



Report for:
ACTION

Item Number:

Contains Confidential or Exempt Information	NO
Title	Transport Programme 2021-22
Responsible Officer(s)	Dipti Patel, Director of Place Delivery
Author(s)	Russell Roberts, Principal Transport Planner
Portfolio(s)	Cllr Julian Bell Leader of the Council and Cabinet Member for Regeneration & Transport and Cllr Jasbir Anand, Cabinet Member for Environment & Climate Action
For Consideration By	Cabinet
Date to be considered	20 April 2021
Implementation Date if Not Called In	4 May 2021
Affected Wards	All
Area Committees	All
Keywords/Index	Active Travel, Air Quality/Pollution, Climate and Ecological Emergency Strategy, Cycling, Elizabeth Line/Crossrail, Local Implementation Plan (LIP), Public Realm/Placemaking, Recovery, Road Safety, Sustainable Transport, School Travel, Traffic, Walking, West Ealing Liveable Neighbourhood

Purpose of Report:

This report sets out the Council's Transport Programme and seeks approval for two programmes of transport projects for 2021-22 including:

- Local Implementation Plan (LIP) grant and other Transport for London (TfL) grant funded programmes to be delivered during 2021-22,
- Transport projects programme funded by Section 106 (S106) contributions.

1. Recommendations

It is recommended that Cabinet:

- 1.1 Approves the proposed 2021-22 budget changes to the existing Highways capital specific scheme's budget as detailed in Section 4.1 which increases the budget by £0.416M, of which:
 - a) TfL grant funded budget decreases by £3.517M
 - b) Parking revenue account funded budget addition of £0.600M

- c) S106 funded budget increases by £3.333M
- 1.2 Notes that the Appendix A provides the detailed revised 2021-22 Highways capital programme funded by TFL grant, Parking Revenue Account and S106 contribution.
- 1.2 Approves £2.142M of revenue expenditure budget for Place Transport Planning projects in 2021-22 (as detailed in Section 4.2) of which:
 - a) £1.812M to be funded from a combination of TfL grant and Parking revenue account, (Appendix A).
 - b) £0.330M to be funded from a combination of Fee Income from Source London Mobility Solutions Ltd and S106 funding received under the agreements as detailed in Appendix A
- 1.3 Delegates authority to the Director of Place Delivery to take the necessary steps to implement the schemes identified in the Transport programme and also those schemes funded through S106 monies as set out in Appendix A following consultation with the Portfolio Holders for Regeneration & Transport plus Environment & Climate Action, subject to relevant detailed design and approvals and the outcome of any statutory consultation that may be required.
- 1.4 Delegates authority to the Director of Place Delivery to approve a revised Transport Programme for 2021-22 should the level of confirmed TfL grant for the Council be lower than expected, following consultation with the Chief Finance Officer and the Portfolio Holders for Regeneration & Transport plus Environment & Climate Action (see section 3).

2. Reason for Decision and Options Considered

- 2.1 The Ealing Transport Strategy (approved by Cabinet in June 2018) and the Local Implementation Plan (LIP) 2019-22 set out the transport strategy for Ealing Council and provide the rationale for the Council's spending decisions. The Council's transport priorities are to encourage sustainable travel for social (including health), environmental (including air quality) and economic (regeneration) reasons and the Transport Strategy and LIP reflect this policy direction.
- 2.2 The LIP covers several of the statutory duties that the Council is required to fulfil, including improving road safety and road network management (covering asset liability), plus responsibilities such as planning, public health, equality, crime and disorder.
- 2.3 The Transport Programme 2021-22 also plays an important role in contributing to the Ealing Climate and Ecological Emergency Strategy. The Transport Programme will help the Council reach the net zero carbon target by 2030 by satisfying the three Travel Objectives of the Strategy:
 - 1. Reduce number of vehicles travelling in and through Ealing,
 - 2. Increase active travel (mode shift) and,

3. Encourage Cleaner motor vehicles

- 2.4 The LIP is required to be consistent with the Mayor's Transport Strategy (MTS) together with other emerging strategic transport initiatives across London and will implement these at the local level. Ealing is also an active partner in the West Trans Sub-Regional Partnership of six boroughs hosted by the West London Alliance partnership.
- 2.5 The decision sought also allows further development and delivery of the West Ealing Liveable Neighbourhood (WELN) Programme to build on the design and experimentation phases already completed. This project seeks to improve the quality of life in West Ealing with improvements to streetscape, parks and to encourage active travel.

