

	<p>Policy & Resources Committee</p> <p>23 October 2018</p>
<p style="text-align: right;">Title</p>	<p>Local Implementation Plan – submission of draft to TfL and public consultation</p>
<p style="text-align: right;">Report of</p>	<p>Chairman of the Policy and Resources Committee</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>Yes</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 - Draft Local Implementation Plan Appendix 2 - Summary of “Proforma A” spreadsheet containing Local Implementation Plan Annual Spending Submission for 2019/20</p>
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Summary

The Mayor of London published a new Mayor’s Transport Strategy (MTS) in March 2018. Boroughs are required to produce a revised Local Implementation Plan (LIP) as soon as reasonably practicable after publication of a new strategy.

The draft LIP identifies a set of local LIP objectives that contribute to achieving the overarching mode share aim of the MTS and MTS outcomes and outlines projects and programmes that contribute to the delivery of the Mayor's Transport Strategy including potential long-term interventions to 2041, and sets targets against the mode share aim and defined outcome indicators.

This report seeks approval of the draft LIP for consultation, together with the LIP Annual Spending Submission for 2019/20 which provides the funding application to TfL for certain programmes for the 2019/20 financial year.

The Committee are asked to agree that, following consultation, the Environment Committee make the decision to agree the final draft version of the LIP, to allow compliance with the timetable for the LIP submission.

Officers Recommendations

- 1. To approve the draft Local Implementation Plan for public consultation including with Transport for London.**
- 2. To approve the schemes identified in the Local Implementation Plan Annual Spending Submission for 2019/20**
- 3. That the Policy and Resources Committee agree that, following consultation and receipt of TfL recommendations, the Environment Committee make the decision to agree the final draft version of the LIP for submission to the Mayor of London for approval**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Mayor of London published a new Mayor's Transport Strategy (MTS) in March 2018. Boroughs are required to produce a revised Local Implementation Plan (LIP) as soon as reasonably practicable after publication of a new strategy.
- 1.2 A LIP must contain the borough's proposals for implementing the Mayor's Transport Strategy in its area, a timetable for implementing the different proposals and the date by which all the proposals will be implemented. It must be submitted to the Mayor of London for approval, which he may only give if he considers that it is consistent with the MTS and contains proposals and a timetable adequate for implementing the MTS in the borough.
- 1.3 Statutory guidance setting out the requirements for borough LIPs was issued on behalf of the Mayor alongside the MTS in March.
- 1.4 Submission to Transport for London (TfL) as a statutory consultee and the body responsible for recommending approval to the Mayor is expected alongside the 2019/20 LIP Annual Spending Submission on 2 November 2018. TfL are expected to respond by 7 December 2018 advising on adequacy of the LIP and other

statutory requirements. Boroughs are expected to submit their final draft LIP amended in response to consultation including TfL recommendations by 16 February 2019. The intention is that the Mayor would approve the final version of the LIP in March 2019.

- 1.5 The overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today.
- 1.6 The MTS also contains a set of nine outcomes many of which are mutually supporting of each other and the overarching mode share aim. The nine outcomes are defined as:

Healthy Streets and healthy people, including traffic reduction strategies

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Outcome 2: London's streets will be safe and secure

Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 4: London's streets will be clean and green

A good public transport experience

Outcome 5: The public transport network will meet the needs of a growing London

Outcome 6: Public transport will be safe, affordable and accessible to all

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

New homes and jobs

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Outcome 9: Transport investment will unlock the delivery of new homes and jobs

- 1.7 As part of their LIP boroughs are required to:
 - identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.
 - set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals
 - set objectives that explicitly assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share.
 - Identify a specific set of local LIP objectives that contribute to achieving the overarching mode share aim and the nine Mayor's Transport Strategy outcomes, along with sub-regional and local priorities to be achieved within the borough.
 - outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy including potential long-term interventions to 2041, a high-level indicative Programme of Investment for the three-year period 2019/20 to 2021/22 and a detailed and costed programme of schemes and initiatives for the first year of the plan (2019/20).
 - Set targets against the mode share aim and defined outcome indicators and confirm that they will meet other monitoring requirements.

