

Environment Overview and Scrutiny Committee – Tuesday 17th July 2018

Preparing Havering's Local Implementation Plan (LIP3) - Key Requirements

The purpose of this paper

To :

- provide a high level briefing on the requirements for the preparation of the forthcoming Local Implementation Plan (strategy) document; and
- outline current proposals for its preparation and delivery

Background

The 1999 GLA Act requires boroughs to prepare a Local Implementation Plan.

A LIP (as it is known) is a long term **strategic** document setting out how a borough intends to implement that Mayor's Transport Strategy (MTS) in its area.

The final MTS was published in March 2018. Boroughs must submit their LIP's to TfL as soon as reasonably practicable after the Mayor has published his final Mayor's Transport Strategy.

Havering's last Local Implementation Plan (2010) set out Havering's transport objectives, priorities and targets over a 20 year period (the life time of the previous Mayor's Transport Strategy).

The new LIP will span the lifetime of the recently published Mayor's Transport Strategy up to 2041.

Most importantly, the new LIP will provide the opportunity for the borough to promote its wider 'connections' ambitions such as improvements in north-south connectivity and the importance of radical interventions at Gallows Corner through the setting out of long term interventions up to the year 2041.

What are the key requirements of a Local Implementation Plan?

There are two main sections of a Local Implementation Plan document:

- A LIP must include a set of borough transport objectives which contribute to achieving the Mayor's mode share aim and the nine Mayor's Transport Strategy outcomes.
- A LIP must contain a Delivery Plan setting out how the borough will deliver on these transport objectives both over the short term (funded programmes) and long term (aspirations) together with targets that support delivery of the Mayor's outcome indicators and need to be worked towards through the lifetime of the LIP.

(1) Borough Transport Objectives

Boroughs are required to set out the local context including the geographical, demographic and other characteristics of their boroughs, cross-referencing existing policy and context documents as appropriate.

Boroughs must also describe the local issues, challenges and opportunities in contributing to achieving the following:

- 1) The overarching aim that 80% of all trips in London will be made by foot, cycle or using Public Transport by 2041 (this target varies per borough)
- 2) The nine Mayor's Transport Strategy Outcomes (see table1)

The LIP must set out an evidence-based identification of Borough Transport Objectives, and explain how these will contribute to achieving the Mayor's overarching modal share aim and each of the Nine MTS outcomes along with sub regional and local priorities. The Borough Transport Objectives should cover both the three year period 2019/20 – 2021/22 but also the long term life of the Mayors Transport Strategy of up to 2041.

Table 1

Overall Modeshift Aim : 80% walking, cycling and public transport	
Healthy Streets and Healthy people	Outcome 1: London's streets will be healthy and more Londoners will travel actively
	Outcome 2: London's streets will be safe and secure
	Outcome 3: London's streets will be used more efficiently and have less traffic on them
	Outcome 4: London's streets will be clean and green
A good public transport experience	Outcome 5: The public transport network will meet the needs of a growing London
	Outcome 6: Public transport will be safe, affordable and accessible to all
	Outcome 7: Journeys by public transport will be pleasant, fast and reliable
New homes and jobs	Outcome 8: Active, efficient and sustainable travel will be the best option in new developments.
	Outcome 9: Transport investment will unlock the delivery of new homes and jobs

(2) A Delivery Plan

Boroughs are required to outline projects and programme that contribute to the delivery of the Mayor's Transport Strategy – including the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals in preparing a Delivery Plan.

The following elements must be included in the Delivery Plan:

- A costed and funded high level Programme of Investment (POI) setting out in broad terms how funding the borough receives from TfL will be spent to deliver the relevant MTS policies and outcomes, covering the period 2019/20 to 2021/22.
- Supporting commentary to the Programme of Investment including how the delivery of the Mayor's priorities will be supported at a local level.
- Match Funding sources for all LIP proposals including Section 106/CIL.
- A detailed and costed programme of schemes and initiatives for the first year of the POI, also known as the Annual Spending Submission
- A list of long term potential schemes up to 2041.
- The setting of targets against the Mayor's overarching mode share aim and the nine MTS outcomes and indicators. Borough can also set their own local targets, if they wish.
- Demonstrate a commitment to effectively monitor the MTS outcome indicators post LIP adoption.

The Programme of Investment (POI) should identify proposed spend by year based on the Mayor's Transport Strategy priority areas, the overarching mode share aim and nine outcomes of the Mayor's Transport Strategy. The POI must also be compatible with the boroughs identified LIP Objectives.

Boroughs are required to monitor progress against the Mayor's Transport Strategy outcomes. TfL have derived a series of MTS Outcomes Indicators that boroughs have to work towards achieving through the lifetime of LIP 3. These outcomes relate to the Mayor's MTS priorities and include, walking, cycling and public transport modal share, car ownership, traffic reduction, improvements in air quality, public transport journey times and casualty reduction rates.

(3) Additional Requirements

As well as items (1) and (2), Boroughs must prepare a Strategic Environment Assessment for their LIP and are recommended to consider undertaking an Equalities Impact Assessment.

In total there are 24 mandatory requirements that a boroughs LIP has to take into account. If it does not, there is a risk that the Mayor could fail a boroughs LIP, and have one imposed upon it.

Programme and approval process

TfL requires that LIPs are the subject of engagement and consultation with TfL itself and other stakeholders.

Havering's draft LIP (LIP3) must be submitted for consultation with TfL (along with all other consultees) **by 2nd November 2018**. TfL will aim to return comments by **7th December 2018**.

Boroughs will then have to submit their final LIP for Mayoral approval by **16th February 2019**. The Mayor will either approve or fail a boroughs LIP by **March 2019**.

TfL aim for all Local Implementation Plans to be approved by the Mayor and "active" by **April 2019**.

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