3. Key Implications

- 3.1 Ealing Council wants to create a low carbon, efficient and effective local transport network. A good transport network will improve people's health by cutting pollution and increasing active travel, reduce traffic congestion and provide people with better sustainable transport options (walking, cycling and public transport) for short trips. This will help the local economy in Ealing by creating a vibrant place which encourages local visitors and trade, plus reducing delivery and other costs of traffic delays.
- 3.2 The Council has three core objectives outlined in the Transport Strategy and Local Implementation Plan (LIP) 2019-22 which are:
1. Mode Shift to more sustainable travel
 2. Reducing the Environmental Footprint of Transport
 3. Improving Road Safety
- 3.3 These three objectives are underpinned by four main principles: improve health and well-being, improve air quality and the environment, provide a more efficient and safe transport network plus finally support good growth, and enhance the Borough's economy
- 3.4 There are ten policy goals which detail how these objectives and principles will be implemented. The Ealing Transport Strategy and LIP also support the MTS goals, which are to support Healthy Streets, better public transport, and facilitate good growth.
- 3.5 In support of the Climate Change Emergency declared in 2019 and subsequent Ealing Climate and Ecological Emergency Strategy adopted in January 2021, these transport projects and programmes will contribute towards net zero carbon emissions in Ealing by 2030.
- 3.6 In May 2020, the TfL LIP funding had been suspended, owing to the COVID-19 public health emergency. In its place four alternative funding pots were made available for specific transport measures to aid the local authority COVID response, and particularly to encourage active travel, assist social distancing and

discourage a growth in vehicle traffic if public transport was avoided. These funds were:

- Reopening High Streets Safely Fund,
- London Streetspace Plan (LSP)
- Emergency Active Travel Funding, from Department for Transport (DfT):

3.7 Accordingly the original 2020-21 TfL-funded schemes were largely put on hold and many are anticipated to be reactivated in 2021-22. Also several of the LSP and Emergency Active Travel Funding schemes implemented in 2020-21 will have public realm enhancements or amendments in the 2021-22 Transport Programme.

3.8 Following the priorities set out in the Transport Strategy and LIP, the Transport Programme 2021-22 includes the following types of projects:

- Uxbridge Road Corridor
- Completion of residual Corridors and Neighbourhood
- Road Safety Measures
- Cycle Network Plan
- Supporting measures (School and Active Travel)
- London Streetspace Plan schemes
- West Ealing Liveable Neighbourhood Scheme
- Go Ultra Low Cities (GULCs) electric vehicle charge point funding
- Other discretionary sources of TfL grant funding
(Further details are provided in Appendix A)

3.9 The Council's successful School Travel programme encourages school children to walk and cycle short journeys to school and discourage parents using their cars for the school run. This programme helps children be more active and independent plus improves road safety, whilst reducing traffic congestion and vehicle emissions. A recent initiative are the School Streets projects which are community-based approaches used to increase the number of children choosing active travel for the school journey and improve road safety. The proposals include to temporarily close some roads around schools to limit unnecessary traffic at school opening and closing times. This is to encourage a reduction in the number of children driven to school and lead to an improvement in air quality at these times.

3.10 Currently TfL is facing additional budgetary pressures owing to the pandemic causing it to lose around 65% of its revenue in 2020 which previously came from public transport fares. The lost revenue has been replaced by a government bailout from the Department for Transport (DfT) allowing TfL to fulfil its duties including providing LIP and other grant funding to London boroughs to implement the MTS.

