
REPORT FOR: CABINET

Date of Meeting:	13 September 2018
Subject:	Transport Local Implementation Plan - Draft
Key Decision:	Yes
Responsible Officer:	Paul Walker, Corporate Director of Community
Portfolio Holder:	Councillor Varsha Parmar, Portfolio Holder for Environment
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	Appendix A - Draft LIP3 Appendix B - Mayor of London's nine strategic transport outcomes Appendix C - LIP3 consultation document Appendix D - Draft LIP3 objectives Appendix E - Draft LIP3 policies Appendix F - Draft SEA Environmental Report Appendix G - Funding to delivery LIP3 Appendix H - Equalities Impact Assessment

Section 1 – Summary and Recommendations

This report sets out the background to the development of the draft third Transport Local Implementation Plan (LIP3) and its proposed contents which will supersede the previous versions of the plan (LIP2 and LIP1).

Recommendations:

Cabinet is requested to:

1. Approve this draft Transport LIP3 for the purposes of public consultation.
2. Authorise the Portfolio Holder for Environment, following consultation with the Corporate Director – Community, to agree changes and updates to the final draft LIP3 before submitting the plan to Transport for London (TfL).

Reason: (For recommendations)

To meet the statutory requirement under the GLA Act 1999 to prepare a LIP and undertake public consultation prior to approval by the Mayor of London.

Section 2 – Report

Introductory paragraph

- 2.1 LIP3 is a statutory document required by the Mayor of London that must show how the borough will implement the Mayor's Transport Strategy (MTS) locally in Harrow. It contains all of Harrow's transport objectives, policies, delivery proposals and outcomes that the borough is seeking to achieve. Funding for schemes included in LIP3 is predominantly from Transport for London (TfL), although Borough capital funding and Section 106 funding are also included in the plan. The LIP3 delivery plan covers the three year period from 2019/20 to 2021/22.
- 2.2 It is a statutory requirement that the draft LIP3 is subject to public consultation, an equality impact assessment and a Strategic Environmental Assessment (SEA). The final LIP3 will be submitted to Transport for London (TfL) who will then advise the Mayor of London whether or not to approve it.
- 2.3 LIP3 will contribute to all the Borough's corporate priorities. The policies and delivery programme detailed in the plan will support sustainable growth and regeneration in the borough, improve the environment, support healthy lifestyles, improve road safety and

encourage sustainable transport. The draft LIP3 document is provided in **Appendix A**.

Options considered

2.4 None, this is a legal requirement.

Background

2.5 The Mayor of London published his transport strategy in 2018. There are three key themes to the MTS as follows

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

Subsequently the borough is required to produce a revised Transport Local Implementation Plan. The draft LIP3 has been prepared in line with the Mayor of London's *Guidance for Borough Officers on Developing the Third Local Implementation Plan, March 2018*.

2.6 The annual review of Controlled Parking Zones (CPZs) and other parking schemes in February each year by the Traffic & Road Safety Advisory Panel (TARSAP) is the means by which the parking management schemes programme for the forthcoming financial year is set. This takes account of progress to date, available budgets and current issues.

2.7 The overarching aim of the MTS is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.8 LIP3 must include borough objectives for the next 20 years and explain how meeting these will contribute to achieving the Mayor's overarching mode share aim and each of the nine Mayoral strategic outcomes. It should also include a three year programme of investment starting in 2019/20 and include delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. It should also contain a Delivery Plan for meeting the borough's objectives. The MTS nine strategic transport outcomes are provided in **Appendix B**.

2.9 It is a requirement that the draft LIP3 is submitted to TfL by 2nd November 2018.

2.10 The Mayor cannot approve the LIP unless he considers that:

- It is consistent with the MTS
- The proposals contained in the LIP are adequate for the purposes of the implementation of the strategy
- The timetable for implementing the proposals and the end date by which the proposals will be implemented are adequate

