

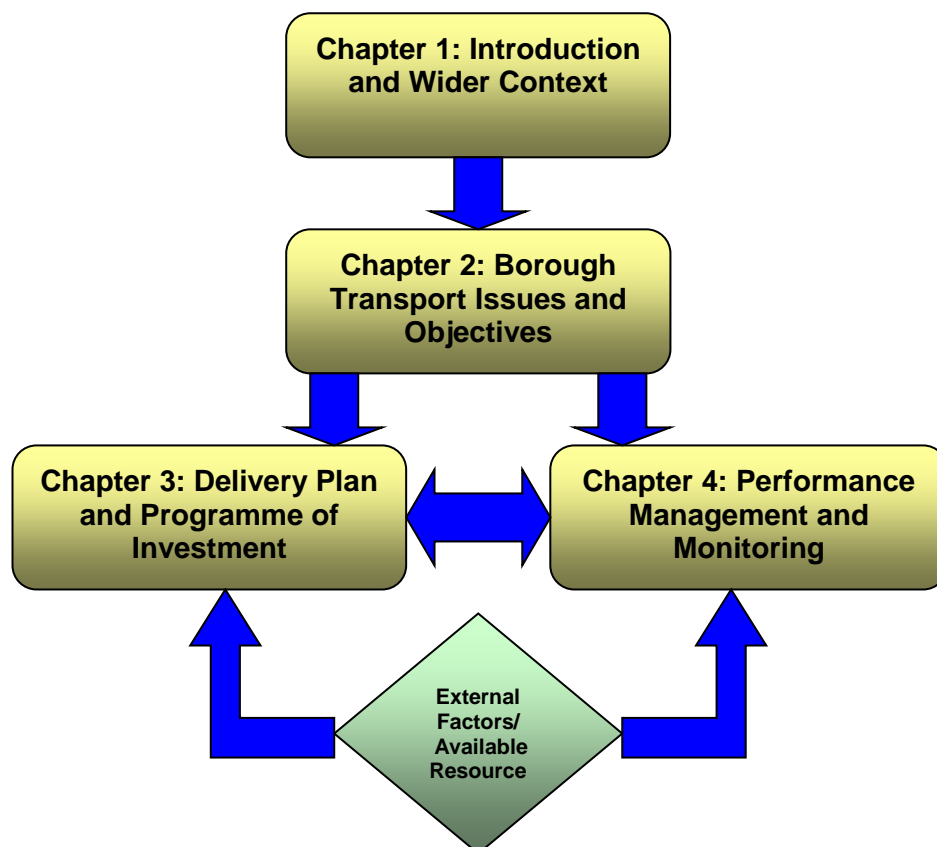
1. Introduction and Wider Context

1.1 Background and LIP Structure

1.1.1 The London Borough of Barking and Dagenham draft third Local Implementation Plan (LIP3) outlines the programmes and measures that form the basis for the delivery of improvements to the transport network in the borough to 2041. LIP3 also represents the Council's submission to Transport for London (TfL) for funding for a range of transport projects for the three-year period 2019/20 - 2021/22 which will address local transport issues and implement the Mayor's Transport Strategy at the local level.

1.1.2 The LIP is a statutory document prepared under Section 145 of the GLA Act that comprises an analysis of local transport problems, a set of objectives and targets, a delivery plan and a three-year programme of investment designed to improve transport in the borough. **Figure 1.1** illustrates the structure of the LIP and arrangement of the chapters within it.

Figure 1.1: Structure of the LIP



1.1.3 **Chapter 1** outlines the background to LIP3 and the wider context for production of the plan.