- 1.8 The draft LIP includes Borough Transport Objectives, aimed at addressing the Mayoral aim and outcomes in ways that support wider borough objectives. These are summarised below and set out more fully in the draft LIP document:
- A To encourage healthier lifestyles through promoting physical activity, enabling supporting and promoting active travel and improving public transport links to facilities;
 - B To apply Healthy Streets principles, to deliver a range of improvements;
 - C. To seek to achieve the Vision Zero ambition of zero Killed or Seriously Injured Road Traffic Casualties by 2041.
 - D To promote, enable and support more sustainable travel to school, workplaces and other destinations
 - E To improve air quality in Barnet and protect residents and visitors, especially children from exposure to pollution;
 - F To secure new and revised public transport routes to support the growth of the borough, particularly addressing the challenges presented by orbital travel and travel to neighbouring areas and orbital connectivity across the borough.
 - G Facilitate the introduction of step-free facilities at stations and accessible bus stops to help make public transport accessible for all passengers, directly or through support of TfL and National Rail proposals and development opportunities.
 - H. To secure significant regeneration and growth across the borough's opportunity areas based upon sustainable development principles with the majority of trips carried out via public transport on foot and by cycle with a reduced reliance on the private car;
- 1.9 The draft LIP also includes a delivery plan outlining proposed projects and programmes for the three years from 2019/20 to 2021/22 and in the longer term. It also incorporates the borough's Annual Spending Submission for 2019/20.
- 1.10 Targets are also identified in the document against the Mayoral mode share aim and defined outcome indicators. The draft LIP identifies where these differ from projected figures identified by TfL and explaining the reasons for this.

2. REASONS FOR RECOMMENDATIONS

- 2.1 In order to comply with the expected timetable and the statutory requirements, submission of a draft LIP to TfL and public consultation on the LIP is expected on 2 November. The LIP, as drafted, endeavours to take account of the requirements of the guidance issued, and the borough's priorities in a range of areas.
- 2.2 Approval of the draft LIP for consultation, including submission to TfL, allows this schedule to be maintained and provides the opportunity for TfL, as the body that will recommend approval of the document to the Mayor, and other consultees to provide their recommendations and comments.
- 2.3 The LIP Annual Spending Submission contains details of proposals for LIP funding for 2019/20. This forms part of the LIP, but is also the funding application to TfL for schemes for the 2019/20 financial year, and is needed to obtain approval and consequently funding of the schemes included.

- 2.4 The timetable for development of LIPs provides for submission of a final draft LIP to TfL by 16 February 2019. Scheduled meetings for Policy and Resources Committee (11 Dec 2018 and 20 February 2019) would not permit submission by this date. The LIP is principally related to issues normally within the remit of the Environment Committee and is scheduled to meet on 21 January 2019. It is therefore proposed that this body approve the final draft LIP for submission.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not submitting a LIP or submitting a LIP that does not comply with the MTS and statutory guidance is not recommended. If the borough fails to submit a LIP in accordance with the published guidance the Mayor of London may direct the borough to carry out certain actions and/or produce and potentially implement a compliant LIP on behalf of the council and recover the “reasonable expense” of doing so from the council as a civil debt.
- 3.2 Alternative borough transport objectives might have been included in the LIP, however as drafted the objectives aim to deliver the MTS outcomes in a way that is aligned with wider borough priorities.
- 3.3 Alternative projects and programmes might have been included in the delivery plan, and/or in the Annual Spending submission, or projects might have been scheduled differently. As identified in the LIP document a long list of proposals that aim to deliver the borough transport objectives for the three year programme has been identified from officers across the council and partner organisations.
- 3.4 Proposals have been reviewed considering synergies with other major projects, and the programme constraints for these, availability of other funding sources and associated timeframes and considering which proposals are best placed to be delivered in the three year time frame. Individual projects and programmes have then been prioritised and scheduled in line with this.

- 3.5 While delaying approval of the final draft LIP to the 20 February 2019 Policy and Resources Committee Meeting is unlikely to be a significant concern for Transport for London or the Mayor of London, this is not recommended.

4. POST DECISION IMPLEMENTATION

- 4.1 Following approval, the draft LIP will be submitted to TfL for comment and be published for consultation. Following receipt of TfL recommendations and other consultation comments a final draft will be produced for approval by a future Environment Committee or Policy and Resources Committee. (It is envisaged that this would be the Environment Committee meeting of 21 January 2018)
- 4.2 The LIP Annual Spending Submission for 2019/20 will be provided to TfL for approval.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan for 2015-20 sets the vision and strategy for the next five years based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:

- of opportunity, where people can further their quality of life;
- where people are helped to help themselves, recognising that prevention is better than cure;
- where responsibility is shared, fairly;
- where services are delivered efficiently to get value for money for the taxpayer

The LIP supports these priorities by:

- supporting delivery of the transport and environmental improvements that will allow the current and future population of the borough to carry out their day to day activities;
- by supporting improvements to help people choose to travel actively, improving health outcomes as well as reducing the adverse safety, pollution and congestion impacts of large numbers motor vehicles;
- by providing the means by which LIP funding can be accessed to deliver improvements.