- 2.11 The public consultation for LIP3 is intended to run for six weeks from 17th September 2018 to 26th October. Statutory consultees for LIP3 are the Metropolitan Police, Transport for London, organisations representing disabled people in the borough and other London boroughs whose area may be affected. **Appendix C** contains a brief consultation document which will be sent to stakeholders and other relevant parties and will be made available on Harrow's consultation portal.
- 2.12 The draft LIP3 objectives included in the plan have been developed in order to do the following:
- Assist in delivering the borough corporate priorities
 - Address Harrow's key transport concerns
 - Help to address local environmental issues relevant to LIP3
 - Assist in delivering the Mayor of London's nine strategic transport outcomes identified in the MTS
 - Assist in delivering the Mayoral overarching aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041
- 2.13 The draft LIP3 objectives are shown in **Appendix D**.
- 2.14 The draft LIP3 has also considered the Harrow Core Strategy, the Harrow Health and Wellbeing Strategy 2016-2020, the needs of the Harrow and Wealdstone Opportunity area, the legal requirements of the Disability Discrimination Act and the environmental implications.
- 2.15 TfL funding for the boroughs to implement works identified in LIP3 are predominantly formula funding based on the following factors: local public transport (buses), safety, congestion, environment and accessibility. Principal road maintenance is currently no longer funded by TfL funding.
- 2.16 The indicative formula funding awards included in LIP3 are as follows:
- | Year | Indicative funding (£000) |
|-----------|---------------------------|
| 2019/2020 | £1,290.7k |
| 2020/2021 | £1,290.7k |
| 2021/2022 | £1,290.7k |
- 2.17 Additional strategic funding which does not come from formula funding is likely to be made available from the following sources:
- Liveable Neighbourhood funding
 - Mayor's Air Quality Fund
 - Bus Priority funding
 - Road Safety funding
 - Quietway funding

Subject to successful bids the amount to be awarded for this could be as much as £1,800k for 2019/20, £1,800k for 2020/21 and £300k for 2021/22.

- 2.18 The previous LIP2 policies have been updated to reflect the Mayor's new Transport Strategy and to ensure that the borough can achieve the Mayor's strategic transport outcomes in LIP3. These revised policies are contained in **Appendix E**.
- 2.19 As the document is a statutory plan it requires a Strategic Environmental Assessment. The Environmental Report for the SEA will be consulted on alongside the LIP3 consultation. For information only, the Environmental Report will be made available in the Labour and Conservative political party offices. The draft SEA Environment Report for LIP3 is shown in **Appendix F**.
- 2.20 Following consultation, LIP3 will be revised to take account of the comments received and in agreement with the Portfolio Holder, appropriate changes made. This will then be submitted to TfL for Mayoral approval. LIP3 will go to Scrutiny committee with the consultation results and amended report in November 2018.
- 2.21 The revised final draft LIP3 will be submitted to TfL by 16th February 2019. It is then envisaged that the Mayor will approve the final LIP3 by March 2019. Following this, LIP3 will return to Cabinet in order to recommend LIP3 adoption by full Council. Following LIP3 adoption, the previous LIP2 will no longer be Council policy.
- 2.22 There are several other documents associated with LIP3 that expand on different areas of policy delivery in the LIP and are also being reviewed in light of the changes introduced through LIP3. These include the Harrow Road Safety Plan, Parking Management Strategy and Sustainable Transport Strategy.

Staffing/workforce

- 2.23 The works identified for delivery in the draft LIP3 will be fully resourced by the TfL LIP funding. Some supporting funds from Harrow Capital and section106 developer contributions may be available. The delivery of the programme will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team supported by technical consultants as needed.

Performance Issues

- 2.24 Implementing LIP3 will help to deliver Harrow's corporate priorities and in particular building a better Harrow and protecting the most vulnerable.
- 2.25 It is a requirement for LIP3 to include targets against the Mayor of London's overarching mode share aim, the Mayor of London's nine strategic transport outcomes and their respective outcome indicators. TfL needs to approve the targets set. The targets set are realistic but

challenging and meeting them will be dependent on the availability of funds to implement appropriate schemes and the ability to deliver behavioural changes. These caveats are included in LIP3.

2.26 The targets set in LIP3 are shown in the following table.

	Target	Target year	Latest data
Overarching mode share aim			
Londoners' trips to be on foot, by cycle or by public transport	50%	2021	Between 2014/15 and 2016/17, 48% of daily trips were made by foot, cycle or public transport
Outcome 1: London's streets will be healthy and more Londoners will travel actively			
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	34%	2021	Between 2014/15 and 2016/17, 25% of residents were recorded as doing at least 20 mins active travel a day
Londoners have access to a safe and pleasant cycle network	10%	2021	In 2016, none of her residents lived within 400m of the London-wide strategic cycle network
Outcome 2: London's streets will be safe and secure			
Deaths and serious injuries from all road collisions to be eliminated from our streets (2005/09 baseline)	20KSIs	2022	The 2005/09 baseline in Harrow is 58 KSIs
Deaths and serious injuries from all road collisions to be eliminated from our streets (2010/14 baseline)	13KSIs	2030	The 2010/14 baseline in Harrow is 42 KSIs
Outcome 3: London's streets will be used more efficiently and have less traffic on them			
Reduce the volume of traffic in London.	568 million annual vehicle km miles	2021	In 2015, traffic levels recorded by the DfT were 568 million annual vehicle kms. Target is a 0% increase by 2021
Reduce car ownership in London	100,600	2021	In 2016, the number of licensed cars owned in Harrow was 104,675
Outcome 4: London's streets will be clean and green			
Reduced CO ₂ emissions	124,800 tonnes	2021	In 2013, 141,600 tonnes of CO ₂ were emitted from road transport in Harrow
Reduced NO _x emissions	210 tonnes	2021	In 2013, 460 tonnes of NO _x were emitted from road transport in Harrow

