

Committee/Meeting: Cabinet	Date: 1st December 2010	Classification: Unrestricted	Report No:
Report of: Corporate Director Communities Localities & Culture Originating officer(s) Tony Davis Project Manager Public Transport		Title: Local Implementation Plan 2 Wards Affected: ALL	

Lead Member	tba
Community Plan Theme	A Great Place to Live A Prosperous Community A Safe and Supportive Community A Healthy Community
Strategic Priority	Provide affordable housing and strong neighbourhoods Strengthen & Connect Communities Support vibrant town centres and a cleaner, safer public realm Improve the environment and tackle climate change Reduce differences in people's health and promote healthy lifestyles

1. **SUMMARY**

- 1.1 Cabinet is asked to consider the timetable and process for preparation of the Council's second Local Implementation Plan (LIP2) with a view to agreeing the submission of a consultation draft to Transport for London by the 20th December 2010 deadline as well as releasing the document for a 3 month period of public consultation.

2. **DECISIONS REQUIRED**

Cabinet is recommended to:-

- 2.1 Agree the draft LIP2 document attached at Appendix '1' for submission to Transport for London.
- 2.2 Agree that there may be a three month public consultation exercise in respect of the draft LIP2.

3. **REASONS FOR THE DECISIONS**

- 3.1 The Council has a statutory obligation to produce a second Local Implementation Plan (LIP) setting out how the Borough will implement the Mayor of London's Transport Strategy (MTS) locally as well as considering other sub-regional and borough transport strategy priorities, which are embedded in the Strategic Plan, Community Plan, LDF and supporting documentation.

4. ALTERNATIVE OPTIONS

- 4.1 As a defined statutory process with mandatory guidance defined by Transport for London, no alternative proposal would be possible to the framework in which this policy document is being developed. The reasons for the choice of content in LIP2 are set out in the body of the report.

5. BACKGROUND

- 5.1 The current LIP covered the period 2005/06 to 2010/11 and set out the basis of transportation improvements throughout the borough which could be supported from a variety of funding opportunities such as Section 106, revenue funding and other capital grants.
- 5.2 The second version will include a high level delivery plan for a three year period from 2011/12 to 2013/14 and is intended to provide boroughs with greater ownership of their own transport programme and flexibility to reflect local circumstances. TfL also require that each London Borough's LIP2 outlines its respective long-term strategy for sustainable transport improvements until 2031 to support healthier, greener lifestyles in line with objectives and plans.
- 5.3 Boroughs are allocated funding by Transport for London (TfL) for delivering some of this programme and the TfL LIP contribution in 2010/11 amounts to £3.654m in 2010/11, within an overall capital programme of approximately £10m.
- 5.4 Prior to the Government's spending review in October 2010 Indicative LIP funding for 2011/12 was £2.990m and £2.862 in the two subsequent financial years. These figures have since been revised downwards to £2.871m in 2011/12, £2.636m in 2012/13 and £2.278m in 2013/14. The majority of this LIP funding will now determined by formulae for corridors and neighbourhoods and Supporting Measures, on a London wide prioritisation framework for Principal Road Maintenance and Structures, and via a competitive bidding process for Major Schemes (additional funding). This will determine the scope of the three-year delivery plan to be finalised following public consultation.
- 5.5 This report gives a short overview of the draft LIP document and processes involved. You are referred to the main document for the underlying detail such as the targets, objectives and indicative three year delivery plan.

6. THE LOCAL IMPLEMENTATION PLAN

- 6.1 The document will be instrumental in forming the basis of future capital investment aimed at delivering local priorities and objectives in the Community Plan. This includes the sustainable, safe and efficient movement of people and goods within and through Tower Hamlets and by contributing to the overall improvement of the quality of life in the borough for residents, workers and visitors.

6.2 Supporting documents will include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA) and an Equalities Impact Assessment (EIA) contained in an over-arching Integrated Impact Assessment which will be finalised post consultation.

6.3 LIP 2 will consist of three core elements :-

- an evidence-based and objective-led identification of borough transport objectives, covering the period 2011-2014 and beyond reflecting the timeframe of the revised MTS (to 2031);
- a costed and funded delivery plan of interventions, also covering the period 2011-14 ;
- performance monitoring plan, which will identify a set of performance indicators and locally specific targets which can be used to assess whether the plan is delivering its objectives and to determine the effectiveness of the delivery plan.

