement is announced. This will reduce the funding requirement from the approved capital budget allocation
- 4.3 As per Table 1 above, the total cost of the Transport Strategy Programme is estimated as £13,490,000. Once phase 1 is completed, a further £9,145,000 is expected to be required to fund the programme. This will be subject to a further decision report.
- 4.4 All projected costs of the Programme include staffing costs.
- 4.5 As TfL have not announced grant settlements past December 2021, it is currently not known how much of the £9,145,000 will be funded through TfL grants.

5. LEGAL AND DEMOCRACY

- 5.1 There are no substantial legal implications arising out of this report.
- 5.2 In implementing the Programme, the council will need to be mindful of its public sector equality duty. Section 149 of the Equality Act 2010 sets out the new public sector equality duty replacing the previous duties in relation to race, sex and disability and extending the duty to all the protected characteristics i.e.,

race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment.

5.3 The public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity, and;
- Foster good relations between those who share a protected characteristic and those who don't.

5.4 Part of the duty to have “due regard” where there is disproportionate impact will be to take steps to mitigate the impact and the Council must demonstrate that this has been done, and/or justify the decision, on the basis that it is a proportionate means of achieving a legitimate aim. Accordingly, there is an expectation that a decision maker will explore other means which have less of a disproportionate impact.

5.5 The Equality Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken – that is, in the development of policy options, and in making a final decision. A public body cannot satisfy the Equality Duty by justifying a decision after it has been taken

5.6 This proposed key decision was entered in the Forward Plan on 28 June 2021 and the necessary 28 clear days’ notice has been given. In addition, the Council’s Constitution requires the report to be published on the website for five clear days before the proposed decision is approved by the Cabinet Member. Any representations received during this period must be considered by the decision-maker before the decision is taken. A further period of five clear days - the call-in period – must then elapse before the decision is enacted. If the decision is called-in during this period, it cannot be enacted until the call-in has been considered and resolved.

6. CONSULTATION AND CO-PRODUCTION

6.1 The Lambeth Transport Strategy 2019 provides the rationale and justification for the Transport Strategy Programme, including the Council’s emergency response to Covid-19. The Strategy achieved a high level of support from stakeholders following comprehensive engagement and consultation. Responses to the consultation showed that four out of five people agreed with the principle that we should encourage people to walk, cycle and use public transport rather than travel by car.

6.2 As well as consulting widely on the Transport Strategy, officers have carried out significant engagement with local communities on schemes included in the Council’s emergency response to Covid-19 and this engagement is ongoing.

6.3 In the preparation of this programme consultation has taken place across the relevant council teams that will be involved in scheme development and delivery. Officers are also working with TfL to ensure that the council’s programme is aligned with the Mayor of London’s Transport Strategy.

6.4 Where Experimental Traffic Orders are utilised, the process includes a statutory minimum six month objection period prior to a decision being taken. In these cases, during, or shortly after this period, the Council will in addition conduct a non-statutory consultation with the public and key stakeholders. This will involve a range of methods, including letters, a dedicated website, meetings and focussed activities with local stakeholders.

7. RISK MANAGEMENT

- 7.1 Without the provision of a sufficient and reliable funding allocation, the Council's ability to progress existing schemes and develop new ones will be limited. This includes our ability to carry out important engagement, design and scheme improvement works.

Table 3 – Programme Risks

Risk	Likelihood	Impact	Score	Mitigation
Uncertainty around grant funding delays programme delivery	3	4	12	Release of capital funding will provide assurance to proceed. This can be reimbursed from grant funding where available.
Insufficient / incomplete engagement activity affects scheme acceptance	2	2	4	The proposed programme focusses on community engagement and scheme improvement
Extended design timescales post scheme consultation result in delays to implementation	2	2	4	Scheme development, including detailed design work, to proceed during run-up to consultation / decision making
Funding released is not sufficient	2	4	8	Further release report to be drafted as necessary once more detailed costing has been developed. 3 year forecast indicates likely requirements.

Likelihood	Impact			
	Minor (1)	Significant (2)	Serious (4)	Major (8)
Very likely (4)	4	8	16	32
Likely (3)	3	6	12	24
Unlikely (2)	2	4	8	16
Very Unlikely (1)	1	2	4	8

8. EQUALITIES IMPACT ASSESSMENT

- 8.1 In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).
- 8.2 The Transport Strategy and Implementation Plan 2019 was subject to a full Equalities Impact Assessment (EqIA). This identified broadly positive impacts on protected groups. Scheme specific EqIAs

will be prepared for all interventions as appropriate and attached to individual scheme reports in order to ensure equalities impacts are fully considered by the decision maker at key stages.

- 8.3 Scheme specific EqIAs for projects within the Covid-19 programme have already been carried out to further investigate and analyse potential impacts and to identify where there may be a need for mitigation of any negative impacts. Potential negative impacts have been identified for groups sharing protected characteristics, including disability, race and ethnicity, sex, pregnancy and maternity, age and socio-economic status. Mitigations for these risks have been developed and implemented or are in the process of being implemented. Both risks and mitigations are detailed in the LTN EQIAs available on the council website. This is an on-going process with EqIAs being periodically reviewed.
- 8.4 Officers are currently carrying out an in-depth engagement with stakeholders representing a wide range of protected groups in order to better understand their needs and requirements in relation to the type of interventions included in the Programme. The outputs from this process will inform scheme design and implementation as well as feeding in to the EqIA process.