- 5.1.2 The Health and Wellbeing Strategy also has a particular influence on the draft LIP. With overarching themes of keeping well and promoting independence. The "How we Live" theme in particular has an objective of encouraging healthier lifestyles with a focus on reducing obesity and preventing long term conditions through promoting physical activity. Increasing physical activity through active travel is a particular focus of the LIP.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The draft LIP sets out sources of funding for the LIP. This includes anticipated funding from TfL as well as potential funding over the next three years from the Council's own funds and other sources.

5.2.2 The Annual Spending Submission includes proposals for the formula allocated funding for TfL's Corridors Neighbourhoods and Supporting Measures Programme expected to be £2967k in 2019/20.

5.2.3 The draft LIP will be subject to a Strategic Environmental Assessment that will also inform the final version.

5.3 **Social Value**

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The Act is not applicable in the context of this report as it does not concern a procurement process.

5.4 **Legal and Constitutional References**

5.4.1 The Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Strategy in its area.

5.4.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.

5.4.3 The Council Constitution, Article 7 provides at 7.5 Responsibility for Functions that:

- the Environment Committee is responsible for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health;
- the Policy and Resources Committee is responsible for: Local Plans, and;
- that if any report appears to come within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee. If this is not clear, then the report will be discussed and determined by the Policy and Resources Committee.

5.5 **Risk Management**

5.5.1 If the borough fails to submit a LIP in accordance with the published guidance the Mayor may direct the borough to carry out certain actions and/or produce and potentially implement a compliant LIP on behalf of the council and recover the "reasonable expense" of doing so from the council as a civil debt. This would remove the opportunity to reflect the borough's own priorities in the LIP. The decision mitigates this risk as it maintains the timetable expected and endeavours to take account of the requirements of the statutory guidance and the borough's wider priorities.

5.5.2 Failure to submit an Annual Spending Submission would affect access to funding

through TfL's LIP funding programmes which would compromise Barnet's ability to deliver the LIP.

5.6 Equalities and Diversity

5.6.1 An equalities impact assessment (EqIA) has investigated the potential impact of the LIP on affected equality groups. It has examined the proposed strategy, socio-demographic data gathered in relation to the LIP and the available information on the outcomes of the policies.

5.6.2 It has identified several beneficial disproportionate impacts that may occur on Equalities Groups because of the implementation of the proposed strategy.

5.6.3 The key beneficial impacts relate to:

- Improved health resulting from less pollution and greater participation in physical exercise, particularly for children, older people and people with disabilities.
- Fewer people killed or seriously injured on Barnet's roads, particularly benefiting children and younger people.
- Improved access to facilities, jobs and homes, which may particularly benefit people on lower incomes, women and BAME groups.

5.6.4 No adverse impacts for any of the protected groups has been identified by the assessment. No mitigation measures are therefore recommended as no adverse or discriminatory impacts are identified.

5.7 Corporate Parenting

5.7.1 The decision has no direct impact on looked after children or care leavers. Any indirect or general effects are not expected to have a greater impact on looked after children or care leavers than on other children or young people.

5.8 Consultation and Engagement

5.8.1 The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with certain organisations. The borough also intends to undertake a public consultation exercise; the draft LIP will be placed on the borough's consultation portal and be available for any member of the public or organisation to respond. The consultation will be specifically brought to the attention of the following statutory consultees.

GLA Act requirement	Consultee
The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis	Metropolitan Police
TfL	TfL
Such organisations representing disabled people as the boroughs consider appropriate	Inclusion Barnet Disability Action in the Borough of Barnet (DAbB)
Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan	All 5 adjoining London Boroughs. (The Borough of Hertsmere and Hertfordshire County Council will also be included as a consultee)

Any other body or person required to be consulted by the direction of the Mayor	None (the Mayor has made no direction)
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5.8 Insight

- 5.8.1 The draft LIP draws on a wide range of data sources including insight work undertaken by TfL in developing the Mayor's Transport Strategy, from the London Travel Demand Survey, data regarding public health from Public Health England and the borough, Road Traffic injury data provided by the Police through the Stats 19 recording system, Air Quality Modelling undertaken by the GLA.

6. BACKGROUND PAPERS

- 6.1 Mayors Transport Strategy <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018?intcmp=46686>
- 6.2 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>
- 6.3 Environment Committee on 12 May 2016 (item 11) agreed the prioritisation tool outlined at Appendix 5 [of the report to that committee] for prioritising scheme requests from 2016/17 and developing future year LIP Programmes.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8337&Ver=4>