6.4 All key objectives and priorities contained within the draft will link with the Council's Strategic Plan and Community Plan. Schemes to be included in the 3 year delivery plan, as well as the longer term vision, are based on policies identified in the LDF and its supporting documents, as well as core transport strategies such as the Road Safety Plan and the Cycle Strategy.

6.5 Boroughs are required to set targets for five mandatory indicators as shown below. The targets under discussion are given in italics:

- **i) Mode Share** *Increase the percentage of journeys made by means other than the car.*
- **ii) Bus Service Reliability** *To maintain the average reliability of high frequency bus services.*
- **iii) Asset Condition** *Reduce the percentage of Principal Road Network where maintenance should be considered.*
- **iv) Road Traffic Casualties** *Reduce the number of persons killed and seriously injured on roads within the borough. Reduce the total number of casualties from road traffic accidents within the borough.*
- **v) CO2 Emissions** *Reduce CO2 emissions from ground based transport.*

6.6 In addition local targets must be agreed with TfL which are expected to be challenging and realistic in a local context. The proposed targets are:-

- Bus service reliability for four routes (using iBUS data)
- Footway in need of repair
- Children killed or seriously injured in road traffic accidents
- All pedestrian casualties
- All cyclist casualties
- Air quality
- Mode of Children travelling to school

6.7 The Council will also be expected to demonstrate how it will contribute to achieving six goals in the Mayor's Transport Strategy, namely:

- To support economic development and population growth;

- Enhance the quality of life for all Londoners;
- Improve the safety and security of all Londoners;
- Improve transport opportunities for all Londoners;
- Reduce transport's contribution to climate change and improve its resilience; and
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

6.8 The proposed eight core Tower Hamlets Council Borough Transport Objectives are:

- To promote a transport environment that encourages sustainable travel choices
- To ensure the transport system is safe and secure for all in the borough
- To ensure the transport system is efficient and reliable in meeting the present and future needs of the borough's population
- To reduce the impact of transport on the environment and wellbeing
- To ensure travel is accessible for all
- To encourage smarter travel behaviour
- To better integrate land use and transport planning policy and programmes
- To contribute towards protecting and advancing the Borough's cultural and heritage assets.

6.9 The process is dictated by having to submit a consultation draft to Transport for London by the 20th December 2010. It will then be necessary for the final document to be submitted to Cabinet sometime in the first half of 2011 for approval, after formal public consultation has taken place, and for final submission to TfL in May/June 2011.

6.10 Due to the legal requirements and timing of the Strategic Environmental Assessment (SEA) an initial key stakeholder consultation exercise on the SEA scoping report and the draft LIP2 Borough Transport Objectives commenced on 28th July and closed on the 8th September 2010. The opportunity was also taken to consult on the proposed transport objectives. An advertisement was placed in East End Life inviting comments as well as on the Council's website which has helped inform the attached initial draft report.

6.11 A formal consultation exercise on the emerging proposals will be undertaken in January and last for a 12 week period. The LIP2 will be developed in consultation with the Council's Pan Disability Panel (Transport Sub Group) and build on work already undertaken with them. Engagement will be held with the Local Area Partnerships as part of the preparations.

6.12 Stakeholder engagement and consultation forms an integral part of this process and will fit within the remit of a Great Place to Live and is shown in the programme at Appendix 2.

6.13 In advance of submission and approval of the LIP, the Council was required to submit its annual LIP funding bid for 2011/12 to TfL by October 8th. This set out an indicative delivery plan based on schemes in the existing capital programme which are continuing and other known priorities for short term action. This plan will be finalised following public consultation on the LIP.

- 6.14 In conclusion the LIP will be instrumental in forming the basis of future capital investment aimed at delivering local priorities and objectives in the LDF and Community Plan. It will provide robust evidence to support Section 106 requests, capital bids and ad hoc external bids and will support the management of 2012 Olympic impacts and longer term Olympic legacy goals.

7. COMMENTS OF THE CHIEF FINANCIAL OFFICER

- 7.1 This report seeks Cabinet approval for a consultation draft of the LIP2 document to be submitted to Transport for London by the deadline of 20th December 2010 as well as releasing the document for a 3 month period of public consultation. The report outlines at paragraph 5.4 a funding allocation for the Borough for 2011/12 of £2.990m (final allocation will be notified in December), indicative bids for this funding stream have been submitted to TfL in order to meet their deadlines, but will not be finalised until post public consultation.

