



Highways Committee 13th December 2011

Report from the Head of Transportation

For Action.

Wards Affected:
ALL

Mayoral Approval of the Brent Local (Transport) Implementation Plan (LIP) 2011-14.

Forward Plan Ref:

1.0 SUMMARY

- 1.1 This report outlines the arrangements for developing transport strategy in London and for implementing that strategy at a local level.
- 1.2 The report explains that Mayor for London is responsible for producing a transport strategy for London and produced the second Mayors Transport Strategy in May 2010. The report also explains that London Councils are required to prepare, for the Mayors approval a Local Implementation Plan (LIP) setting out how they will facilitate the local delivery of the Mayor's strategy.
- 1.3 The report reminds the Committee that a draft LIP was approved for submission to TfL at the Committee's meeting on 14th December 2010 and was subsequently submitted to them.
- 1.4 Finally the report explains that on 12th October 2011 the Council was advised that the submitted LIP had been approved by the Mayor and accordingly the document represents the Council's official Local Implementation Plan for the period 2011-14 (or until the Mayor revises his Strategy). This also means that the Council has discharged it's legal duty to produce and gain approval to a LIP.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes that the Local (Transport) Implementation Plan document, shown at Appendix "A", has now been approved by the Mayor for London and is now formally the Council's Local (Transport) Implementation Plan for the period 2011 to 2014 or until a replacement Plan is required;

- 2.2 That the Committee notes that the Council has now discharged its' legal duty to produce a Local implementation Plan and obtain the Mayor's approval to that Plan.

3.0 DETAIL

- 3.1 The legislative framework of the GLA Act 1999 (as amended) required the Mayor for London to publish a transport strategy for London. The (second) Mayor's Transport Strategy (MTS) was published in May 2010 after extensive consultation. The MTS is the principal policy tool through which the Mayor exercises his responsibilities for the planning, management and development of transport in London. It supports the London Plan and his Economic Development Strategy.
- 3.2 The same legal framework placed a requirement on all London Boroughs to develop and produce, for the Mayor's approval, a Local Implementation Plan (LIP), in the form of a document presenting how every borough intended to facilitate the local delivery of the MTS. A LIP therefore presents a raft of proposals for facilitating the delivery of the MTS at a local level.
- 3.3 Transport for London (TfL) published a LIP guidance document to coincide with the launch of the Mayor's Transport Strategy in May 2010.

Officers developed (and consulted on) a draft LIP document and an associated Strategic Environmental Assessment, using that guidance, during 2010.

The draft document was approved, for submission to TfL, by the Committee at the meeting on 14th December 2010. The draft document was subsequently submitted to TfL on the 20th December 2010. This accorded with the timetable set by TfL.

- 3.4 On the 12th October 2011 the Leader of the Council received notice that the Mayor's Deputy Mayor for Transport had been delegated the authority (by the Mayor) to approve LIPs and that Brent's LIP have been approved. The letter of approval is shown at Appendix "B." The submitted LIP was approved without modification or amendment.
- 3.5 This means that the LIP document now has official status and formally describes how, subject to funding, the Council will facilitate delivery of the Mayor's current Transport Strategy at a local level. It also means that the Council has discharged its' obligation under the GLA Act 1999 to produce an approved LIP in response to each Mayors Transport Strategy.

4.0 FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications arising from this report and the recommendations set out in 2.0. There is, however, a direct relationship between the

content of the final/approved LIP and the fixed block of capital funding from Transport for London (TfL) on an annual basis made available through section 159 of the Greater London Authority (GLA) Act 1999.

- 4.2 The approved LIP document describes how, using the anticipated annual LIP allocation(s), together with other funding, from TfL the Council will complete projects and initiatives in support of the Mayor's Transport Strategy.

The existence of an approved LIP provides the Council with greater assurance that the anticipated funding described within the LIP (and which will be the framework against which the Council will submit its annual programme of works to TfL) will be forthcoming throughout the life of the LIP.

5.0 LEGAL IMPLICATIONS

- 5.1 Sections 145 to 153 of the Greater London Authority Act 1999 place a statutory requirement on each London Borough to produce a (second) LIP demonstrating how the authority will implement the policies, strategies and programmes necessary to achieve the objectives of the Mayor's (second) Transport Strategy. The Act also requires that consideration is also given to objectives set out in other Mayoral Strategies throughout the development of their LIP documents.
- 5.2 Councils are also required to undertake a Strategic Environmental Assessment (SEA) of the LIP under European Directive 2001/42/EC (implemented in England, via the Environmental Assessment of Plans and Programmes Regulations 2004, SI 2004 No.1633).
- 5.3 The Council has produced a LIP, and associated SEA, for the approval of the Mayor and has now received formal approval to the LIP and accordingly has properly discharged its duties under the GLA Act.

6.0 DIVERSITY IMPLICATIONS

- 6.1 There are no diversity implications associated with this report. An Equalities Impact Assessment was undertaken and considered by the Committee when they approved the draft LIP for submission to the Mayor.

7.0 STAFFING IMPLICATIONS

- 7.1 There are no significant staffing implications arising from this report.

8.0 ENVIRONMENTAL IMPLICATIONS

- 8.1 There are no environmental implications arising from this report. A Strategic Environmental Assessment (SEA) of the LIP was undertaken in accordance with European Directive 2001/42/EC (implemented in England, via the Environmental Assessment of Plans and Programmes Regulations 2004, SI 2004 No.1633). The Council used a specialist consultant to undertake the SEA

- as recommended by TfL. That SEA confirmed that there were no negative environmental implications associated with the LIP.

BACKGROUND INFORMATION

- The (London) Mayor's Transport Strategy (May 2010).
- TfL LIP (production) Guidance (May 2010).
- Report to Highways Committee – 14th December 2010 (item 8)

APPENDICES

Appendix "A" – Brent Council Local Implementation Plan 2011-214.

Appendix "B" – TfL letter of approval (dated 12th October 2011).

CONTACTS

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