



Cabinet
15 October 2018

**Report from the Strategic
Director Regeneration and
Environment**

Development of Local Implementation Plan (LIP3)

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	Four: <ul style="list-style-type: none"> • Issues and Opportunities • Brent's Third LIP 2019-2041 (Draft) • Equality Impact Analysis • LIP3 Members Workshops Feedback
Background Papers:	<ul style="list-style-type: none"> ➢ The Mayor's Transport Strategy (March 2018) ➢ TfL LIP3 Guidance (March 2018)
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1.0 Purpose of the Report

- 1.1. The current Mayor's Transport Strategy (MTS) was published on 13 March 2018. The MTS sets out the Mayor's plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport, aiming for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
- 1.2. Each London borough is required to develop a Local Implementation Plan (LIP). The LIP sets out how the borough will deliver the MTS, take forward local transport policies, and target resources and investment to meet the relevant objectives at local level.
- 1.3. The third round of LIPs are to become effective from April 2019 and this report sets out the timetable and process for the preparation of the Council's third Local Implementation Plan (LIP3). Once approved by the Mayor, the LIP3 will become a statutory document supporting Brent's transport improvements and is the main

mechanism by which we will seek TfL grant funding to implement the schemes in the delivery plan.

2.0 Recommendations

2.1. That Cabinet:

2.1.1. Note the timetable and process for preparation of the Brent Council's LIP3.

2.1.2. Approve the submission of the draft LIP3 to Transport for London (TfL) for their consideration by the 2 November 2018 deadline and approval by the Mayor of London in March 2019.

2.1.3. Delegates authority to the Strategic Director for Regeneration and Environment, in consultation with the Lead Member for Regeneration, Highways and Planning, to make any further minor amendments following comments from TfL and resubmit for approval in March 2019. Should substantive changes be required a report be taken back to Cabinet for approval in February 2019.

3.0 Background

3.1. The third MTS was published on 13 March 2018. 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 LIP is a statutory document prepared under section 145 of the Greater London Authority (GLA) Act (1999) and sets out how boroughs will deliver the MTS in their area. Each borough is legally required to produce a LIP and submit it to the Mayor for approval. The LIP is also the mechanism by which TfL provides funding to support the boroughs to this end.

3.3. TfL published guidance shortly after publication of the final version of the MTS which sets out how Boroughs should prepare their LIP

3.4. The LIP3 must include the borough objectives and explain how meeting these will contribute to achieving the MTS, its long term mode share aim and its nine strategy outcomes. It will consist of three core sections:-

3.5. Section 1: Borough Transport Objectives

3.5.1. This section presents evidence based local objectives that gives direction on what is required to deliver the MTS priorities and outcomes, and contribute to achieving the mode share aim of 80% of all London trips to be completed by walking, cycling and public transport by 2041. There are nine MTS outcomes:

Healthy Streets and healthy people, including traffic reduction strategies

- 1) London's streets will be healthy and Londoners will travel actively
- 2) London's streets will be safe and secure
- 3) London's streets will be used more efficiently and have less traffic on them
- 4) London's streets will; be clean and green

A good public transport experience

- 5) The public transport network will meet the needs of a growing London
- 6) Public transport will be safe, affordable and accessible to all
- 7) Journeys by public transport will be pleasant, fast and reliable

New homes and jobs

- 8) Active, efficient and sustainable travel will be the best option in new developments
- 9) Transport investment will unlock the delivery of new homes and jobs

3.5.2. This section is where the Borough defines its wider corporate priorities and sets out its local transport needs and aspirations. It provides the context for the remaining sections of the LIP document.

3.6. Section 2: Delivery Plan

3.6.1. This section presents a programme of schemes and initiatives, comprising a detailed and costed programme for the 2019/20 year of the plan (known as the Annual Spending Submission) and a high level indicative programme of investment covering the 2020/21 and 2021/22 financial years. The LIP also needs to outline a list of potential schemes up until 2041, providing an explanation for their inclusion in the Delivery Plan.

3.6.2. Opportunity exists to amend or update future annual spending submissions in response to delays, cost changes, stakeholder feedback or changes in priorities.

3.6.3. Detail is required on how the borough sees LIP funding being part of a wider funding package for proposals that support the MTS and what other funding sources (such as CIL, S106 and other strategic funding available from TfL or the GLA).

