

CABINET

22 January 2019

Title: Final Third Local Implementation Plan Submission	
Report of the Cabinet Member for Regeneration and Social Housing	
Open Report	For Decision
Wards Affected: All	Key Decision: Yes
Report Author: Tim Martin – Transport Planning & Policy Manager; BeFirst	Contact Details: Tel: 020 8227 3939 E-mail: timothy.martin@lbbd.gov.uk
Accountable Director: Caroline Harper – Chief Planner, BeFirst	
Accountable Strategic Leadership Director: Graeme Cooke – Director of Inclusive Growth	
Summary	
<p>The third Local Implementation Plan (LIP3) outlines the Council's strategy for delivering improvements to the transport network and services in Barking and Dagenham to 2041 and to support our Borough Manifesto ambitions for delivering inclusive, sustainable growth in the borough.</p>	
<p>A draft LIP3 was approved by Cabinet on 16 October 2018 (Minute 42 refers) and submitted to Transport for London (TfL) for comment on 2 November. A five-week period of consultation with a range of statutory and local stakeholders then ensued which ended on 7 December. At the same time, consultation was undertaken on a draft Environmental Report, produced as part of a Strategic Environmental Assessment of the LIP - required under European Union regulations.</p>	
<p>During the course of the consultation comments were received from a number of stakeholders including the Metropolitan Police, the local branch of the London Cycling Campaign and the London Borough of Bexley. TfL has also provided further feedback and has made a number of recommendations. As a result, a number of small-scale changes to the LIP are now proposed. The changes, which are summarised in Appendix 1, include:</p>	
<ul style="list-style-type: none">• Providing additional information on how the borough will achieve 'Vision Zero' – to support the Mayor's objective of eliminating all deaths and serious injuries on the Capital's transport network by 2041;• Providing further information on how LIP schemes/programmes are, and will be, prioritised, both in scale and geographical location – as a means of giving further confidence in the delivery of the borough's transport objectives;• Updating a number of charts/graphs to include recently published data.	
<p>In addition to these changes, a minor reprofiling of the three-year Programme of Investment is also proposed. This is to support the Council's proposed bid for circa</p>	

£450,000 funding through the Mayor's Air Quality Fund which requires a commitment to provide an element of match funding; and to reflect that Public Health Grant funding is no longer available.

Approval is now sought for these minor changes to the draft LIP. Upon approval a final draft version of the LIP will be submitted to TfL in February 2019, ahead of final sign-off by the Mayor of London. An updated version of the Environmental Report will also be produced and will be published on the Council's website.

Recommendation(s)

The Cabinet is asked to recommend the Assembly to:

- (i) Note the minor changes to the draft third Local Implementation Plan (LIP3) following the formal consultation period; and
- (ii) Approve the final draft version of the LIP3 for submission to Transport for London and sign-off by the Mayor of London.

Reason(s)

To help deliver the Borough Manifesto priorities and Health and Wellbeing Strategy outcomes – in particular those related to growing the borough, enhancing the local environment and improving health and wellbeing. The proposals in the LIP will also help tackle crime and anti-social behaviour on the borough's streets and improve personal safety whilst travelling.

1. Introduction and Background

- 1.1 On 16 October 2018 Cabinet approved the Draft Third Local Implementation Plan (LIP3) for submission to Transport for London (TfL) (Minute 42 refers). The LIP outlines the short, medium and long-term programmes and measures which will facilitate the delivery of improvements to the transport system for the benefit of all those living and working in and travelling through Barking and Dagenham.
- 1.2 Following submission of the draft plan, BeFirst undertook a five-week consultation exercise with a range of statutory and local stakeholders and the general public. Consultees were asked to give their views on the various aspects of the plan. At the same time, consultation was undertaken with a number of statutory bodies on a draft Environmental Report, produced as part of a Strategic Environmental Assessment (SEA) of the LIP – a duty placed on the Council by the European Union when producing such documents.
- 1.3 This report outlines the results of the consultation exercises and details the various improvements/additions that are recommended to be included in the final draft version of the LIP ahead of submission to TfL in February 2019.

2. Proposal and Issues

Consultation Exercises

2.1 Consultation on the draft LIP and the draft Environmental Report was undertaken with a range of statutory and local stakeholders and the general public between 2 November and 7 December 2018. Several forms of consultation were carried out including:

- A questionnaire uploaded to the Consultation Portal on the Council website;
- Individual stakeholder meetings;
- Circulation of the draft plan to a range of organisations including neighbouring boroughs; transport user and campaign groups; access and equalities groups; the emergency services; and business and community groups.

