

<b>Cabinet</b>  27 <sup>th</sup> February 2019	 <b>TOWER HAMLETS</b>
<b>Report of:</b> Tom McCourt, Strategic Director	<b>Classification:</b> Unrestricted
<b>Local Implementation Plan 3 for Transport (LIP3)</b>	

<b>Lead Member</b>	<b>Councillor David Edgar, Cabinet Member for Environment</b>
<b>Originating Officer(s)</b>	Margaret Cooper, Head of Engineering
<b>Wards affected</b>	All wards
<b>Key Decision?</b>	Yes
<b>Forward Plan Notice Published</b>	24 December 2018
<b>Reason for Key Decision</b>	Financial
<b>Strategic Plan Priority / Outcome</b>	<b>All Priorities and Outcomes relating to Transport and Highways</b>

## Executive Summary

### Recommendations:

The Mayor in Cabinet is recommended to:

- 1.1 Note the content of the LIP3 document
- 1.2 Approve the document for submission for TfL approval.
- 1.3 Agree that the scheme funding allocations approved by TfL for 2019/20 in the Annual Spending Submission (as per Table 16 Appendix 1) are incorporated into the Capital Programme for 2019/20.
- 1.4 Approve the adoption of new capital estimates for these schemes in line with Financial Regulations in order that works can commence early in 2019/20 on the delivery programme.

## **1 REASONS FOR THE DECISIONS**

- 1.1 It is a statutory requirement that the Council submits a Local Implementation Plan for Transport to TfL for approval and it must be in line with guidance provided by TfL to ensure that the Council shows how it is intending to deliver the Mayor for London's Transport Strategy at the local level.

## **2 ALTERNATIVE OPTIONS**

- 2.1 None considered as failure to follow TfL guidance would result in non-approval and no funding allocation.

## **3 DETAILS OF THE REPORT**

- 3.1 LIP 3 will be the Council's third Local Implementation Plan for Transport and Highways improvements. The layout and content follows the standard template required by TfL as provided in its Guidance document.
- 3.2 The document begins with a detailed breakdown of the state of the borough according to data on transport provided by TfL, and population and economic data provided by colleagues within the borough. This sets the scene and provides a justification for our actions which will also be useful to the Borough Transport strategy which will build on the LIP3 and Local Plan transport content to provide a more comprehensive borough-specific strategy.
- 3.3 The LIP3 must detail how the Council intends to contribute to delivering the Mayor for London's Transport Strategy (MTS) over the next 10 - 20 years and particularly his core transport objectives.
- 3.4 It must also include a more detailed 3 year delivery plan to explain how the Council intends to spend its LIP allocation each year to demonstrate that it is compatible with the MTS objectives: the value of this funding is approximately £2.2m per annum- a total calculated by formula. No changes have been made by TfL to the indicative funding allocations provided a year ago despite cuts to their Business Plan funding.
- 3.5 Officers have sought to match the MTS objectives with Tower Hamlets' Strategic Priorities so as to ensure additional funding for their delivery. The projects link strongly with Air Quality and Health strategies in particular having engaged with colleagues from other departments as fully as possible.
- 3.6 The final document has been updated to address TfL consultation comments and is attached as Appendix One. TfL comments are listed in Appendix Two to this report and our modifications have been discussed with TfL. Two further late sets of comments were received which have been referred to in Appendix Two. The final LIP3 was submitted to TfL on their deadline of 15<sup>th</sup> February with a note that this was still subject to ratification by Cabinet on 27<sup>th</sup> February.
- 3.7 Alongside the formula-based allocations, there is a competitive process for securing funding for more major individual schemes : this funding stream is referred to as Liveable Neighbourhoods and the Council has submitted a bid for Bow Love Your Neighbourhood referred to in 4.4 below. The outcome is due in March.
- 3.8 This document was not issued for public consultation at this time due to the constraints imposed by the MTS and TfL guidance. It is suggested that the

forthcoming public consultation on the Borough Transport Strategy would be a more helpful dialogue with local residents, and would reduce potential confusion and overload of consultation materials.

- 3.9 TfL have already advised on the annual LIP allocation for 2019/20. The allocation is as anticipated and no reductions have been made, despite the current financial constraints facing TfL. The schemes will then be incorporated into the Capital Programme with appropriate capital estimates being adopted to enable progress early in the new financial year.

#### **4 THE 3 YEAR DELIVERY PLAN**

- 4.1 The 3 Year Delivery Plan is part of the main document attached as Appendix One and the core themes are summarised below. The Annual Spending Submission was slightly over the indicative allocation in order to give some flexibility in finalising total allocations – it has however been approved, subject to the approval of the LIP3 itself, at a total of £2.177 m. The 2019/20 proposed allocation has therefore been revised in the attached plan in line with this decision.

