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Meeting:	Cabinet
Date:	16 March 2006
Subject:	Transport Local Implementation Plan (LIP)
Responsible Officer:	Executive Director, Urban Living
Contact Officer:	Tunde Raji
Portfolio Holder:	Councillor O'Dell, Environment and Transport
Key Decision:	Yes
Status:	Public

Section 1: Summary

The report sets out the latest information on the preparation of the LIP since approval of the consultation draft, and recommends that the final LIP be approved and submitted to the Mayor of London for approval.

Decision Required

Cabinet is asked to:

1. Note and endorse changes to the draft Local Implementation Plan (LIP) following the results of public consultation summarised and set out in Appendix 1.
2. Delegate authority to approve further revisions to the LIP prior to and following submission to the Mayor of London to the Portfolio Holder for Environment and Transport.
3. Refer the final LIP to the Full Council for adoption (*Meeting 27th April*)
4. Delegate authority to the Portfolio Holder for Environment and Transport to amend the list of the categories of Health Care workers and the required criteria of those eligible for healthcare parking permits as outlined in the Parking and Enforcement Plan in the LIP document.

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Reason for report

The LIP is a statutory plan prepared under Section 145 of the Greater London Authority Act 1999 ("the GLA Act"). It sets out Harrow Council's proposals for implementing the Mayor of London's Transport Strategy at the local level.

Benefits

This LIP addresses the Council's obligations under the GLA Act to prepare a plan to implement the Mayor of London's Transport Strategy. Transport activities and programmes included within the LIP have crosscutting impacts across all corporate priorities.

Cost of Proposals

The cost of preparing the LIP has been met partly from the Council's £179,300 capital funding spread over two years (2004/05 and 2005/06) and partly from Transport for London's (TfL's) support for the Borough in 2004/05 (£50,000) and 2005/06 (£20,000).

The cost of delivering the LIP's programme will run into several million of pounds over the next five years (see Appendix 2 for details). The Plan will be used as a basis for planning investment during the plan period and, as a basis of accessing external funding (in excess of £4 million per year) from Transport for London.

Risks

- TfL are not able to confirm funding availability over the lifetime of the LIP and therefore the programmes may not be implemented. As this will be a public document, this may raise public expectations to a level that cannot be realised.
- 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.
- The quality of the Plan and the degree to which it delivers the Mayor of London's priorities will influence the level of funding allocated to the Council.
- Once approved by the Mayor of London, the procedure for changing the Plan is uncertain if the Council's priorities and programmes change. The status or likelihood of TfL funding new proposals that are not included in the Plan is uncertain. TfL has indicated, however, that all future changes to the LIP and approval of those changes will be undertaken through submission of an annual progress report. TfL has not yet defined the process or the content of this annual progress report.
- 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.

Implications if recommendations rejected

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If rejected, it would prejudice the chances of meeting the deadline for submitting the LIP to the timetable specified by TfL on behalf of the Mayor of London. If the LIP is not submitted within a “reasonable” time frame, the Mayor of London will have the statutory right to prepare a plan on behalf of the Borough and to recover his costs for doing so from the Borough (Section 147 of the GLA Act 1999). TfL has indicated that the Mayor of London would consider issuing a Direction under Section 153 of the GLA Act if any borough failed to comply with agreed timetable.

Section 2: Report

2.1 Brief History

Harrow’s Local Implementation Plan (LIP) is a statutory document that sets out how the Council intends to implement the Mayor of London’s Transport Strategy (MTS). In deciding whether to approve a LIP, the Mayor of London will consider the adequacy of the Council’s responses to all of the Mayoral proposals in the MTS. TfL’s assessment of the LIP will lead to a recommendation to the Mayor of London as to whether the LIP is to be approved.

On 16 December 2004, Cabinet approved the consultation draft of the LIP for statutory consultation under Section 145(2) of the GLA Act. Details of the consultation are given in Section 2.3 and Appendix 1 of this report.

The current version of the full LIP has been provided to cabinet members to view in the group offices for approval prior to formal submission to the Mayor of London. It has been amended to reflect comments received from the public consultation. The need to make further changes to the LIP, editorial or to reflect changing circumstances, could arise prior to and following submission to the Mayor of London. It is recommended that authority for doing so be delegated to the Portfolio Holder for the Environment and Transport to reduce the risk of not producing the LIP to agreed timetable or one that TfL may be unwilling to recommend to the Mayor for approval. There would be insufficient time for further changes to the LIP to be approved by Cabinet. LIP.

It is also recommended that the LIP be referred to the Council for adoption. The next meeting of the Council is 27 April.