Consultation Responses

On-line questionnaire

2.2 Response to the on-line questionnaire was very low, with only 13 responses received in total. In general, there was some support for the approach adopted in the draft LIP, with over half of the respondents either 'strongly agreeing' or 'agreeing' with the proposed objectives. There was strong support for additional transport links/services to places such as Stratford and Canary Wharf, as well as measures to improve safety and security on the local transport network and improve the local street scene. However, there was less support for the proposed Delivery Plan and three-year Programme of Investment, with only a third of respondents either 'strongly agreeing' or 'agreeing' with the proposals. Chief among the concerns raised were the potential impacts on general traffic as a result of proposals to implement bus priority schemes and the potential for further conflict between pedestrian and cyclists with the introduction of new cycling schemes.

Stakeholder engagement

2.3 One stakeholder meeting was carried out during the course of the consultation exercise. This took the form of a question and answer session with the Barking and Dagenham Access Group at a meeting of the Access & Planning Review Forum. Again, there was broad support for the approach adopted in the plan, with forum members welcoming investment in measures and interventions that would result in improved accessibility; improved safety and security; and the creation of healthy, inclusive places. However, members reiterated the need for the perceptions of safety to be addressed as much as actual safety issues and for all schemes to be designed taking into consideration the needs of the least abled.

Written responses

2.4 In addition to the on-line questionnaire and meeting responses, four separate written responses to the consultation were also received. These included comments made by TfL, the Metropolitan Police, the local branch of the London Cycling Campaign and the London Borough of Bexley. All these organisations were broadly in support of the approach/content of the LIP.

- 2.5 As a key mandatory stakeholder, TfL considered that the LIP aligned with the MTS and welcomed the Council's commitment to increasing sustainable travel and seeking to reduce traffic and levels of car ownership across the borough. They also welcomed the borough's adoption of the 'Vision Zero' approach as a means of seeking to eliminate all deaths and serious injuries from the local transport network. TfL has also put forward a number of recommendations on how aspects of the plan could be strengthened. These include:
- Providing additional information on how the borough will achieve 'Vision Zero' – to support the Mayor's objective of eliminating all deaths and serious injuries on the Capital's transport network by 2041;
 - Providing further information on how LIP schemes/programmes are, and will be, prioritised, both in scale and geographical location – as a means of giving further confidence in the delivery of the borough's transport objectives;
 - Updating a number of charts/graphs to include recently published data.
- 2.6 Consultation on the draft Environmental Report was undertaken with three key statutory bodies - Natural England, Historic England and the Environment Agency. No responses were received.
- 2.7 Details of the various representations made during the consultation period and the Council's response to these are set out in Appendix 1 to this report. None of the proposed amendments alter significantly the content or direction of the LIP.

3. Options Appraisal

- 3.1 The draft LIP is being updated to take on board some of the comments and suggestions made by various stakeholders, as detailed in the tables in Appendix 1. No significant material changes to the content or the direction of the plan are proposed. However, the minor amendments/additions will serve to further strengthen the LIP and ensure the various objectives and targets can be met. An amended version of the draft LIP will be submitted to the Mayor of London for approval in February 2019.
- 3.2 In addition to the text changes, a minor reprofiling of the three-year Programme of Investment is also proposed:
- The Council will shortly be submitting a bid for circa £450,000 funding through the Mayor's Air Quality Fund which requires a commitment to provide an element of match funding. It is proposed to meet this commitment through the LIP as the only viable source of match funding currently available;
 - The value of the Borough-wide Healthy/Active Travel Programme has been reduced by £40,000 each year to reflect the fact that Public Health Grant funding is no longer available;
 - All other schemes proposed in the Cabinet approved draft Programme of Investment are proposed to be retained, but the scope of works/spend on some has been downgraded slightly. An updated three-year Programme of Investment is included at Appendix 2 to this report.

4. Consultation

- 4.1 As described above, a formal five-week consultation exercise with a range of statutory and local stakeholders and the wider public was undertaken between 2 November and 7 December 2018. This was in addition to the wide-ranging consultation, participation and partnership working that has been central to the development of the draft LIP – the outcomes of which are summarised in section 1.3 in chapter 1 and Annex C of the LIP.
- 4.2 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’.