- 4.2 The key themes in the Delivery Plan are:

- Love Your Neighbourhoods – Area-wide schemes to protect local residential neighbourhoods from through traffic and encourage more walking and cycling;
- Vision Zero – measures to improve road safety at problem sites and borough-wide actions;
- School Streets – to help deliver 50 School Streets over the next 3 years;
- Implementing the Cycle Strategy – with a focus on cycle parking, including a secure parking hub at Whitechapel Station as several routes are being designed with TfL and are eligible for alternative funds;
- Improving Air Quality – Electric Vehicle Charge Point roll-out
- Ben Johnson Road – continuing work to improve the streetscene and control traffic with new signals
- Chrisp Street corridor – funding to complement section 106 obligations to traffic calm and green that corridor;
- Tackling ASB driving – measures to prevent circuit racing and quick getaway routes for drug dealers;
- Sustainable Drainage Schemes – supporting greening of the public realm with rain gardens and pocket parks to reduce run-off from hard landscapes areas.
- Secure Motorcycle Parking to reduce theft;
- Improving local accessibility – minor works to add more dropped kerbs and at-grade crossings;
- Local Transport Funding – for further studies for instance, a Road Safety Plan and update of the Cycle Strategy;
- Supporting Measures – this includes travel awareness activity, cycle training, and road safety education. This will be tied into the engagement of people in the Low Traffic Neighbourhoods to build ownership of the public realm and encourage travel behaviour change. These programmes can also address issues such as dementia through targeted road safety education for carers

and elderly people, and will review potential for assisting in the suicide prevention strategy.

- 4.3 In addition, there will be potential to bid for emergency funding to complete the resurfacing of Hackney Road. We successfully secured funding for this project for 2018 and have completed the length from Cambridge Heath Road to Goldsmiths Row, but hope to be able to complete the length within the borough's responsibility next year.
- 4.4 The borough has also taken the opportunity to bid for Liveable Neighbourhoods Funding of £ 2-3m for supplementing funding for the delivery of a Love Your Neighbourhood scheme in Bow. This is a competitive element of the LIP process, and although officer feedback has been positive, the final outcome will not be known until March.

## **5 EQUALITIES IMPLICATIONS**

- 5.1 The proposals seek to protect vulnerable road users and improve air quality and accessibility for all residents. DfT and TfL Guideline standards will be applied for this purpose. An accompanying Equalities Impact Statement is being carried out in parallel according to TfL's Guidance requirements.

## **6 OTHER STATUTORY IMPLICATIONS**

Environmental

- 6.1 The aim of the projects in the LIP is to support the Air Quality Management Plan, improve air quality and health encourage active travel to achieve a mode change. An accompanying Environment Impact Assessment is being carried out in parallel according to TfL's Guidance Requirements.

## **7 COMMENTS OF THE CHIEF FINANCE OFFICER**

- 7.1 This report seeks the approval by the Mayor in Cabinet of the Council's third Transport Local Implementation Plan and to its submission to TfL.
- 7.2 Approval is also sought for the recently confirmed TFL LIP funding to be incorporated into the 2019-20 capital programme and the corresponding capital estimates adopted. The schemes in Appendix One of the report set out the priorities for the Council that were included within the December 2018 Annual Spending Submission to TfL on which the allocations were based.
- 7.3 The confirmed TFL allocation of £2.277 million is made up as follows:

### Capital

Corridors and Neighbourhoods	1,727,000
Local Transport Funding	100,000

### Revenue

Supporting Measures	450,000
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The capital programme that was approved by the Mayor in Cabinet on 9<sup>th</sup> January 2019, for onward consideration at the full budget Council meeting on 20<sup>th</sup> February 2019, included a provisional capital budget of £2.435 million for TfL LIP funding. This, and the revenue budget, will be adjusted as necessary within the first quarter's budget monitoring report to reflect the confirmed funding levels above.

## **8 COMMENTS OF LEGAL SERVICES**

8.1 By Section 141 of the Greater London Authority Act 1999("the Act") the Mayor shall develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. In pursuance of this duty the Mayor is required by section 142 to publish a Transport Strategy [the Mayors Transport Strategy (MTS)]

8.2 Under section 141(1) of the Act the Council is to have regard to the Transport Strategy in the exercise of its functions. Section 144(2) of the Act allows the Mayor to issue guidance as to the implementation of the Mayor Transport Strategy (MTS) to any London borough council. The Council is required to have regard to the guidance in exercising any function.

8.3 The functions relevant to the preparation of the LIP guidance were delegated to TfL by the Mayor. LIP3 guidance was thus issued by TfL.

8.4 The requirements for preparing a LIP are set out in section 145 of the Act and the guidance. In addition to containing the borough's proposals for the implementation of the MTS in its area, the LIP shall include a timetable for implementing the different proposals in the plan and the date by which all proposals will be implemented. When approving a LIP, the Mayor must ensure that it is consistent with the MTS, that the proposals that it contains are adequate and that the timetable for implementation and the deadline by which the proposals are to be implemented is adequate. If a LIPs is produced which does not meet the statutory requirements, the Mayor may use his powers of direction in sections 147 and 150 of the Act and may even step in and produce the LIP himself.

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### **Linked Reports, Appendices and Background Documents**

#### **Linked Report**

#### **Appendices**

- Appendix 1: Local Implementation Plan 3
- Appendix 2: Summary of TfL comments on consultation draft

#### **Background Documents – Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2012**

- TfL LIP Guidance - contact TfL

**Officer contact details for documents:**  
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