Chapter 1 sets out:

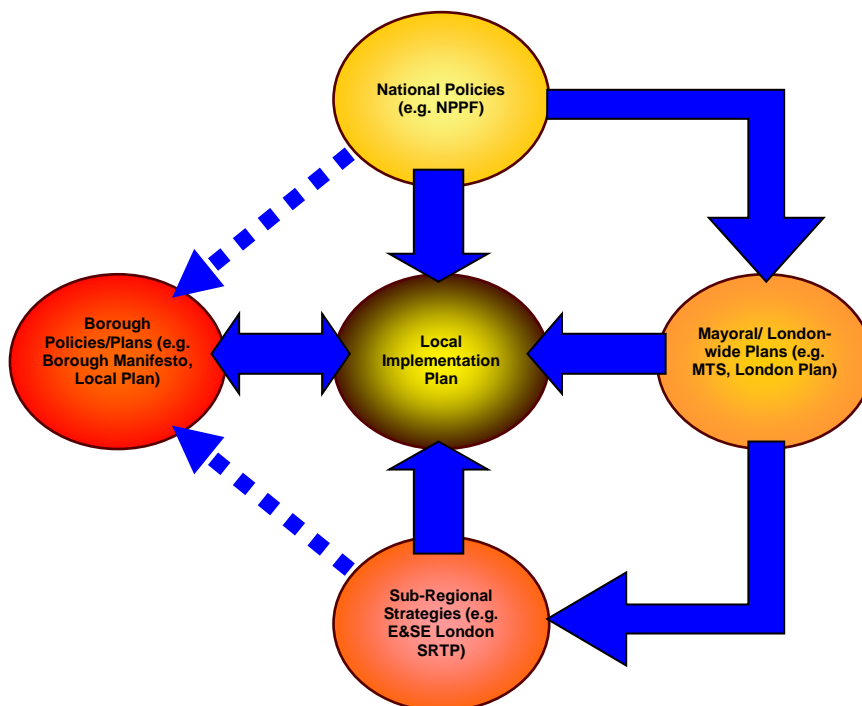
- Integration with other plans and strategies at the national level, London-wide, at the sub-regional level and locally (**section 1.2**);
- Details of consultation, engagement work and partnership working carried out in preparing the LIP, along with details of the local approval process (**section 1.3**);
- The role of statutory requirements and other duties and processes in shaping the plan (**section 1.4**).

1.1.4 To assist boroughs in the preparation and approval of their LIP, TfL has produced supporting guidance. The guidance contains a number of mandatory requirements that boroughs must include in their LIP. **Annex A** sets out where in the LIP these requirements have been addressed.

1.2 Policy and Programme Influences

1.2.1 The Mayor of London's Transport Strategy (MTS) provides the broad framework and vision for our LIP. Similarly, the plan is consistent with a wide range of other plans and strategies, including the TfL Business Plan and Barking and Dagenham's Borough Manifesto and Local Plan. **Annex B** summarises the main national, London-wide, sub-regional, and local plans and strategies that set the context for the LIP. **Figure 1.2** illustrates the relationship between the various plans.

Figure 1.2: Relationship between the LIP and other plans/strategies



The Mayor's Transport Strategy

1.2.2 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London up to 2041. The plan provides the overarching policy context for the LIP, setting the priorities and outcomes that the Council must help deliver.

1.2.3 The Mayor's Vision is to create a future London that is home to more people and a better place for people to live in. A key aim of the MTS is for 80% of all journeys to be made on foot, by cycle or by public transport by 2041. A central tenet of the strategy is the 'Healthy Streets' Approach – with the view to making health and personal experience the priority for London. **Table 1.1** highlights the core priorities and expected outcomes at the heart of the MTS which the LIP should contribute towards delivering.

Table 1.1: MTS priorities and outcomes

Mayoral Priority	Mayoral Outcomes	MTS Policies
Traffic reduction and changing mode share	80% of all trips in London to be made on foot, by cycle or using public transport by 2041	1
Healthy Streets and healthy people	1. Active: London's streets will be healthy and more Londoners will travel actively	2
	2. Safe: London's streets will be safe and secure	3,4
	3. Efficient: London's streets will be used more efficiently and have less traffic on them	5
	4. Green: London's streets will be clean and green	6,7,8,9
A good public transport experience	5. Connected: The public transport network will meet the needs of a growing London	10,17,18,19
	6. Accessible: Public transport will be safe, affordable and accessible to all	11,12,14,20
	7. Quality: Journeys by public transport will be pleasant, fast and reliable	13,15,16
New homes and jobs	8. Good Growth: Active, efficient and sustainable travel will be the best outcome in new developments	21a
	9. Unlocking: Transport investment will unlock the delivery of new homes and jobs	21b

