

Meeting:	Environment and Economy Scrutiny Sub-committee
Date:	30 November 2004
Subject:	Transport Local Implementation Plan – Scoping
Responsible Officer:	Interim Head of Environment and Transport
Contact Officer:	Transportation Manager, Steve Swain
Portfolio Holder:	Environment and Transport Portfolio Holder
Key Decision:	Yes
Status:	Part 1

### **Section 1: Summary**

#### **Decision Required**

To note and comment on the scope of the work proposed to prepare the Transport Local Implementation Plan

#### **Reason for report**

To scrutinise the preparation of this statutory Plan.

#### **Benefits**

To ensure the preparation of an acceptable Plan to meet community and strategic needs and to act as a basis for planning and securing transport funding.

#### **Cost of Proposals**

£180,000 capital funding is currently approved for preparation of the Plan, over 2 years, 2004-05 and 2005-06. A further £50,000 has been allocated by Transport for London.

The Plan will be used a basis for planning investment in transport over the next 4-6 years and crucially, as a basis of accessing external funding (in excess of £10million) from Transport for London.

## **Risks**

- If the Mayor of London does not approve the Plan he may 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.
- The procedure for changing the Plan is uncertain if the Council's priorities and programmes change following adoption, submission and approval of the Plan. The status and likelihood of TfL funding for new proposals not included in the Plan is also uncertain.
- 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.
- The workload demand of preparing the Plan will adversely affect other Transportation service delivery.

## **Implications if recommendations rejected**

The programme and deadlines for preparing the Plan are fixed and tight. Any changes or additional requirements would need to be assessed against the programme deadlines.

## **Section 2: Report**

### **2.1 Brief History**

2.1.1 The Local Implementation Plan (LIP) is a statutory document required by the Mayor of London containing all Harrow transport programmes and activities, both those funded by Transport for London (TfL) and those funded directly by the Borough or other sources. This is the first time this document has been required from the Boroughs. The document will be submitted to Transport for London who will then advise the Mayor on whether or not to approve it. The LIP will require Mayoral Approval.

2.1.2 The document will cover the years 05/06 to 08/09 in detail and 09/10 and 10/11 in less detail.

2.1.3 One of the main intentions of the LIP is to simplify the Borough Spending Plan bidding process to Transport for London (TfL) which currently takes up a lot of TfL and Borough time and resources.

2.1.4 The LIP Guidance has prioritised 8 areas of the Mayor's Transport Strategy. These are as follows:

1. Improving Road Safety
2. Improving Bus journey times and reliability
3. Relieving traffic congestion and improving journey time reliability
4. Improving working of parking and loading arrangements

5. Improving accessibility and social inclusion on transport network
6. Encouraging walking by improving street environment
7. Encouraging cycling by improving conditions for cyclists
8. Bringing infrastructure into a state of good repair

There will also be chapters in the LIP on the following:

Road Safety Plan  
 Parking and Enforcement Plan  
 School transport strategy  
 Performance Indicators  
 Proposals, Programmes & Activities  
 Funding implications  
 Equality and inclusion impact

2.1.5 There are many activities other than the programmes that need to be included in the LIP. However, the following is a list of the programmes that will be required for inclusion. The codes at the end of each line refer to the Mayor's Transport Strategy reference.

1. Review of parking and loading controls on all A roads and busy bus routes – 4G.Pr15
2. Plan and timetable for implementing parallel initiatives on all A roads and busy bus routes –4G.Pr18. (*'Parallel initiative' includes identification of the road, the determination of the function of the road, assessment of the problems road users experience and design and development of schemes to address problems*).
3. Review of worst congestion bottlenecks and implementation programme – 4G.Pr20
4. Programme to bring signage up to standards required by DfT - 4G.Pr4
5. Programme for 5 year asset management plans – 4G.Pr25
6. Programmes and plans for infrastructure improvements for pedestrians – 4I.Pr2
7. Programmes and schemes to improve existing strategic walking routes – 4I.Pr6
8. Programme for footway improvements, including access and bus stop accessibility – 4I.Pr8
9. Programmes for additional cycle access and secure cycle parking – 4J.Pr7
10. Programme for review of key cyclist accident locations and programme for implementation of solutions – 4J.Pr5
11. Road safety programme for primary and secondary schools – 4G.Pr9
12. Priorities and programmes for the investigation and introduction of pedestrian phases – 4I.Pr7
13. Implementation programme for LCN – 4J.Pr3
14. Implementation programme for LCN+ - 4J.Pr4
15. Local bus stop Clearways Programme – 4F.Pr7
16. Programmes for projects to contribute towards improved accessibility of rail stations - 4E.Pr13
17. Programmes, plans and proposals to demonstrate delivery of high levels of bus priority on "A" Roads and Busy Bus Routes – 4F.Pr8