	Target	Target year	Latest data
Reduced particulate emissions	43 tonnes PM ₁₀ 21 tonnes PM _{2.5}	2021	In 2013, 51 tonnes of PM ₁₀ and 28 tonnes of PM _{2.5} were emitted from road transport in Harrow
Outcome 5: The public transport network will meet the needs of a growing London			
More trips by public transport - 14-15 million trips made by public transport every day by 2041	125,000 trips	2021	117,000 trips per day were made by public transport between 2013/14 and 2015/16
Outcome 6: Public transport will be safe, affordable and accessible to all			
Everyone will be able to travel spontaneously and independently.	5 mins	2041	Difference between total public transport network journey time and total step free public transport journey time in 2015 was 12 minutes
Outcome 7: Journeys by public transport will be pleasant, fast and reliable			
Bus journeys will be quick and reliable, an attractive alternative to the car	11.5mph	2021	In 2015, bus speeds were 11.1mph
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments			
Outcome 9: Transport investment will unlock the delivery of new homes and jobs			
Delivery of Section 106 agreements	100%	2021	Implementation of all planning conditions
CIL agreements used for strategic transport initiatives	100%	2021	Use of funding to support the delivery of strategic transport interventions

Environmental Implications

- 2.27 The draft LIP3 has undergone a Strategic Environmental Assessment (SEA). This has indicated that there are environmental benefits from delivering the works included. The main benefits are in improving air quality and also improving the population and human health. No negative environmental issues were identified as part of the SEA.
- 2.28 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.29 Key population and human health benefits identified were from reducing casualties, encouraging active travel, health walks and as a result of improving air quality. The benefits associated with increased active travel and health walks are reduced diabetes and obesity levels.

Risk Management Implications

- 2.30 Risk included on Directorate risk register? No
- 2.31 Separate risk register in place? Yes. The delivery of interventions and schemes resulting from LIP3 policy will be subject to separate risk assessments.
- 2.32 The major risk to delivery of all schemes is lack of funding. None of the funding shown in the draft LIP3 is guaranteed.
- 2.33 TfL are not able to confirm funding availability over the lifetime of the LIP and therefore not all schemes will be implemented. As this will be a public document, this may raise public expectations and not be realised.
- 2.34 Funds for work outlined in the plan are from Transport for London through the LIPs needs based funding and other TfL / GLA bidding funding streams. Some funding is also from the Council capital budget and Section 106 funds. These funds are also not guaranteed.
- 2.35 Any larger scheme that is progressed will include a separate scheme risk register.
- 2.36 If funding is not available for future works programmed in LIP3 then future TfL funding requests will reflect the changes and timetables will be reprofiled.
- 2.37 If the Mayor of London does not approve the Plan he has the powers to prepare a Plan on behalf of the Council and recover his costs.
- 2.38 If the Council fails to implement any proposal in the Plan, the Mayor of London may do it on the Council's behalf and charge reasonable expenses.

Procurement Implications

- 2.39 Consultants and contractors will need to be procured to deliver LIP3 proposals. This is business as usual. The level of annual funding available is relatively stable and therefore work will be procured in line with corporate practices and procedures.

Legal Implications

- 2.40 Section 145 of the GLA Act 1999 requires all London authorities as soon as reasonably practicable to prepare a LIP setting out proposals for implementing the Mayor's Transport Strategy for their area. In preparing its LIP, the Council is required to have regard to the Mayor of London's Transport Strategy and the guidance issued by the Mayor.

- 2.41 The Council is required to revise its LIP if the Mayor's Transport Strategy is revised. A revised LIP is subject to public consultation and approval by the Mayor of London.
- 2.42 Any legal implications relating to individual schemes will be further considered and reported at appropriate times to the relevant decision-making body. London boroughs are required to include adequate measures in their LIPs for the purpose of implementing the Mayor of London's Transport Strategy.
- 2.43 Section 153 of The GLA Act 1999 gives the Mayor powers to issue legally binding directions to the boroughs that they must comply with. A direction may cover any matter relating to how a borough exercises its LIP functions, such as:
- The timetable for completing or revising a LIP
 - The bodies or persons that must be consulted in preparation of a LIP
 - Timetables and dates within the LIP
 - Actions to be taken to implement the proposals in the LIP
 - Steps to be taken to remove the effects of an action that is incompatible with the proposals in the LIP
- 2.44 The Mayor of London can exercise his powers under section 152 of the GLA Act on behalf of the council, the powers that the council has in connection with the implementation of those proposals, where he considers a borough has failed or is likely to fail satisfactorily to implement any proposal contained in a local implementation plan as required by section 151(1)(a) of the GLA Act. Should the Mayor exercise this power he is entitled by virtue of section 152 (7) to recover the reasonable costs of doing so. However, it is anticipated that if this power is exercised it is most likely to be in cases where the borough deviates significantly from its LIP and the Mayor's Transport Strategy, rather than minor programme variations.
- 2.45 The Council is empowered to undertake this work.

