



## Environment Committee

21 January 2019

<b>Title</b>	<b>Local Implementation Plan – submission of final draft LIP</b>
<b>Report of</b>	Chair of Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	<p>Appendix 1. Final draft Local Implementation Plan – to follow</p> <p>Appendix 2. Transport for London response to Local Implementation Plan consultation – to follow</p> <p>Appendix 3. Barnet Cycling Campaign response to Local Implementation Plan consultation – to follow</p> <p>Appendix 4. Summary of other consultation responses to Local Implementation Plan – to follow</p> <p>Appendix 5. Environmental Report – to follow</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.

Consultation on the draft LIP took place between 8 November and 9 December 2018. The consultation draft LIP identified a set of local LIP objectives that will contribute to achieving the overarching mode share aim of the MTS and MTS outcomes, outlined projects and programmes that would contribute to the delivery of the Mayor's Transport Strategy including potential long-term interventions to 2041, and proposed targets against the mode share aim and defined outcome indicators.

Responses received include feedback from Transport for London who are responsible for advising the London Mayor regarding the adequacy of the LIP, prior to approval by him.

The final draft LIP has been revised taking account of the consultation responses. The Committee are asked to agree that the final draft be submitted to TfL for Mayoral approval.

## Officers Recommendations

- 1. To approve the final draft Local Implementation Plan for submission to the London Mayor 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 2018.
- 1.4 Consultation on the draft LIP has taken place from early November to early December 2018 including submission to Transport for London (TfL) as a statutory consultee and the body responsible for recommending approval to the Mayor. Consultation responses from TfL and the other statutory and non-statutory consultees have been received. These are set out in appendices 2, 3 and 4 and inform the final draft LIP in appendix 1.

- 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 were 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 included Borough Transport Objectives, aimed at addressing the Mayoral aim and outcomes in ways that support wider borough objectives. 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 incorporated the borough's Annual Spending Submission for 2019/20. Targets were also identified in the document against the Mayoral mode share aim and defined outcome indicators.
- 1.9 TfL's response to the consultation is summarised below. These are the key comments that they consider need to be addressed for the LIP to be approvable by the London Mayor:

- The borough objectives are welcomed. However, they need to demonstrate a stronger commitment overall to supporting a reduction in car dependency to ensure consistency with the MTS.
- The borough needs to clarify their commitment to achieving Vision Zero by 2041 and should strengthen their objectives for this Outcome through the provision of greater detail.
- The borough is asked to strengthen their objectives throughout the LIP through the provision of greater detail. By doing so, the LIP would more strongly demonstrate how the borough intends to achieve its short and longer term Outcome indicator targets.
- The borough is asked to provide more detail on proposals for the delivery of strategic and local cycle routes in Barnet.
- A commitment needs to be made in the borough objectives to achieve at least 95 per cent of bus stops in Barnet as wheelchair accessible by 2025 in accordance with the MTS Accessibility Implementation Plan (Figure 20 in the MTS).
- More detail needs to be provided in the supporting commentary for the Three-Year Indicative Programme of Investment.
- The borough needs to set 2041 targets for Outcome 1b and Outcome 2 and review the targets set for Outcome 3c and Outcome 4.

1.10 Detailed comments are also provided and these are set out in Appendix 2

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The revised draft LIP addresses TfL comments, and also other consultation responses, in a way that officers consider addresses the issues necessary to achieve a LIP that will be approved by the London Mayor while reflecting the priorities of this borough and its residents and not those of inner London.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

3.1 Failure to address the comments from TfL regarding changes needed for it to be approved 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 (GLA Act section 147).

## **4. POST DECISION IMPLEMENTATION**

4.1 Following approval, the final draft LIP will be submitted to TfL for approval by the Mayor of London.

## **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 final draft LIP sets out sources of funding for the LIP of £58.5m over the 3 years 2019/20 to 2021/22, as set out in the table below. 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.

<b>Table 1 - Potential funding for LIP delivery</b>				
Funding source	2019/20	2020/21	2021/22	Total
	£000	£000	£000	£000
<b>TfL/GLA funding</b>				
LIP Formula funding –Corridors & Supporting Measures	2,967	2,967	2,967	8,901
LIP Local Transport Fund	100	100	100	300
Discretionary funding (See 3 Year Programme)	0	2,975	8,500	11,475

Strategic funding	900	1,200	1,200	3,300
<b>Sub-total</b>	<b>3,967</b>	<b>7,242</b>	<b>12,767</b>	<b>23,976</b>
<b>Borough funding</b>				
Capital funding / CIL	14,500	5,000	5,000	24,500
Parking revenue	900	900	200	2,000
<b>Sub-total</b>	<b>15,400</b>	<b>5,900</b>	<b>5,200</b>	<b>26,500</b>
<b>Other sources of funding</b>				
S106	2,750	4,150	1,150	8,050
<b>Sub-total</b>	<b>2,750</b>	<b>4,150</b>	<b>1,150</b>	<b>8,050</b>
<b>Total</b>	<b>22,117</b>	<b>17,292</b>	<b>19,117</b>	<b>58,526</b>

5.2.2 The draft LIP was subject to a Strategic Environmental Assessment, the Environment Report for which is appended at Appendix 5. This identifies a series of actions that could mitigate or enhance the environmental effect of schemes and proposals. Many of these relate to ensuring the design of schemes take account of the additional environmental benefits that might be delivered through the proposal.

### 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;

## 5.5 Risk Management

5.5.1 If the borough fails to submit an approvable LIP 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 or limit the opportunity to reflect the borough’s own priorities in the LIP. The decision mitigates this risk as it addresses the issues required for TfL to recommend approval to the Mayor while taking account of the borough’s priorities.

## 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. A consultation on the draft LIP has been carried out ending on 9 December 2018. The consultation appeared on the borough’s website, and was available for anyone to comment and was also brought to the attention of statutory consultees.

5.8.2 Consultation responses are identified in appendices 2-4. The following bodies will therefore be directly consulted, including the statutory consultees mentioned above. All direct consultees will be written to, drawing attention to the consultation, where it could be found on the borough's website, and the closing date.

## 5.9 Insight

5.9.1 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 Policy and Resources Committee on 23 October 2018 (item 17) resolved that the committee:

1. 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 Submissions 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.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=9459&Ver=4>

6.4 Council on 30 October 2018 (item 14.1) resolved:

Council recognises the distinct social, environmental, health, housing and transport needs of outer London boroughs such as Barnet and their differences to those of inner London boroughs. These relate to, among other things, less developed public transport infrastructure, an older and more sparsely settled population, and links with areas beyond the borders of Greater London.

Council therefore supports the adoption of a Barnet-focused view in responding to the current consultations, particularly in support of Local Implementation Plan (LIP) funding applications, which should reflect the priorities of this borough and its residents and not those of inner London.

Council calls on the Environment Committee to ensure that we maximise LIP receipts and allocate them in line with the Barnet view.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=9453&Ver=4>