

# TSIP Appendix D

# LIP Annual Spending

# Submission

# 1.0 Introduction

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Lambeth adopted a new Local Implementation Plan (LIP) in May 2019<sup>1</sup>. The LIP sets out how the Mayor's Transport Strategy will be delivered by individual London boroughs and is a statutory requirement under the 1999 Greater London Authority Act.

Transport for London (TfL) provide an annual LIP grant to boroughs, the value of which is confirmed each year once TfL's business plan is approved. This sets the overall level of funding London local authorities will receive and it is distributed between each authority using an agreed formula.

The third section of the borough's LIP contains a three year indicative Programme of Investment for period 2019/20 to 2021/22. In addition to this boroughs are required to submit an Annual Spending Submission (ASS) to TfL each year to confirm how the LIP grant will be spent in the next financial year. Each year Lambeth prepares a programme that will best deliver both the Mayor's and our local objectives, taking into account a range of factors including impact and deliverability. The ASS must be approved by TfL and this normally happens in December each year.

## Annual Spending Submission

The table on page 3 shows the LIP programme ASS for 2020/21 and an indicative level of funding for 2021/22.

The programmes in the ASS are unchanged from those in the adopted LIP, with the exception of a dedicated budget for School Streets being added. Some changes in the level of funding across

programmes has been made from those given in the adopted LIP. The largest change being £100k transferred from the Collisions Reduction budget to Voltaire Road. Design work this year on both the Acre Lane collision reduction and Voltaire Road schemes has given greater confidence on what budgets are needed to deliver these projects.

The Voltaire Road scheme is being developed in tandem with a TfL scheme which aims to reduce collisions on Clapham High Street. Changes to the layout of Voltaire Road facilitate the re-location of a crossing on Clapham High Street so that it aligns better with where pedestrians want to cross, making the road safer.

Minor reductions, of £25k and £50k, have been made to the Road Danger Reduction and 20mph Compliance budgets to allow for increases in the Low Traffic Neighbourhoods budget. School Streets activity was funded from the Walk Lambeth project in 2019/20, but the roll-out to more schools means that creating a dedicated programme is justified. While the Walk Lambeth budget has been reduced, the overall spend on measures targeted at improving conditions for pedestrians has increased.

Lambeth's LIP ASS for 20/21 is shown in the table on page 3.

<sup>1</sup> Lambeth 3rd Local Implementation Plan

LIP Annual Spending Submission 2020/21		£ - thousands	£ - thousands (indicative)
Programme Name	Description	2020/21	2021/22
<b>Our Streets: Infrastructure</b>		<b>1,451</b>	<b>1,526</b>
Healthy Routes	Delivery of high quality walking and cycling routes across the borough.	331	331
Collision Reduction	Changes to road layouts to address collision hotspots and high risk areas.	250	425
Low Traffic Neighbourhoods	Co-designing, trialling and implementing measures that remove or reduce through traffic using local streets.	250	300
Cycle Parking	Providing residential on-street cycle parking spaces in cycle hangars and additional cycle stands on-street.	170	170
Voltaire Road	Improving the public realm around, and interchange between, Clapham High St and Clapham North stations	200	100
20mph compliance	Measures to ensure compliance with and enforce the boroughs 20mph speed limit	200	150
Walk Lambeth	Improving pedestrians experience by reducing street clutter, better licensing of items on the footway and providing better crossing facilities.	50	50
<b>Our Streets: Behaviour change</b>		<b>825</b>	<b>750</b>
Road Danger Reduction	Education, training and publicity measures to tackle key safety issues	200	200
Emission Reduction	Funding split between Electric Vehicle charging points and projects to mitigate the impacts of poor air quality such as providing green screens at schools.	275	200
Cycle Training	Providing cycle training for all primary schools in the borough and a programme of training for adults.	150	150
Sustainable Travel	Education, training and publicity measures to enable more people to walk and cycle more.	125	125
School Streets	Improving journeys to school by creating traffic free streets around school entrances at opening and closing times.	75	75
<b>Miscellaneous</b>		<b>100</b>	<b>100</b>
Local Transport Fund	Transport funding the borough has complete control over – typically used to supplement existing budgets or look at feasibility / research for future projects. Decision on use made within the financial year rather than at the beginning.	100	100