3.6.4. At the end of the three year period, the boroughs will need to prepare a new Delivery Plan in 2021 for the next three-year period, 2022/23 to 2024/25.

3.7. Section 3: Monitoring Plan

3.7.1. This section outlines local targets and their trajectories in working towards achieving the Mayor's overarching mode share aim and the nine outcomes.

3.7.2. A number of delivery indicators are set by TfL but monitored by the boroughs. TfL will collect the data and provide this information to boroughs to monitor progress. The delivery indicators provide a reference at a local level on the delivery of the

MTS and will be used to provide responses to questions from Members of the London Assembly, the public and special interest groups concerning London-wide delivery. An annual monitoring report will be completed in partnership between TfL and Brent Council.

3.7.3. The annual report will summarise the total investment in each borough and the outcomes that have resulted from that investment. The timing of when the report will be published each year is still to be determined.

3.8. The third round of LIPs will become effective from April 2019. The following table outlines the timescale for preparation and approval of the LIP:

Milestone	Date
Mayor publishes the Transport Strategy and LIP3 Guidance	13 March 2018
Borough elections	3 May 2018
Boroughs submit consultation draft LIP to TfL and other consultees.	2 November 2018
TfL responds to boroughs, advising on adequacy of their LIPs and other statutory requirements	7 December 2018
Boroughs amend LIPs in response to consultation, including TfL's recommendations, and submit final draft version to TfL	16 February 2019
Mayoral approval of final version of LIP	March 2019

3.9. A data pack was issued to boroughs at the end of March to enable preparation of the development of the LIP. Issues and opportunities, set out in Appendix 1, have been identified as a result of the information provided as well as London Travel Demand Survey and London Data Store.

3.10. Workshops with Members were held on 27 July and 1 August. At these meetings information from Appendix 1, a draft LIP established in conjunction with objectives already identified in the Long Term Transport Strategy, were used as a basis to understand the future direction Brent Council will take in investing in the transport network at a local level. Feedback from these meetings has further developed the content of the LIP, including the delivery programme.

3.11. A draft of the LIP, shown in Appendix 2, has been developed with Officer's across service areas for input and detail to the delivery plan.

3.12. The LIP process has a statutory consultation requirement linked to it. The requirement is for Council's to consult with the relevant Commissioner of Police for the Metropolis, TFL, organisations that represent disabled people and other (relevant) London boroughs and any other person required by the Mayor. Consultation will commence in November and close in December.

3.13. The final version of the LIP3 is only intended to be reported back to Cabinet by February 2019 for approval to submit to the Mayor should substantial changes from the statutory consultation and TfL be required to the LIP3 on receipt of the feedback.

4.0 Financial Implications

4.1. The LIP contains schemes which have indicative costs attributed to them. These schemes are yet to be approved individually by Cabinet and are presented as an indication of how Brent Council would like the transport network to evolve to meet Brent’s future needs. There are no financial implications of this report in terms of committing the Council to financial expenditure of Council funds.

4.2. The LIP is the main mechanism by which TfL provides fixed block funding to support the boroughs delivery plan on an annual basis, made available through Section 159 of the Greater London Authority (GLA) Act 1999. The amount of funding allocated to each borough is determined through a funding ‘formula’ that uses a number of metrics to establish ‘need’ on a consistent basis across all 33 London boroughs for the Corridors, Neighbourhoods and Supporting Measures programme.

4.3. Once the LIP is approved, using anticipated annual LIP allocations, together with other funding (such as developer funds, GLA, TfL) Brent Council will complete projects and initiatives in support of the Mayor’s Transport Strategy.

4.4. Following the loss of operating grant from Central Government, TfL published its 5 year business plan. This identified that cuts were proposed to the borough allocations received through the LIP process. In 2017/18 Brent Council received £3.545m total LIP allocation, for 2018/19 financial year this was reduced to £2.532m and for 2019/20 it is £2.147m. The table below shows where budget have been impacted.

LIP Programme	Borough Allocation		
	2017/18	2018/19	2019/20
Corridors, Neighbourhoods and Supporting measures	£2,545k	£2,147k	£2,147k
Local Transport funding	£100k	£100k	£0
Principal Road maintenance	£900k	£0	£0
Total	£3,545k	£2,532.4k*	£2,147k

* Includes additional funding received and distributed amongst London boroughs by the Mayor of London

4.5. There is an added concern being the business plan no longer makes a commitment to protecting the LIP allocation and instead will maintain ‘significant levels’ of LIP funding.