3.11 TfL LIP Guidance issued to London Boroughs for the 2021-22 LIP grant specifies that authorities should prepare a programme for the same level of funding

originally allocated in the 2020-21 year before the pandemic. This allocation was £2.637M LIP grant with £0.1M Local Transport fund plus discretionary funding. Accordingly, officers prepared and submitted the draft programme shown in Tables 1 and 2 and detailed in Appendix A to TfL on 1 March 2021 with the agreement of the Cabinet Member for Regeneration & Transport and the Cabinet Member for Environment & Climate Action. TfL are expected to confirm Ealing's 2020-21 LIP programme once funding has been agreed with the UK government.

- 3.12 Should reduced levels of funding be allocated to TfL by DfT, the expected amount of TfL LIP grant to the Council may also be reduced for 2021-22. In such circumstances, officers will prepare a revised Transport Programme 2021-22 in accordance with the policies and targets of the Ealing Transport Strategy, the Climate and Ecological Emergency Strategy and LIP 2019-22. It is proposed that approval of the revised budget allocations for each scheme in a revised Transport Programme 2021-22 be delegated to the Director of Place Delivery following consultation with the Chief Finance Officer and the Portfolio Holder for Regeneration & Transport for sign-off accordingly.
- 3.13 The West Ealing Liveable Neighbourhood (WELN) programme is developing a wide range of highway infrastructure, public realm and behaviour change projects in line with TfL's Healthy Streets initiatives. The programme has already piloted a number of initiatives and aims to help residents to live more active and healthy lives and choose active travel modes.
- 3.14 The Transport Programme 2021-22 seeks to build on and complement the street asset renewal programme detailed in the Road and Footway Infrastructure Improvement Programme 2021-22 approved by Cabinet in March 2021. The Transport Programme 2021-22 is focused on enhancement of the borough highway network to grow active travel modes, improve disabled access, reduce emissions and support public transport, whilst the Road and Footway Infrastructure Improvement Programme 2021-22 seeks to renew life expired highway assets (carriageways, footways, drainage and structures).
- 3.15 The fee income from EV charge point operator Source London Mobility Solutions Ltd will be reinvested in the further provision of EV charge points in order to reduce private and commercial vehicle emissions in accordance with the Transport Strategy and Climate and Ecological Emergency Strategy.
- 3.16 The current transport project to be funded by S106 planning obligations is shown in Appendix A. This project will also be integrated with schemes detailed in the LIP and the road maintenance programme to provide economies of scale and value for money.

4. Financial Implications

4.1 The table below sets out the proposed revised transport programme capital scheme budgets funded by TFL grant, S106 contribution and Parking Revenue Account.

Table 1 - Capital Expenditure

Place Capital Programme	Revised Capital Budget 2021-22	Existing Approved Capital Budget 2021-22	Proposed 2021-22 Budget Changes to be Approved
	£M	£M	£M
Uxbridge Road Corridor - Design	0.614	1.000	(0.386)
Residual Corridors and Neighbourhood Schemes	0.833	1.023	(0.190)
WELN	0.606	1.850	(1.244)
Quietways	1.050	0.015	1.035
Road Safety	0.200	0.000	0.200
Cycle Network Plan	0.115	0.483	(0.368)
Traffic Enforcement Package (Road Safety)	0.100	0.000	0.100
Crossrail Complementary Measures	1.000	3.216	(2.216)
Bus Priority	0.400	0.675	(0.275)
Principal Road Maintenance	0.800	0.000	0.800
TFL - Neighbourhoods	0.000	0.129	(0.129)
S106 Works	4.425	1.336	3.089
Total Capital Expenditure Budget	10.143	9.727	0.416
Funded by:			
TfL*	(4.874)	(8.391)	3.517
Parking Revenue Account	(0.600)	0.000	(0.600)
S106 Works	(4.669)	(1.336)	(3.333)
Total Funding	(10.143)	(9.727)	(0.416)
Total Net Cost	0.000	0.000	0.000

* The grant funding will come from: TfL LIP and TfL discretionary grants to be spent within the 2021-22 period to implement the Mayor's Transport Strategy.