8. CONCURRENT REPORT OF THE ASSISTANT CHIEF EXECUTIVE (LEGAL SERVICES)

- 8.1 The LIP is a statutory document prepared under section 145 of the Greater London Authority Act (GLA Act) 1999 and sets out how the Council proposes to implement the MTS in its area. Pursuant to s144 of the GLA Act, LIP2s must have regard to the Mayor of London's guidance, which is a background paper to this report. This guidance includes the mandatory requirements for LIP2s, including submission of a draft LIP2 for consultation to TfL by 20 December 2010, which is one of the decisions this report seeks.
- 8.2 As noted at paragraph 6.2, LIP2 is subject to the Strategic Environmental Assessment Regulations 2004 and will be supported by an SEA.
- 8.3 The LIP2 is not a local transport plan within the meaning of section 108 of the Transport Act 2000 (which does not, in any event, apply to London boroughs) and so the LIP2 does not form part of the Council's policy framework within the meaning of Article 4 of the Constitution.
- 8.4 On approval of the final LIP2 by Cabinet, it must be submitted to the Mayor of London for his approval pursuant to the requirements of s146 of the GLA Act.

9. ONE TOWER HAMLETS CONSIDERATIONS

- 9.1 The policies and interventions in the policy document set out how the Borough will implement the Mayor of London's Transport Strategy. It contains specific goals and targets relating to reducing inequalities, ensuring strong community cohesion and strengthening community leadership. It is an important component of implementing the Community Plan and will support the vision, objectives and policies of the LDF. The draft has been

developed with input from the Council's Pan Disability Panel (Transport Sub Group).

- 9.2 The Integrated Impact Assessment mentioned at 6.2 above will include an Equalities Impact Assessment which will form part of the final submission to TfL, covering Race, Gender, Disability, Sexual Orientation, Religion/Belief and Age.

10. SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT

- 10.1 A Strategic Environmental Assessment forms an integral part of the process and there has been formal consultation already on the scoping report (see 6.10). This assessment will help to ensure that any decisions regarding transport planning are made in a way that avoids or mitigates any adverse effects and maximises positive social, environmental and socio economic impact.
- 10.2 Objectives include promoting a transport environment that encourages sustainable travel choices and reducing the impact of transport on the environment.

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 All interventions will be closely monitored to ensure that programmes are completed on time and within budget and to ensure that the Council is not exposed to financial risk.

12. CRIME AND DISORDER REDUCTION IMPLICATIONS

- 12.1 Where projects focus on improving walking, cycling and the streetscene of the borough they will contribute to designing out crime and making people feel safer using streets locally as included in one of the proposed core objectives.

13. EFFICIENCY STATEMENT

- 13.1 In improving the street scene many of the interventions promoted in LIP 2 will reduce the need for maintenance and potentially reduce insurance claims resulting from alleged defects.
- 13.2 Targets will be set to ensure objectives are met and case studies used to benchmark some schemes.
- 13.3 All resultant Transportation & Highways Capital Schemes will be implemented using the current Framework Contracts. Efficiencies in the management and administration of this contract will continue to be delivered in 2010/11 through reductions in numbers of low value individual works orders and invoices and use of the on-line invoicing system.

14. APPENDICES

Appendix 1 – LIP 2 Draft Submission to TfL
Appendix 2 – Consultation Programme

Local Government Act, 1972 Section 100D (As amended)
List of “Background Papers” used in the preparation of this report

Brief description of “background papers”	Name and telephone number of holder and address where open to inspection.
None	N/A

Appendix Two: Programme

<p>Formal submission of the SEA scoping report to statutory consultees.</p> <p>Informal Consultation on Borough Transport Objectives.</p>	<p>28th July to 8th September 2010</p>	<p>Advert places in East End Life w/c 26th July</p> <p>Online via dedicated web page.</p> <p>Statutory Consultees: Natural England English Heritage Environment Agency Director of Public Health</p> <p>Circulation of electronic documents to wider stakeholders: TfL Metropolitan Police NHS Tower Hamlets Pan Disability Panel Neighbouring Boroughs</p>
<p>Cabinet approval sought</p>	<p>1st December 2010</p>	
<p>Submission of the consultation draft to TfL</p>	<p>20th December 2010</p>	
<p>Formal Consultation</p>	<p>4th January to 28th March 2011</p>	<p>As above but to include: "Great Place to Live" Delivery Group Local Area Partnership Steering Groups Other key stakeholders</p>
<p>Approval of LIP2 by Cabinet</p>	<p>13th April or 18th May 2011</p>	
<p>Submission of adopted LIP2 to TfL</p>	<p>June 2011</p>	