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**REPORT FOR: CABINET**

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<b>Date of Meeting:</b>	30 <sup>th</sup> May 2019
<b>Subject:</b>	Transport Local Implementation Plan (LIP3)
<b>Key Decision:</b>	Yes
<b>Responsible Officer:</b>	Paul Walker, Corporate Director - Community
<b>Portfolio Holder:</b>	Councillor Varsha Parmar, Portfolio Holder for Environment
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes
<b>Wards affected:</b>	All
<b>Enclosures:</b>	<b>Appendix A</b> – Final LIP3 <b>Appendix B</b> – Strategic Environmental Statement

## **Section 1 – Summary and Recommendations**

This report sets out the background to the third Transport Local Implementation Plan (LIP3) and the associated Strategic Environmental Statement for LIP3.

**Recommendations:**

Cabinet is requested to:

1. Recommend to full Council to adopt the revised Transport Local Implementation Plan (LIP3) set out at Appendix A.

2. Recommend that full Council delegate authority to the Corporate Director – Community to make minor changes and updates to the planned programme of investment subject to additional information on funding being provided post approval of the LIP3 by the full Council.

**Reason: (For recommendations)**

LIP3 is a statutory document and will make a significant improvement to the borough. The objectives and policies included in LIP3 will enable the borough to deliver improved air quality, safer neighbourhoods, improved accessibility, and improve borough health through providing increased opportunities for active travel.

The Strategic Environmental Statement is a statutory document that needs to be published following adoption of by the Council of LIP3.

## **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 The cabinet meeting on 13 September 2018 approved the draft LIP3 for the purposes of consultation. The consultation took place between 17th September and 26th October 2018.
- 2.3 Following this consultation, changes were made and reviewed by the Overview and Scrutiny Committee on 13<sup>th</sup> November 2018. No substantive changes were required.
- 2.4 TfL responded to the full consultation after the Overview and Scrutiny meeting and their input and further changes were considered by the Portfolio Holder in accordance with the delegated authority granted by Cabinet and were agreed by the Portfolio Holder - Environment on 14<sup>th</sup> February 2019.
- 2.5 TfL comments were positive overall and their response included the following statements:

*The draft LIP3 gives a very good overview of the challenges and opportunities for transport in Harrow and demonstrates a clear desire to deliver against the MTS aims and outcomes.*

*The 13 objectives that the borough has set are welcomed and are well informed by, and linked to, the local challenges and opportunities.*

- 2.6 The revised draft LIP3 was submitted to TfL in February 2019 for their consideration. The Deputy Mayor of London approved Harrow's LIP3 on 12<sup>th</sup> April 2019.
- 2.7 The final LIP3 document is provided in **Appendix A**.
- 2.8 Upon adoption of LIP3, the regulations require the borough to produce a Strategic Environmental Assessment statement summarising:
- i. how environmental considerations have been integrated into the LIP;
  - ii. how consultation with both the environmental authorities and the public have been taken into account;
  - iii. the reasons for choosing the measures and strategies adopted rather than other alternatives considered; and
  - iv. proposals for monitoring.
- 2.9 The Strategic Environmental Statement is provided in **Appendix B**.

## **Options considered**

- 2.10 None, producing these documents is a legal requirement.

## **Background**

- 2.11 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 was required to produce a revised Transport Local Implementation Plan (LIP3).

- 2.12 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.
- 2.13 LIP3 includes borough transport objectives for the next 20 years and explains how meeting these will contribute to achieving the Mayor's overarching mode share aim and each of the nine Mayoral strategic

outcomes. LIP3 also includes a three year programme of investment starting in 2019/20 and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve.

- 2.14 The LIP3 transport objectives included in the plan were 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
- 2.15 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.
- 2.16 Following LIP3 adoption, the previous LIP2 will be superseded and no longer be Council policy.
- 2.17 There are several other documents associated with LIP3 that expand on different areas of policy delivery in the LIP and have been reviewed in light of the changes introduced through LIP3. These revised strategic documents include the Harrow Road Safety Strategy, Parking Management and Enforcement Strategy and Walking, Cycling & Sustainable Transport Strategy. These documents are also being presented to Cabinet and are on the agenda to this meeting.

### **Staffing/workforce**

- 2.18 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 section 106 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**

- 2.19 Implementing LIP3 will help to deliver Harrow's corporate priorities and in particular building a better Harrow and protecting the most vulnerable.
- 2.20 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.

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

	Target	Target year	Latest data
<b>Overarching mode share aim</b>			
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
<b>Outcome 1: London's streets will be healthy and more Londoners will travel actively</b>			
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
<b>Outcome 2: London's streets will be safe and secure</b>			
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
<b>Outcome 3: London's streets will be used more efficiently and have less traffic on them</b>			
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
<b>Outcome 4: London's streets will be clean and green</b>			
Reduced CO <sub>2</sub> emissions	124,800 tonnes	2021	In 2013, 141,600 tonnes of CO <sub>2</sub> were emitted from road transport in Harrow
Reduced NO <sub>x</sub> emissions	210 tonnes	2021	In 2013, 460 tonnes of NO <sub>x</sub> were emitted from road transport in Harrow

	Target	Target year	Latest data
Reduced particulate emissions	43 tonnes PM <sub>10</sub> 21 tonnes PM <sub>2.5</sub>	2021	In 2013, 51 tonnes of PM <sub>10</sub> and 28 tonnes of PM <sub>2.5</sub> were emitted from road transport in Harrow
<b>Outcome 5: The public transport network will meet the needs of a growing London</b>			
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
<b>Outcome 6: Public transport will be safe, affordable and accessible to all</b>			
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
<b>Outcome 7: Journeys by public transport will be pleasant, fast and reliable</b>			
Bus journeys will be quick and reliable, an attractive alternative to the car	11.5mph	2021	In 2015, bus speeds were 11.1mph
<b>Outcome 8: Active, efficient and sustainable travel will be the best options in new developments</b>			
<b>Outcome 9: Transport investment will unlock the delivery of new homes and jobs</b>			
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

- 2.22 The draft LIP3 underwent a Strategic Environmental Assessment (SEA). This 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.
- 2.23 Key air quality benefits identified were from reducing car travel, encouraging greener vehicles and reducing congestion.
- 2.24 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.