4.2 Below Table 2 provides the detail budget allocation of Revenue Transport Planning Programme Projects.

Table 2 - Revenue Expenditure

Transport Planning Revenue Programme Projects	Allocated Budget for 2021-22
	£M
Active Travel Infrastructure	0.050
Accessibility Package	0.200
Cycle Training	0.200
School Travel	0.410
All Corridors Future Feasibility (Studies & Monitoring)	0.100
Transport project management costs	0.310
WestTrans contribution	0.020
Data and Monitoring	0.050
Mode shift Package	0.150
London Streetspace Plan Package	0.300
Climate Change Package	0.055
E-Scooter Trial	0.025
Local Transport Fund	0.100
Go Ultra Low Cities (GULCs)	0.172
Total Revenue Expenditure Budget	2.142
Funded by:	
TfL*	(1.495)
Source London Mobility Solutions Ltd Fee Income	(0.040)
Parking Revenue Account	(0.317)
S106	(0.290)
Total Funding	(2.142)
Total Net Cost	0.000

* The grant funding will come from: TfL LIP and TfL discretionary grants to be spent within the 2021-22 period to implement the Mayor's Transport Strategy.

5. Legal

5.1 Under S159 of the Greater London Authority Act 1999, TfL may give financial assistance to the Council where they consider it would be conducive to the provision of safe, integrated, efficient and economic transport facilities or service to, from or within Greater London. This financial assistance is bound by terms and conditions that funds can only be spent on projects that contribute directly towards the goals of the MTS. TfL Guidance also specifies that London Boroughs are required to provide cycle training services using this financial assistance.

- a. Money paid to the Council pursuant to a S106 obligation can only be applied for the purposes set out in the relevant agreement.
 - b. Money held on the Parking Revenue Account can only be applied in accordance with the requirements of section 55 of the Road Traffic Regulation Act 1984
- 5.2 The Highways Act 1980 places a duty on highways authorities to improve highway safety, and the Greater London Authority Act 1999 requires authorities to implement projects and programmes that contribute to the Mayor's Transport Strategy. The Road Traffic Regulation Act 1984 and the Traffic Management Act 2004 give powers and duties on the Public Highway to manage traffic (including pedestrians and cycles) to secure that safe and expeditious movement of traffic. The WELN programme will deliver improvements in line with these duties and powers. Under the Traffic Management Act 2004, TfL has the power to approve or reject changes on Uxbridge Road that impact on capacity and buses
- 5.3 The Highways Act 1980 also places a duty on highway authorities to maintain the highway asset or network and a Code of Practice for Maintenance Management (Delivering Best Value in Highway Maintenance) gives information about the standards to be achieved. There are various Audit Commission Performance Indicators that give monitoring information of highway conditions.
- 5.4 Where schemes are introduced by exercising powers under the Road Traffic Regulation Act 1984 by virtue of section 122 of the Act the Council must exercise such functions '(so far as practicable...) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway...' and having regards to matters including the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected and any other matter appearing to the Council to be relevant

6. Value for Money

- 6.1 The Council's framework consultants and term contractors, who were engaged on the basis of competitive tendering, would carry out the design and implementation works.

7. Risk Management

- 7.1 Such operations have been carried out annually and it is not expected that there are any potential major risks associated with the options and the proposed course of action. The main risk to the schemes arises from formal objections received at the statutory consultation stage that cannot be justifiably overturned, delays preventing implementation during the time frame of available funding and unforeseen problems on site. Processes are in place to minimise the impact of any such eventualities. Non-delivery of schemes may result in loss of funding.
- 7.2 The WELN programme carries a variety of risks related to its scale, combination

of traditional highway engineering and transport planning projects and bespoke urban realm schemes. A Steering Group consisting of directors and councillors has been established to monitor and advise officers on appropriate risk mitigation actions.