8. COMMUNITY SAFETY

- 8.1 The programme of measures proposed is designed first and foremost to ensure public safety and to protect public health. The programme responds to government guidance recommending that local authorities implement measures to increase safe space for walking and cycling and to promote sustainable forms of transport in order to reduce pressure on public transport and deter a significant increase private car use. Officers will work closely with the relevant authorities to ensure that all measures implemented are safe and secure.

9. ORGANISATIONAL IMPLICATIONS

9.1 Environmental

The proposed measures are expected to deliver environmental improvements by ensuring that traffic levels in neighbourhood areas are not excessive and that more people are able to choose non-polluting modes of travel. A full SEA was carried out for the Transport Strategy and Implementation Plan alongside the public consultation process. The SEA Environmental Report concluded that no significant adverse environmental effects would result from the implementation of the Strategy. As such, no specific recommendations for the mitigation of effects were required. All the effects identified were either considered to have no impact or to be positive

9.2 Staffing and accommodation

The development and delivery of the programme requires additional staff resource, particularly around community engagement / consultation, and this report proposes the capitalisation of staff costs in order to fund existing and additional supernumerary posts for this purpose.

9.3 Responsible Procurement

The design process will call-off existing contracts and / or procure additional services via competitive tender. The London Highways Alliance Contract Framework (LoHAC) will be called upon to implement changes to road layouts and traffic arrangements.

9.4 Health

Protecting public health is at the heart of the programme. Promoting walking and cycling will reduce exposure to virus transmission and increase levels of physical activity among the general population, improving health outcomes. The programme also focusses on key public health concerns relating to the negative impacts of the transport network, for example harmful emissions from road traffic and how these can be reduced and mitigated. The programme identifies the need to target interventions at specific groups as well as the general population in line with Lambeth’s Joint Strategic Needs Assessment, for example promoting active travel for education trips among young people.

9.5 Corporate Parenting

N/A

10. TIMETABLE FOR IMPLEMENTATION

10.1 The table below details the stages and deadlines for implementing the recommendations.

Table 4: Timetable

Activity	Proposed Date
Date published on Forward Plan	28 June 2021
Publication on Decisions online	29 September 2021
End of Publication period	7 October 2021
Standstill Period Prior to Decision	15 October 2021
Cabinet Member Decision	16 October 2021

Audit trail				
Consultation				
Name/Position	Lambeth directorate/division or partner	Date Sent	Date Received	Comments in para:
Cllr Claire Holland	Leader of the Council	14.09.21	24.09.21	9.5
Cllr Danny Adilypour	Cabinet Member Sustainable Transport, Environment and Clean Air	06.08.21	11.08.21	1.3,2.4,2.7
Sara Waller & Eleanor Purser Co-Strategic Directors – Sustainable Growth and Opportunity	Sustainable Growth and Opportunity	30.06.21	02.07.21	6
Rob Bristow Director of Planning, Transport and Sustainability	Sustainable Growth and Opportunity	30.06.21	03.09.21	n/a
Sandra Roebuck, Director for	Resident Services	30.06.21	07.09.21	3.3

Infrastructure and Capital delivery				
Michael Munnely, AD for Infrastructure, Public Realm and Climate Change Delivery	Resident Services	30.06.21	03.09.21	2.7
Hannah Jameson, AD for Sustainable Development and Climate Change Response	Sustainable Growth and Opportunity	30.06.21	03.09.21	throughout
Neil Fenton, AD Parking, Street Management & Commercial	Resident Services	30.06.21	06.09.21	
Russell Trewartha Public Realm Programme Manager	Resident Services	30.06.21	14.07.21	3.2.7
Matthew Gaynor, AD Finance	Resident Services	30.06.21	05.08.21	3
Gregory Carson, Legal Services	Corporate Resources	30.06.21	29.07.21	4
Wayne Chandai Democratic Services	Legal and Governance	30.06.21	06.07.21	All

Report history	
Original discussion with Cabinet Member	25.06.21
Part II Exempt from Disclosure/confidential accompanying report?	No
Key decision report	Yes
Date first appeared on forward plan	26 June 2021
Key decision reasons	2. Expenditure, income or savings in excess of £500,000
Background information	Transport Strategy and TSIP Transport Strategy Transport Covid Programme CMDR Transport Strategy Equalities Impact Assessment: EqIA Financial Planning and Medium Term Strategy Report 2020/21 to 2024/25 FPS
Appendices	n/a

APPROVAL BY CABINET MEMBER IN ACCORDANCE WITH SCHEME OF DELEGATION

I confirm I have consulted Finance, Legal and Democratic Services, and taken account of their advice and comments in completing the report for approval:

Signature: _____ **Date:** _____

Post: Simon Phillips, Head of Transport Strategy and Programmes

I approve the above recommendations:

Signature: _____ **Date:** _____

Post: Cllr Danny Adilypour, Cabinet Member for Sustainable Transport, Environment and Clean Air

Any declarations of interest (or exemptions granted): None

Any conflicts of interest: None

Any dispensations: None