

CABINET

23 November 2010

JOINT REPORT OF THE CABINET MEMBER FOR REGENERATION AND CABINET MEMBER FOR ENVIRONMENT

Title: Draft Local Implementation Plan (LIP)	For Decision
<p>Summary:</p> <p>The Draft Local Implementation Plan (LIP) is the Council's transport strategy covering the period 2011-12 to 2013-14. This aims to achieve a safe, sustainable and accessible transport system for the benefit of all those living and working in and travelling through Barking and Dagenham. It will replace the Council's current Local Implementation Plan which runs to March 2011.</p> <p>The Draft Local Implementation Plan comprises a set of objectives, a Three-Year Delivery Programme and a performance monitoring plan. The Three-Year Delivery Programme was approved by Cabinet on 28 September. The Draft Local Implementation Plan must be submitted to Transport for London (TfL) by 20 December, following which the Council must consult a range of statutory and local stakeholders before adopting the final version.</p> <p>The Council now needs to approve the Draft Local Implementation Plan for submission to Transport for London, and agree public consultation on it.</p> <p>The Draft Local Implementation Plan has been circulated under separate cover to members of the Cabinet. In order to reduce the number of paper copies produced, Councillors and members of the public can view a copy on the website at the following link http://moderngov.barking-dagenham.gov.uk/ieListDocuments.aspx?CId=180&MId=5113&Ver=4</p> <p>Wards Affected: All Wards</p>	
<p>Recommendation(s)</p> <p>The Cabinet is recommended to:</p> <ol style="list-style-type: none">1. Authorise submission of the Draft Local Implementation Plan (LIP2) to Transport for London and the subsequent public consultation ;2. Authorise the Divisional Director of Regeneration and Economic Development to make non-material changes to the draft LIP2 prior to submission to Transport for London; and,3. Note that following the completion of the consultation, the final draft LIP will be presented to the Cabinet to seek the Cabinet's recommendation to the Assembly to approve and adopt the LIP in early summer 2011.	

Reason(s)

To enable the Council to determine its priorities and set a series of objectives / targets for transport in Barking and Dagenham, and to deliver a range of transport improvement schemes in the borough in the three year period to 2013-14, which, in turn, helps deliver the Mayor of London's Transport Strategy goals and, to a greater or lesser extent, all six of the Community Plan priorities.

Comments of the Chief Financial Officer

A report was previously submitted to Cabinet on 28 September 2010, in which Cabinet was asked to approve the Three-Year Delivery Programme including the Annual Funding Submission to TfL, which has since been submitted. Subsequent to this, Cabinet is now asked to approve the full draft Local Implementation Plan (LIP), which includes the wider objectives, measures, and targets of the programme, for submission to TfL before 20 December 2010.

There are no changes to the funding position previously reported to Cabinet in September – the Council has been provisionally allocated circa £2.3 million for each of the next three years. The previous funding submission (necessary to receive this funding) demonstrated how the Council intends to spend this allocation – and TfL approval of this is anticipated in December 2010.

The minor costs of publishing and consulting on the full draft LIP, which provides further information on managing and monitoring performance against the plan, will be met from within the existing Regeneration and Economic Development Division budget.

Comments of the Legal Partner

The Council is required under Section 146 of the Greater London Authority Act 1999 ('the GLA Act') to submit its LIP to the Mayor of London for his approval. In preparing the LIP the Council must have regard to the Mayor's Transport Strategy. The Mayor will take into consideration whether the LIP is consistent with the Transport Strategy and the proposals and timetable are adequate for the implementation. The Council's submission to TfL will consist of the version of the LIP agreed by the Cabinet.

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1. Background

- 1.1 The report provides details of the Council's second draft Local Implementation Plan (LIP) submission to Transport for London (TfL). The plan, which includes a set of objectives, a Three-Year Delivery Programme covering the period 2011/12 – 2013/14, and a performance monitoring plan, represents the Council's strategy to achieve a safe, sustainable and accessible transport system for the benefit of all those living and working in and travelling through Barking and Dagenham. Whilst the focus of the draft LIP is addressing local transport issues, the plan must also deliver the Mayor of London's Transport Strategy (MTS).