Barking and Dagenham Together - Borough Manifesto

- 1.2.4 The Borough Manifesto sets out the long-term vision for Barking and Dagenham and how it aims to harness the energy, creativity and ambition of its residents to build on the borough's position as London's growth opportunity and ensure this change benefits every resident. The vision in the Manifesto is built around a number of diverse themes – covering regeneration, community, health and wellbeing, crime and safety and the environment.
- 1.2.5 Among the issues identified in the Manifesto is the need for a more joined-up, sustainable transport network if the borough's growth, environmental and health and well-being ambitions are to be met. Key priorities include the need to promote healthy, sustainable travel and to create better streets and places. Tackling crime and anti-social behaviour on the borough's streets is also a high priority, with personal safety whilst travelling an important issue for many.

1.3 Consultation, Participation, Engagement and Approvals

- 1.3.1 Wide-ranging consultation, participation and partnership working have been central to the development of the draft LIP and ongoing engagement will continue to inform the planning and implementation of our transport schemes and programmes, with a strong emphasis on ensuring that decisions and delivery more closely reflect the needs of local people and that, ultimately, 'nobody is left behind'. The outcomes of recent engagement exercises are summarised in **Figure 1.3** and **Annex C** and include:
- Workshops/meetings involving Council Members and officers, local businesses and representatives of local interest/amenity groups;
 - Transport fora, such as the Public Transport Liaison Group (PTLG) which meet regularly to consider transport issues in the borough;
 - Partnership arrangements with health, education, social services authorities and transport operators to work on joint interest projects;
 - Joint working with other departments within the Council, neighbouring local authorities and other organisations;
 - An online questionnaire and workshops seeking the views of the wider public on the transport issues that most affected them.
- 1.3.2 A formal five-week consultation exercise with a range of statutory and local stakeholders and the wider public is planned for November 2018. Consultees will be asked to give their views on the various aspects of the Plan. Specific organisations required under the GLA Act 1999 to be consulted include:
- TfL and the Commissioner of Police for the Metropolis;
 - Organisations representing disabled people;
 - Other London Boroughs whose area is likely to be affected by the plan;
 - Any others required to be consulted by the direction of the Mayor.

Figure 1.3: Engagement outcomes



- 1.3.3 The outcome of the public consultation exercise will inform the development of the final LIP which will be considered by the Council's Cabinet and Assembly in January 2019. The final LIP will be submitted to the Mayor of London for approval by 16 February 2019. The key milestones are outlined in **Table 1.2**.

Table 1.2: Key LIP Milestones

Stage	Milestone	Date
Pre-consultation approval	Consultation draft LIP considered by Council's Cabinet.	16 Oct 2018
Submission	Consultation draft LIP submitted to TfL. 2019/20 Annual Spending Submission (ASS) submitted to TfL.	2 November 2018
Consultation	Five-week statutory public consultation exercise.	2 November – 7 December 2018
Post-consultation approval	Final draft LIP considered by Council's Cabinet and Assembly.	22 and 31 January 2019
	Final draft LIP submitted to TfL	16 February 2019
	Mayor approval of final LIP	March 2019

1.4 Statutory Requirements and Other Processes

- 1.4.1 There are a number of statutory duties and processes which the Council is required to consider in developing its LIP, including the need to undertake a Strategic Environmental Assessment (SEA) and an Equality Impact Assessment (EIA). **Table 1.3** summarises the key duties/processes and how these will inform the development of the LIP. Further details are set out in **Annexes D and E**.

Table 1.3: Summary of key statutory duties

Statutory Duty	Rationale	Actions
Strategic Environmental Assessment (SEA)	To identify and evaluate the significant impacts (adverse and beneficial) that the proposed measures in the LIP are likely to have on the environment.	Draft Environmental Report produced that highlights the likely significant environmental effects of the measures contained within the LIP and proposes suitable alternatives. Consultation on the Environmental Report is planned alongside the public consultation exercise on the draft LIP.
Equality Impact Assessment (EIA)	To demonstrate that the LIP does not have a negative impact on a particular group, or that any adverse impacts identified have been appropriately mitigated.	To meet the EIA guidelines, a Full Impact Assessment will be carried out in November 2018 alongside the public consultation exercise on the draft LIP.