8. Community Safety

- 8.1 Transport Strategy and LIP have an objective to “Improve road safety”. Transport schemes, including new pedestrian and cycle infrastructure, are a part of planned interventions that would improve safety in the community. In addition, the Council has a statutory duty to investigate road traffic collisions and work to prevent future road casualties. Advice from TfL is that incorporating safety schemes within the LIP schemes will satisfy this requirement.
- 8.2 One of the central aims of the WELN programme is to ‘design out crime’ and help to improve community safety. In West Ealing in particular there is marked increase in perceptions of crime at night compared to the day, as evidenced through recent attitude surveys. In order to address the negative perceptions and real levels of crime in West Ealing, the WELN proposals will focus on encouraging higher footfall in the area thus generating increased natural surveillance. This will be achieved through investment in the passageways and side streets that connect the area and with upgraded lighting levels. Dean Gardens will also be opened up by removing the boundary walls and the footpaths will be realigned to better serve desire lines. Seating will be incorporated intelligently to prevent anti-social behaviour. The look and feel of the Broadway will be enhanced through de-cluttering, improved surfaces and tree planting – creating a more relaxed and pleasant environment conducive to positive behaviour. CCTV cameras may also be re-located based on local intelligence to act as an additional deterrent to crime. The project team will continue to work alongside colleagues in the Safer Neighbourhood Teams, Community Safety and Met Police to gain a detailed understanding of crime hotspots and attempt to design in solutions to address these challenges. It should be noted the area is already covered as part of the current borough-wide Public Space Protection Order (PSPO).

9. Links to the 3 Priorities for the Borough

- 9.1 Good, genuinely affordable homes all developments to facilitate healthy and sustainable transport. Transport links throughout the Borough will be improved, particularly sustainable modes and orbital journeys. This will help local people access jobs and services more effectively.
- 9.2 Opportunities and living incomes Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes and orbital journeys. This will help local businesses and people access jobs and markets more effectively. This will also provide people with access to jobs, education and services more effectively including those with disabilities and without access to a car. The focus on sustainable modes will not substantially increase wear on carriageways and footways, therefore maintaining an adequate lifespan of these Council assets before replacement is required.

9.3 A healthy and great place. As part of all transport schemes the Council will ensure that road safety and personal security issues are investigated and addressed. The LIP will manage traffic by supporting and promoting sustainable modes. This will reduce emissions of carbon and other pollutants. Appropriate maintenance and improving the quality of the street environment are key components of schemes to encourage walking and cycling. Transport links throughout the Borough will be targeted for improvement, particularly sustainable modes (walking, cycling and public transport) and orbital journeys. This will help people access jobs and services more effectively.

10. Equalities and Community Cohesion

10.1 An Equality Impact Assessment has been undertaken on the proposed programme of works. In addition, all schemes detailed in this report will be designed in accordance with current disability and equality guidelines.

10.2 An Equalities Impact Assessment has been completed for the LIP 2019-22 which covers all projects contained within this report and was included within the Cabinet Report on 12 February 2019.

11. Staffing/Workforce and Accommodation implications

11.1 There are no staffing/workforce and accommodation issues as the design and works involved are carried out by consultant and contractors employed by the Council.

12. Property and Assets

12.1 This Report is concerned with the refurbishment enhancement and improvement of footways, carriageways and parks in the Borough, which are a key asset of the Council.

13. Any other implications

13.1 By investing in the infrastructure will ensure that footways and carriageways are fit for purpose in the future and lead to a reduced need for reactive maintenance of those items.

13.2 The WELN programme is one of the first TfL funded Healthy Streets projects in London and flagship a variety of ambitious and contemporary approaches to the design and use of the public realm. TfL applies a rigorous staged gateway approval process that awards funding in stages subject to TfL's approval.