2. The Local Implementation Plan

Plan Overview

- 2.1 In line with TfL guidance the draft LIP is split into four chapters:
- 2.2 Chapter 1 covers the background to the draft LIP including the policy context.
- 2.3 Chapter 2 examines the problems relating to transport experienced in Barking and Dagenham and identifies the key opportunities to address them. It also identifies the principal plan objectives. This chapter provides the context for the draft LIP Strategy and Delivery Plan presented in Chapter 3.
- 2.4 Despite the progress that has been made in recent years, there are still considerable challenges to improve transport in Barking and Dagenham. Table 2.6 in Chapter 2 provides an overview of the key transport and land use problems facing the borough, and the principal opportunities to overcome them. Key issues include:
- A significant increase in population and workforce over the next 20 years;
 - Poor public transport connectivity to and within parts of the borough and issues surrounding quality / frequency of some services particularly north-south public transport links and access to the employment and regeneration areas south of the A13;
 - Worsening performance of the road network, with average journey speeds / journey time reliability falling and congestion worsening. Problems are exacerbated by an increase in road freight movements and new trip generating developments; in this regard the Renwick Road Junction and Lodge Avenue Flyover are in need of improvement / replacement;
 - Lack of safe, direct walking and cycling links and facilities. Concerns over the quality of the public realm;
 - Poor air quality and traffic noise adjacent to some sections of the highway network;

- Need to reduce road casualties – particularly pedestrian and motorcycle casualties;
- Issues surrounding accessibility of public transport services – lack of step-free access at some stations and real time travel information a key factor.

2.5 Chapter 3 comprises a Three-Year Delivery Programme (2011-12 – 2013-14) and also outlines long-term priorities for 2014-15 and beyond which are consistent with the Council's Community Plan, Regeneration Strategy and Local Development Framework (LDF). The Delivery Programme, includes a range of transport improvement schemes (including road safety, traffic management, highways maintenance, cycling and walking and travel awareness schemes), and was developed to meet the draft LIP objectives and address the various transport problems facing the borough. The Annual Funding Submission forms the first year of the Delivery Programme. This had to be submitted to TfL by 8 October and for this reason the Delivery Programme and Annual Funding Submission was reported to and approved by Cabinet. (Cabinet Minute 38, 26 September 2010 refers.)

2.6 The long-term strategy includes the following priorities:

- Improving public transport access to employment and residential areas south of the A13;
- Improving north-south bus services;
- Improving public transport to London Riverside including Docklands Light Railway Extension to Dagenham Dock, implementation of East London Transit Phase 1b and Barking to Royal Docks Bus Corridor;
- Renwick Road junction improvements and Lodge Avenue Flyover replacement;
- Improving public transport access to Queen's Hospital, Dagenham East Polyclinic and Barking and Dagenham College;
- Barking Station Improvements;
- Crossrail;
- Capacity improvements on the C2C line including provision of 12 car trains and four trains per hour off-peak;
- Electrification of the Barking to Gospel Oak line;
- Roll out of Countdown 2 information at selected bus stops.

2.7 Chapter 4 comprises the Performance Management and Monitoring Plan which sets out the targets and trajectories for the five strategic performance indicators identified by TfL, and a number of other indicators that have been identified by staff. These will help determine whether the draft LIP objectives are being delivered.

Other Issues

- 2.8 There are a number of statutory duties and processes which the Council is required to consider in developing its LIP. These include the need to undertake a Strategic Environmental Assessment (SEA) and an Equality Impact Assessment (EIA) of the LIP, to identify and assess the impact of the LIP on the environment and different equalities groups respectively, and to propose appropriate mitigation measures where necessary. Chapter 1 of the draft LIP provides further information on how these requirements have been addressed.
- 2.9 Chapter 1 of the draft LIP also summarises the wide-ranging consultation, participation and partnership working arrangements that are central to the development of the LIP.
- 2.10 Boroughs are required to submit a draft LIP, incorporating a set of transport objectives, a Three-Year Delivery Programme to 2013/14 and a performance monitoring plan to TfL by 20 December 2010. It is the intention to then undertake a period of consultation with a range of statutory and local stakeholders ahead of reporting a final LIP to Cabinet and Assembly in early summer 2011.

3. Financial Issues

- 3.1 The Three-Year Delivery Programme, including the Annual Funding Submission for 2011-12, was reported to Cabinet on 28 September. The long-term priorities set out in the Delivery Programme either reflect existing Council commitments, for example the Council's Highways Maintenance Programme and Street Light Replacement and Maintenance Programme, or depend on the actions and funding from other partners, for example Network Rail, Transport for London, C2C, the Highway's Agency and Crossrail Ltd. Funding from S106 agreements will also be important. Otherwise the Council will continue to fund local transport improvements through the LIP funding process and explore other external funding sources, including the National Stations Improvement Programme.
- 3.2 The minor costs of publishing and consulting on the draft LIP will be met from within the existing Regeneration and Economic Development Division budget. The number of hardcopies will be kept to a minimum.