2.2 LIP Overview

Harrow’s LIP serves many purposes. For instance it acts as a:

- Transport plan to improve transport in the borough to meet the community’s needs
- Mechanism to demonstrate delivery of national and regional transport policy objectives at the local level
- Implementation plan
- Bidding document

The LIP describes programmes of schemes planned or underway in the 2005/06 financial year and sets out proposals for the subsequent five years (that is, from April 2006 to March 2011). The last two years of the LIP planning-horizon is set out in much less detail than the previous three years.

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The Plan contains the following:

1. A comprehensive list of borough transport policies
2. A list of programmes to be implemented over the coming years
3. Performance measures
4. A road safety plan
5. A parking and enforcement plan
6. A school travel plan strategy

Programmes included in the plan have been developed to improve public transport, walking and cycling and to increase accessibility of all, to places, goods and services. This is needed in order to develop an alternative to the car and to encourage a modal shift towards sustainable transport. In the longer term this will reduce traffic levels and improve air quality and public health.

Programmes included in the plan are shown in Appendix 2.

The performance measures in the plan include a target of an 80% increase in cycling in the borough between 2001 and 2011 and reduction in traffic in the town centre of 1% by 2011.

The parking and enforcement plan contains details of all parking policies, parking charges, parking permits and CPZ regulations. It should be noted that this now includes providing permits to healthcare workers and the requirements regarding eligibility for permits. It is anticipated that frequent requests will be received for healthcare worker permits and that frequent reviews of the eligibility criteria will be required. It is recommended that authority be delegated to the Portfolio Holder for Environment and Transport to review and approve the criteria and list of the categories of Health Care workers eligible for permits.

2.3 Consultation

The LIP has been developed through extensive consultation with required statutory bodies, as well as the public and Council members.

A seminar for members was held as part of the consultation and the Environment and Scrutinee Sub Committee discussed the entire draft report in great detail. Both of these meetings were very positive and provided helpful information that has now been incorporated into the LIP.

Following consultation, changes to the draft LIP have been discussed with the Portfolio Holder for Environment and Transport

A detailed summary of the consultation findings and of the proposed changes is set out in Appendix 1. In addition, this report highlights the most significant changes made as a result of the consultation.

The Environment and Economy Scrutiny Sub-committee considered the final LIP document at their meeting on 9 March 2006.

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2.4 Financial Implications

Costs of preparing the LIP and of implementing or delivering the proposals contained within it are summarised in Section 1 of this report under the subheading “cost of proposals”. This shows that there is an existing budget for preparation but not for delivery.

The programmes and hence funding commitments contained in the LIP rely on funding from a variety of sources, mainly TfL and the Council's capital and revenue budgets which are yet to be confirmed.

The assumption for TfL funding is based on recent settlements, TfL forecasts in the Business Plan for future funding levels and discussions with TfL. Having seen Harrow's draft LIP, it is noteworthy that TfL considered the funding information provided to be realistic and did not request any reduction in assumed TfL funding.

The assumptions made for Council funding are based on the medium term budget strategy. The programmes have been rewritten to bring them into line with the proposed medium term budget strategy and changes discussed with the Portfolio Holder.

2.5 Legal Implications

The LIP is part of Harrow policy framework, and its approval is reserved to full Council on recommendation from Cabinet. There is a statutory duty on Harrow Council to produce and deliver a LIP within the requirements of the GLA Act 1999. Any legal implications relating to individual schemes will be further considered and reported at appropriate times to the relevant decision-making body. The borough has the right to revise the plan at any time and must consider the need to do so when the Transport Strategy is revised.

London boroughs are required to include adequate measures in their LIPs for the purpose of implementing the Mayor of London's Transport Strategy. However, the GLA Act does not require the Mayor of London to fund these. Although the LIP has rightly identified lack of funding and negative local consultation as risks to delivery of schemes, the Mayor of London could still seek to exercise his powers under the GLA Act to compel the Council to implement those schemes. If the borough fails to do so, the Mayor could seek to resort to the powers under the GLA Act to implement the proposals on behalf of the Borough, and recover the reasonable costs of doing so.

It is however 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.

2.6 Equalities Impact

The plan includes an equalities impact assessment. In particular, there are significant benefits to those with mobility difficulties. The safety benefits outlined

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in the programmes are likely to be of most benefit to women, children, disabled people and all vulnerable members of society.

2.7 Section 17 Crime and Disorder Act 1998 Considerations

The implementation of the LIP to achieve all-inclusive and comprehensive provision of transport services and infrastructure will help meet the Council's obligation to prevent crime and disorder. This is especially relevant in areas where innovative engineering design can help design out crime and improved lighting is implemented.

Section 3: Supporting Information/Background Documents

Background Documents:

The Mayor's Transport Plan, GLA, July 2001
Transport for London (TfL) Final Guidance for LIPs, July 2004
Harrow Council, Cabinet Report on Draft LIP, December 2004
Harrow Council, Consultation Draft LIP, March 2005
Consultation responses

Please note that the hardcopy of the final LIP is some 500 pages long and will be placed in the group offices.