14. Consultation

14.1 There are three usual stages of consultation for schemes of the type detailed in this report. These are:

- (i) Consultation with residents and businesses in the scheme area by way of posted letter drop, Council website posting and in future an online consultation platform;
- (ii) Statutory advertising of any necessary Traffic Management Orders, using on-street notice boards, information in the London Gazette and in the local newspaper, prior to implementing a scheme. Any formal objection received at the statutory consultation stage that cannot be justifiably overturned could delay the implementation of the scheme. There is no other known potential risk at present.
- (iii) Publishing of Notices under Section 58 of the New Roads and Street Works Act which places certain restrictions upon statutory undertakers in excavating new surfaces.

14.2 In addition, the emergency services and bus operators are consulted where appropriate during scheme development.

14.3 For the WELN programme, an extensive and more intensive approach is being taken to involve residents and businesses in the development of schemes. This approach will also facilitate the integration of active citizenship into the programme in both the short and long terms.

14.4 Specific schemes developed through the LIP programme would be subject to further public consultation during their detailed development and prior to any approved implementation.

15. Timetable for Implementation

15.1 The outline timetable describes typical milestones for schemes that are funded to the end of the 2021-22 financial year. Where schemes extend beyond one financial year, the date of each project lifecycle will be increased accordingly reflecting the size and complexity of each project.

Project Lifecycle	Date
Cabinet approval	April 2021
Request new project budgets and associated cost codes	April 2021
Set up cost codes and budgets on finance systems	April – May 2021
Preliminary design	May – August 2021
Consultation	June – October 2021
Design	August – December 2021
Works commencement on site	November 2021
Works completion	March 2022

15.2 The proposed programme is indicative and may vary subject to:

- constraints that may be identified at the preliminary design stage requiring additional study to obtain scheme approvals;
- issues raised by Members or the public at consultation stage which may

- require design changes;
- unresolvable objections being received at the statutory consultation stage;
- approvals by other boroughs on cross Borough schemes;
- approvals required by TfL where relevant; and
- alterations to programme through mutual agreement with TfL.

15.3 The WELN and Transport Schemes listed in Appendix A are at varying stages of development across their respective project lifecycles. Some are at relatively early concept stages whereas others have already been designed and are merely awaiting funds for construction.

16. Appendices

- Appendix A – Transport Programme 2021-22

17. Background Information

- Road and Footway Infrastructure Improvement Programme 2021-22, Cabinet report, March 2021
- Ealing Climate and Ecological Emergency Strategy, Cabinet report, January 2021
- Active travel and social distancing measures in response to Covid-19 Cabinet report, June 2020
- London Streetspace Plan, TfL, 2020: <http://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf>
- Local Implementation Plan (Transport) 2019-22 – Cabinet Report, February 2019
- Transport Strategy, Cabinet Report, June 2018
- Mayor’s Transport Strategy – Mayor of London, 2018
- Relevant S106 Agreements

18. Report Consultation

Name of consultee	Department	Date sent to consultee	Response received from consultee	Comments appear in report para:
Councillor Julian Bell	Leader of the Council and Cabinet Member for Regeneration & Transport	25/03/21	30/03/21	1.4
Councillor Jasbir Anand	Cabinet Member for Environment & Highways	25/03/21		
Gary Alderson	Executive Director of Place	11/03/21	18/03/21	Throughout
Dipti Patel	Director of Place Delivery	11/03/21	18/03/21	Throughout

Chris Cole	Transport Planning Service Manager	11/03/21	15/03/21	1.6 & 3.12
Tony Singh	Head of Highways	11/03/21		
Gina Cole	Head of Parking Services	11/03/21		
Jackie Adams	Head of Legal (Commercial)	11/03/21	19/03/21	Throughout
Yalini Gunarajah/Rohit Ahuja	Senior Finance Business Advisor/ Finance Business Advisor	11/03/21	08/04/21	Sections 1, 4, Appendix A

Report History

Decision type: Key decision	Urgency item? No
Report no.:	Report author and contact for queries:
	Russell Roberts, Principal Transport Planner x9430