4. Legal Issues

- 4.1 The LIP is a statutory document required under Part IV, Chapter I of the Greater London Authority Act 1999. The second LIP will set out how Barking and Dagenham proposes to implement the Mayor of London's Transport Strategy between 2011-12 and 2013-14.

5. Other Implications

- 5.1 The following issues / implications have been identified:

- **Risk Management:** Failure to develop a LIP, including a set of objectives, a Three-Year Delivery Programme and a performance monitoring plan, or to submit an annual funding submission to TfL, could result in the Council's funding allocation for the period 2011-12 to 2013-14 being withdrawn and the Council having to bare the full costs of any planned transport schemes.
- **Contractual Issues:** No specific implications.
- **Staffing Issues:** No specific implications.
- **Customer Impact:** The draft LIP will be subject to a full Equalities Impact Assessment and will be consulted on in the New Year. This will inform the final LIP, including the detailed Annual Funding Submissions for years two and three of the Delivery Programme. In advance of this the findings of the Equalities Impact Assessment of the current LIP remain relevant:
 - The LIP is driven by the Council's Community Strategy in which a key policy is Promoting Equal Opportunities and Celebrating Diversity;
 - The LIP is extremely focussed on promoting improvements to transport in the borough, and in particular alternatives to the car and reducing social exclusion. These improvements are likely to be of importance to equalities target groups;
 - Safety is a key concern of the LIP - often of particular significance for the welfare of the young; and other (more vulnerable) groups who may be the target of anti social and violent behaviour;
 - Goals such as traffic restraint and cleaner air are also likely to have a more differential impact for target groups e.g. the very old and the disabled.
 - A key role of the LIP is to deliver the transport priorities of the Mayor of London, as set out in the MTS, at the local level. The MTS itself has been subject to a rigorous EIA. As the LIP is broadly in line with the MTS, it is considered that the measures proposed within it would not impact adversely on the various equality groups. Where specific issues have been identified, appropriate mitigation measures have been put in place.
- **Safeguarding Children:** The LIP programme includes schemes to improve road safety both through highway safety measures and also through initiatives such as cycle training.
- **Health Issues:** Improving the health and wellbeing of the boroughs residents, particularly children, has been identified as a key priority. The Council is addressing this issue by actively promoting the benefits of the cycling and walking network to all sectors of the community, with the aim of increasing the number of people using it.
- **Crime and Disorder Issues:** Personal safety has been highlighted as a concern by both users and non-users of the local transport network. The Council is addressing these concerns by working with TfL to ensure that roads and footways are well maintained and free from obstructions and infrastructure is safe and secure. The Crime and Disorder Act requires the

Council to have regard to crime reduction and prevention in all its strategy development and service delivery. The Council will work with partners to ensure that the infrastructure is delivered with due regard to safety and to reducing the fear of crime.

- **Property / Asset Issues:** Please see the “Financial Issues” section.
- **Procurement:** All expenditure with third parties will be conducted in line with the appropriate Council or EU Procurement Rules.

6. Options appraisal

- 6.1 The Council is required to develop a LIP, incorporating a set of objectives, a Three-Year Delivery Programme and a performance and monitoring plan, and submit a detailed spending submission to TfL each year. The LIP objectives and delivery programme have been developed following careful analysis of the key transport issues and opportunities facing the borough. Furthermore, by undertaking an SEA and EIA, the LIP will be screened to ensure that its policies and programmes do not impact adversely on the environment or different equalities groups. Where specific issues are identified, appropriate mitigation measures will be put in place.

7. Background Papers Used in the Preparation of the Report

- 7.1 The following papers / reports were used in the preparation of this report:
- Guidance on Developing the Second Local Implementation Plans, Greater London Authority, 2010
 - Mayor of London’s Transport Strategy, Greater London Authority, 2010
 - Cabinet Report and Minute 38, 28 September 2010: 2011-12 Local Implementation Plan Funding Submission and 2012-13 and 2013-14 Indicative Delivery Programme.

8. List of appendices

Appendix 1 - *LB Barking and Dagenham Draft Second Local Implementation Plan Draft LIP2 - (2011-12 to 2013-14)*

(Note: this has been circulated to members of the Cabinet under separate cover and is also available for view at on the Council’s website at [http://moderngov.barking-](http://moderngov.barking-dagenham.gov.uk/ieListDocuments.aspx?CId=180&MId=5113&Ver=4)

[dagenham.gov.uk/ieListDocuments.aspx?CId=180&MId=5113&Ver=4](http://moderngov.barking-dagenham.gov.uk/ieListDocuments.aspx?CId=180&MId=5113&Ver=4)