5. Financial Implications

Implications completed by: Rodney Simons – Principal Accountant Capital

- 5.1 The annual funding available for the LIP three-year period is circa £1.5m in 2019/20 and £1.5m in both 2020/21 and 2021/22. The exact amount of funding for 2020/21 and beyond is, however, subject to confirmation. These figures are broadly in line with the level of funding the Authority has received from TfL in 2017/18 and 2018/19. The funding will continue to be claimed from TfL periodically during the year in line with actual level of spending against each scheme.
- 5.2 It is anticipated that the full programme of works will be carried out within the allocated funding and there will be no impact on the Authority’s internally funded capital programme or level of borrowing. Some of the proposed projects will be treated as revenue expenditure as, rather than enhancing the highways infrastructure, they relate to training, publicity or the staging of events. However, there will be no impact on existing revenue budgets.
- 5.3 Whilst it is unlikely that there will be any ongoing revenue implications associated with the programme (e.g. infrastructure maintenance costs), if additional ongoing maintenance costs do arise, they will be met from the existing highway maintenance programme budget with additional external funding sought where possible.

6. Legal Implications

Implications completed by: Dr. Paul Feild, Senior Governance Lawyer

- 6.1 The Council is required under Section 146 of the Greater London Authority Act 1999 (‘the GLA Act’) to submit its Local Implementation Plan to the Mayor of London for his approval. The plan must include a timetable for implementing its proposals and a date by which all the proposals will be delivered.
- 6.2 In preparing a Local Implementation Plan the Council must have regard to the Mayor’s Transport Strategy. The Mayor will take into consideration whether the Plan is consistent with the Transport Strategy and the proposals and timetable are adequate for its implementation. The Council’s submission to the Mayor will consist of the version of the plan agreed by the Cabinet.

7. Other Implications

- 7.1 **Risk Management** – Failure to produce a robust LIP could result in the Council’s funding allocation for the period 2019/20 - 2021/22 being withdrawn and the Council having to bear the full costs of any planned transport schemes. This in turn could impact on the Council’s ability to meet its targets in respect of increasing the mode share of cycling/walking; reducing the number of casualties on our transport network and reducing vehicle emissions. A number of the LIP schemes still require further investigation/detailed design work to be carried out before they can be progressed, to ensure all potential risks are properly mitigated.
- 7.2 **Corporate Policy and Equality Impact** – The LIP is broadly in line with Council priorities. The LIP objectives and Delivery Plan will contribute to enabling social responsibility through protecting the most vulnerable, keeping adults and children healthy and safe and will also benefit all those who live in or travel through the borough. The plan also contributes to the Council’s ‘Growing the borough’ priority through investment in enhancing our environment. An Equality Impact Assessment (EIA) has also been carried out on the LIP. The assessment indicates that the overall impact of the LIP on different groups is likely to be positive. There are no negative impacts shown, and the remainder are judged either positive or neutral. The results of the EIA are set out in Annex E of the LIP.
- 7.3 **Safeguarding Adults and Children** – The LIP Delivery Plan and Programme of Investment include schemes to improve road safety both through highway safety measures and also through initiatives such as cycle training for all. More generally the LIP aims to improve safety and security for all users of the borough transport network.
- 7.4 **Health Issues** – The promotion and enabling of cycling and walking in Barking and Dagenham figures prominently in the LIP and is a key component of the Council’s Health and Wellbeing Strategy and sits at the heart of the borough manifesto theme of “health and wellbeing”.
- 7.5 **Crime and Disorder Issues** – The Crime and Disorder Act requires the Council to have regard to crime reduction and prevention in all its strategy development and service delivery. Through the LIP the Council aims to address concerns of personal safety by working to ensure that roads and footways are well maintained and free from obstructions and infrastructure is safe and secure.
- 7.6 **Property / Asset Issues** – Where new infrastructure is required as part of a LIP scheme, the Council will seek to ensure that high quality, durable products are used and that schemes are well- designed and engineered to ensure that short term maintenance is not required. In most circumstances, ongoing maintenance costs will be met through the existing highway maintenance programme budgets with additional external funding sought where possible.

Public Background Papers Used in the Preparation of the Report:

LB Barking and Dagenham Consultation Draft Third Local Implementation Plan
2019/20 – 2021/22

<https://www.lbbd.gov.uk/sites/default/files/attachments/LBBD%20Consultation%20Draft%20LIP3%20-%20Final.pdf>

List of Appendices:

Appendix 1: LIP Consultation Response Summary

Appendix 2: Revised LIP Three-Year Programme of Investment (2019/20 – 2021/22)