18. Programme to make all bus stops accessible – 4F.Pr11

- 2.1.6 All information included in the LIP has to include funding information. To do this meaningfully, some indication as to the Harrow spend in years 05/06 to 08/09 is required. It is important to note that the Plan should be realistic and achievable and it is an obligation, under the GLA Act 1999, that the programmes therein should be delivered to the timetable stated.
- 2.1.7 Assumptions for the Council's funding will be based on the Medium Term Budget Strategy and the Forward Capital Programme, when agreed in the new year. TfL are yet to advise of the assumptions to be made for TfL funding settlements to the Council.
- 2.1.8 When the funding position becomes clearer the programmes will need to be reviewed and adjusted to match the resources available. In practice this is likely to mean that some programmes may need to be reduced or stretched over a longer period.
- 2.1.9 In a number of cases, the Council already has agreed programmes eg. controlled parking zones, 20mph zones, and in many areas there are 3 year programmes already agreed for the annual Borough Spending Plan submission. The LIP programmes will as far as possible be based on existing agreed programmes, updated as necessary. Maintenance programmes are based on condition surveys.
- 2.1.10 There are also a number of new programmes required by the Mayor (see programmes 1,2,3,10,and 12 above) which are currently being formulated.
- 2.1.11 The opportunity of preparing a Parking and Enforcement Plan has been taken, this includes a comprehensive review of the Council's policies and practices for designing and implementing controlled parking zones. Members will be aware that this is a contentious area and more complaints and petitions are received about parking issues than any other traffic or transportation topic. It is therefore considered timely to review current policy and practice against best practice. An external consultant has carried out the review. The recommended revised policy and practice will be incorporated into the Parking and Enforcement Plan and hence the LIP, thereby undergoing extensive public consultation as part of the LIP.
- 2.1.12 Preparation of the Plan has been ongoing since receipt of TfL's LIP Guidance in July. The process for preparing the Plan has been discussed with the Portfolio Holder for Environment and Transport. The portfolio holder is being consulted on draft programmes and sections of the Plan as they emerge.
- 2.1.13 It is proposed that a summary of the draft Plan will be submitted to Traffic and Road Safety Advisory Panel on 1<sup>st</sup> December and to Cabinet on 16<sup>th</sup> December. Cabinet will be asked to approve the draft plan for the purposes of consultation. Consultation will take place in January to March 2005.

2.1.14 In addition to the programmes mentioned above, the Mayor has set the Boroughs 14 new performance targets to achieve. One of these relates to traffic congestion at outer London town centres. The Mayor has imposed a 1% road traffic reduction target for Harrow Town Centre between 2001 and 2011. To achieve this will require significant influence over town centre development decisions.

2.1.15 The document will require a Strategic Environmental Assessment, which will be consulted on alongside the LIP consultation.

2.1.16 Members will be consulted during the consultation period, including a member workshop.

2.1.17 TfL will annually review progress on implementing programmes included in the LIP. This will probably be done through the Transport Borough Spending Plan process.

Summary timetable:

Receive LIP Guidance	July 2004
Prepare draft LIP	Autumn 04
Traffic and Road Safety Advisory Panel	1 <sup>st</sup> Dec 04
Cabinet approval of consultation draft	16 <sup>th</sup> Dec 04
Consultation	Jan – Mar 05
Environment and Economy Scrutiny Sub-cttee	10 <sup>th</sup> Mar 05
Modify in light of consultation	April – May 05
Cabinet approve final LIP	June 05
Council adopt final LIP	June/July 05
Submit final LIP	July 05
Mayor approves LIP	Sep 05

2.2 Options considered

N/A

2.3 Consultation

2.3.1 The consultation period is January to March 2005. Details of the consultation arrangements are being formulated, but are likely to be based around wide circulation of a summary document, seeking views on the proposed programmes and also informing where the full draft document can be seen (eg libraries, website, Civic Centre), plus presentations/meetings or targeted consultation with key stakeholder groups such as LA21 (Transport and Air Pollution Group), POP, public transport liaison meeting, Voluntary Sector Community Forum, Safer Harrow Management Group. During this period it is proposed to also consult this Sub-committee and to hold a member workshop.

2.3.2 It is a statutory requirement to consult the Police, TfL, organisations representing the disabled and other London boroughs affected by proposals contained in the Plan.

## 2.4 Financial Implications

2.3.1 See Cost of Proposal above.

## 2.5 Legal Implications

2.3.1 Production of a LIP is a requirement of the GLA Act 1999. The timetable is set by the Mayor of London. The GLA Act states:

- Local authorities shall have regard to the Mayor's transport strategy.
- Local authorities shall have regard to LIP guidance issued by the Mayor.
- Local authorities shall prepare a LIP setting out its proposals for implementing the (Mayor's) transport strategy in its area.
- The Mayor shall not approve a LIP unless it is consistent with his strategy.
- Where the Mayor refuses to agree a LIP he may require revisions or prepare one on behalf of the Council and recover his costs from the Council.
- Where the Mayor has approved a LIP the Council shall implement it in accordance with the stated timetable and dates. If it fails, the Mayor may do it on their behalf and recover his costs from the Council.

## 2.6 Equalities Impact

2.6.1 The Plan will include an equalities impact assessment.

## **Section 3: Supporting Information/Background Documents**

None