4.6. The MTS is challenging with stretching targets for boroughs to meet. Whilst it is challenging the focus for this MTS is on boroughs to lead on delivering the

challenges. The reduction in funding levels has only made it harder to achieve the targets set and there is a clear expectation for boroughs to use other funding streams, including their own money, to deliver the schemes required. This LIP3 being developed is informed by TfL's Business Plan.

- 4.7. Should the Mayor consider a LIP does not satisfy the requirements set out in the LIP guidance, or a LIP is not submitted, the Mayor may exercise his powers under Section 147 of the GLA Act 1999 and require a new LIP to be prepared or one prepared on behalf of the borough and recover the associated costs. This plan will then have to be delivered by the borough.

5.0 Legal Implications

- 5.1. The GLA Act 1999 places a statutory requirement on each London Borough to produce a (third) LIP demonstrating how the authority will implement the policies, strategies and programmes necessary to achieve the objectives of the Mayor's (third) 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 document.
- 5.2. In preparing the LIP3, the GLA Act 1999 statutorily requires a Strategic Environmental Assessment to be completed 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. There are a number of 'Requirements' in the TfL Guidance that indicate the minimum level of information necessary to enable the Mayor to judge if the LIP meets the requirements of the GLA Act 1999 in terms of content (Section 145), consistency with the MTS (Section 146(3)) and implementation following approval (Section 151). These are matters where the Mayor might be minded to make a direction under Section 153 (1)(a) of the Act if the information concerned is not forthcoming.
- 5.4. Section 145 (2) of the GLA Act 1999 places a duty on boroughs to consult specific stakeholders (outlined in the Act) when preparing their LIP.
- 5.5. Under section 146 (3) of the GLA Act 1999, the Mayor cannot approve a LIP unless he considers that:
 - It is consistent with the MTS;
 - The proposals contained in the LIP are adequate for the purposes of the implementation of the MTS;
 - The Delivery Plan and the end date by which the schemes and initiatives are to be implemented are adequate.
- 5.6. The Mayor has extensive powers (section 147 of the GLA Act (1999)) to prepare the LIP if an authority fails to prepare one that is, in his opinion, 'adequate'.

6.0 Equality Implications

- 6.1. An Equality Impact Assessment has been completed and is shown in Appendix 3.

7.0 Environmental Implications

- 7.1. A requirement of LIP3 is a Strategic Environmental Assessment (SEA) has to be 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 is investigating the most cost effective method of completing the LIP.
- 7.2. The most cost effective option for producing the SEA has been identified as being developed in-house. Work and information for other services that require environmental information, such as the emerging Local Plan, are being utilised to ensure the SEA is robust and complete. The SEA will be completed in time for the submission deadline to the Mayor of London in March.
- 7.3. The SEA is an iterative document that is designed to ensure the environmental impacts are taken into account at the earliest stages of the plan development.

8.0 Consultation with Ward Members and Stakeholders

- 8.1. The timescale for LIP development set by TfL allows a limited time for statutory consultation with key stakeholders, as stipulated by the Mayor, during the drafting. The statutory consultation requires Council's to consult with the relevant Commissioner of the Police, TfL, organisations that represent disabled people and other neighbouring London boroughs who are likely to be affected by the plan and any other body or person the Mayor directs a borough to consult. Boroughs can consult with locally identified key stakeholders at its discretion. It is intended to consult in November with identified statutory consultees used for the development of strategic planning documents.
- 8.2. Each Member was invited to attend a workshop. Two sessions were held on 27 July and 1 August. The workshop enabled Members to comment and inform the borough objectives and have input into the delivery plan of schemes/initiatives which could be implemented to fulfil them, ensuring they also adequately reflects the Council's priorities and aspirations in the context of the Mayor's Transport Strategy.
- 8.3. Feedback from the meetings, shown in Appendix 4, has been included in the draft LIP3.
- 8.4. As this is a strategic document specific scheme detail has not been included. Schemes identified as part of the annual programme will have non-statutory and any necessary statutory consultation completed as part of the planning, design and delivery process. Other future schemes will be consulted with residents and key stakeholders when funding has been secured and the planning, design and delivery timescales have been identified.

Report sign off:

Amar Dave

Strategic Director of Regeneration and Environment