- 2.25 In line with the SEA regulations, the Environmental Statement associated with LIP3 will be made available on Harrow's website.

## **Risk Management Implications**

- 2.26 Risk included on Directorate risk register? No
- 2.27 Separate risk register in place? Yes. The delivery of interventions and schemes resulting from LIP3 policy will be subject to separate risk assessments.
- 2.28 The major risk to delivery of all schemes is lack of funding. None of the funding shown in the draft LIP3 is guaranteed.
- 2.29 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.
- 2.30 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.
- 2.31 Any larger scheme that is progressed will include a separate scheme risk register.
- 2.32 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.
- 2.33 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.
- 2.34 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**

- 2.35 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 the Public Contract Regulations 2015 and our internal Contract Procedure Rules .

## **Legal Implications**

- 2.36 Section 145 of the Greater London Authority Act 1999 ("the GLA Act") requires all London authorities as soon as reasonably practicable after the Mayor has published a transport 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.

- 2.37 As the LIP3 has been approved by the Mayor, the Council is required under section 151 of the GLA Act to implement the proposals contained in the LIP3 following its adoption by full Council.
- 2.38 The Mayor can exercise his powers under section 152 of the GLA Act to implement the proposals in the LIP3 on behalf of the Council if he considers that the Council has failed or is likely to fail satisfactorily to implement any proposal contained in the LIP3. Should the Mayor exercise his power to implement the proposals on behalf of the Council, he is entitled by virtue of section 152 (7) of the GLA Act to recover the reasonable costs of doing so. However, it is considered that the Mayor is only likely to exercise this power in cases where a local authority has deviated significantly from its LIP and the Mayor's Transport Strategy, rather than where there have been minor programme variations.
- 2.39 By virtue of Article 4 and Part 3A of the Council's Constitution, the decision to approve the LIP3 is reserved for full Council.

## **Financial Implications**

- 2.40 There is no guarantee from TfL that the level of funding will be available over the lifetime of the LIP and therefore the figures included in LIP3 are indicative only and/or subject to a separate bidding process.
- 2.41 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. 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.

## **Equalities implications / Public Sector Equality Duty**

- 2.42 LIP3 underwent an Equalities Impact Assessment and in preparing the LIP3, the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.43 Delivering the proposals in the LIP3 will benefit all the people living in the borough with resultant positive impacts on the following groups:



Protected characteristic	Programmes	Impact
Age (young and old)	<ul style="list-style-type: none"> <li>• Healthy streets suitable for improved access for all; road safety, additional seating, an improved environment for walking and cycling and general environmental improvements.</li> <li>• More active travel provides health benefits, cycle training and walking for Health encouraged.</li> <li>• School travel planning supports safer and more sustainable journeys to school.</li> <li>• 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.</li> </ul>	Positive
Disability (People with mobility difficulties)	<ul style="list-style-type: none"> <li>• More appropriately located disabled parking spaces.</li> <li>• Ongoing shopmobility and travel training support.</li> <li>• Healthy streets reviews to include appropriate dropped kerbs and improved road crossings suitable for those with visual or auditory impairments.</li> <li>• 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.</li> <li>• Independent travel training supported for people with learning difficulties.</li> </ul>	Positive

## Council Priorities

2.44 The following table show the key inputs from the strategy that will support the Council priorities.

Council priorities	LIP3 key input
Building a Better Harrow	Sustainable transport support for growth areas, healthy streets, liveable neighbourhoods, 20mph zone extensions, road safety improvements and training, Electric charging infrastructure, cycle facilities and training

### Section 3 - Statutory Officer Clearance

Name: Jessie Man

on behalf of the  
Chief Financial Officer

Date: 25/04/19

Name: Abiodun Kolawole

on behalf of the  
Monitoring Officer

Date: 26/04/19

Name: Nimesh Mehta

on behalf of the  
Head of Procurement

Date: 23/04/19

Name: Paul Walker

Corporate Director

Date: 29/04/19

**Ward Councillors notified:**

**YES**

**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, 020 8424 1500, david.eaglesham@harrow.gov.uk

### **Background Papers:**

Cabinet Report, 13th September 2018 - Draft Transport Local Implementation Plan 3

Overview and Scrutiny Committee Report, 13th November 2018 - Draft Transport Local Implementation Plan 3

Portfolio Holder for Environment Report – February 2019 - Draft Transport Local Implementation Plan 3

<p><b>Call-In Waived by the Chair of Overview and Scrutiny Committee</b></p>	<p><b>YES/ NO / NOT APPLICABLE*</b></p>
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*(for completion by Democratic Services staff only)*

*\* Delete as appropriate  
If No, set out why the decision is urgent with reference to 4b - Rule 47 of the Constitution.*