Financial Implications

- 2.46 The funding requirement for the implementation of LIP3 is provided in **Appendix G**. At this stage, there is no guarantee from TfL that this level of funding will be available over the lifetime of the LIP and therefore the figures shown are indicative only and/or subject to a separate bidding process. TfL normally confirms the financial settlement on an annual basis. If funding is provided by TfL, it is a financial requirement that the borough spends the allocation on the schemes identified.
- 2.47 The programme contained in LIP3 relies on funding from a variety of sources including, TfL grant, the Council's capital budgets and relevant Section 106 developer or other external contributions. The projects will only be implemented based on funding availability.

Equalities implications / Public Sector Equality Duty

2.48 LIP3 has undergone an Equalities Impact Assessment. This is shown in **Appendix H**. The policies and programmes promoted in LIP3 will have a positive impact on equality target groups. The following table gives an overview of the likely equalities impact of delivering LIP3.

Protected characteristic	Programmes	Impact
Age	<ul style="list-style-type: none"> • Healthy streets suitable for improved access for all; road safety, additional seating, an improved environment for walking and cycling and general environmental improvements. • More active travel provides health benefits, cycle training and walking for Health encouraged. • School travel planning supports safer and more sustainable journeys to school. • Road safety interventions and resources for road users aged 60+ by targeting community groups, day centres and social clubs, facilitating bespoke workshops and presentations and providing road safety literature. 	Positive
People with mobility difficulties	<ul style="list-style-type: none"> • More appropriately located disabled parking spaces. • Ongoing shopmobility and travel training support. • Healthy streets reviews to include appropriate dropped kerbs and improved road crossings suitable for those with visual or auditory impairments. • Increased provision of healthy streets suitable for improved access for all; including improved road safety, additional seating, an improved environment for walking and cycling and general environmental improvements. • Independent travel training supported for people with learning difficulties. 	Positive

Council Priorities

2.49 The Council's vision is: **Working Together to Make a Difference for Harrow**

2.50 The following tables show the key inputs from LIP3 that will support the administration priorities and the Harrow ambition plan.

Administration priorities	LIP3 key input
Making a difference for the vulnerable	Support for travel training, extending Shopmobility, disabled parking, healthy streets, road safety and cycle training for vulnerable users, road safety improvements
Making a difference for communities	Electric charging infrastructure, cycle facilities and training, road safety training, sustainable school transport support, 20mph zone extensions
Making a difference for local businesses	More appropriate CPZs and parking, reduced traffic congestion, healthy streets
Making a difference for families	Sustainable school transport support, 20mph zone extensions, road safety improvements, healthy streets, cycle training, electric charging infrastructure

Harrow ambition plan	LIP3 key input
Build a Better Harrow	Sustainable transport support for growth areas, healthy streets, liveable neighbourhoods,
Protect the Most Vulnerable and Support Families	Support for travel training, extending Shopmobility, disabled parking, healthy streets, road safety and cycle training for vulnerable users, road safety improvements

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 6 August 2018		
Name: Patricia Tavernier	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 14 August 2018		

Section 3 - Procurement Officer Clearance

Name: Lisa Taylor



on behalf of the
Head of Procurement

Date: 31 August 2018

Ward Councillors notified:

**NO, as it impacts on all
Wards**

EqIA carried out:

YES

EqIA cleared by:

**Dave Corby,
Community - Equality
Task Group (DETG)
Chair**

Section 4 - Contact Details and Background Papers

Contact: David Eaglesham, Head of Traffic, Highways & Asset Management,
Tel: 020 8424 1500
Email: david.eaglesham@harrow.gov.uk

Background Papers: [Mayor's Transport Strategy](#) (TFL website , 163 pages)
[Guidance for borough officers on developing the Third Local Implementation Plan](#) (TFL website, 131 pages)

**Call-In Waived by the
Chair of Overview and
Scrutiny Committee**

NOT APPLICABLE

[Call-in applies]