

Report Title: **Final Local Implementation Plan**

Report of: **Interim Director of Environmental Services Andrew Travers**

Wards(s) affected: **All**

Report for: **Key**

1. Purpose

1.1 To seek approval for the submission of the Final Local Implementation Plan [LIP] to GLA/Mayor and Transport for London

2. Recommendations

- 1) That the final LIP is supported as the basis for the Council's project and programme document to Transport for London
- 2) That powers be delegated to the Lead Member, Environment and the Interim Director of Environmental Services to approve the full LIP for the submission to GLA/Mayor and Transport for London

Report Authorised by: **Andrew Travers, Interim Director of Environmental Services**

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3. Executive Summary

3.1 The Council is required to prepare a Local Implementation Plan. The Plan sets out how the Borough will implement the Mayor's Transport Strategy at the local level. A draft consultation LIP was prepared and submitted to TfL in July 2005. We have agreed with TfL that a full version of the final LIP would be submitted w/c 17 July. The LIP sets out the Council's transport projects and programmes in detail for the period 2005/6 to 2008/9 with an indicative programme for 2009-2011. Linked to the final LIP is a separate document detailing our bid for funding for the period 2007/8 to 2009/10. This is the subject of a separate report for the Executive. The LIP covers a wide range of transport projects and programmes: Principal road and bridge maintenance, local safety schemes/20mph zones, School Travel Plan strategy, Road Safety Plan

travel awareness, Walking Plan, Cycling Action Plan, area based schemes, accessibility, bus priority and bus stop accessibility. The LIP sets out the Council's Transport Strategy and includes projects being pursued sub-regionally as part of North London Transport Forum. The final LIP is under preparation and will be revised as part of further development. The submission of the final LIP initiates the 100 day approval process by the GLA/Mayor and TfL. Further changes are possible as a result of comments from the GLA and TfL.

4. Reasons for any change in policy or for new policy development (if applicable)

4.1 The Council is required to submit its final LIP. Failure to do so may mean that the Mayor would prepare a LIP on the Council's behalf and at the Council's expense.

5. Local Government (Access to Information) Act 1985

LIP Guidance, Mayor/Transport for London, 2004

Draft Local Implementation Plan, Haringey, July 2005

TfL LIP Consultation response, December 2005

6. Background

6.1 Each London Borough is required to prepare a Local Implementation Plan. The Plan is a statutory plan to implement the Mayor's Transport Strategy (MTS). The Mayor/TfL prepared guidance in 2004 to assist boroughs in preparing the plan and to help the Mayor evaluate the draft and final LIPs. The LIP would be part of the CPA assessment for the Council.

7. Consultation

7.1 We prepared a draft LIP for consultation in July 2005. Consultation was carried out with statutory consultees [Transport for London, Metropolitan Police, organisations representing disabled people and adjoining boroughs]. We also consulted London Fire and Emergency Planning Authority and London Ambulance Service. A general consultation was carried out through a questionnaire in Haringey People and the draft document was put on Haringey website.

8. Description

8.1 The LIP covers the period of the MTS i.e. 2001 to 2011. However, because of the passage of time since the MTS, the LIP should relate to the first 4 years in detail i.e. 2005/6 to 2008/9 with indicative projects and programmes for 2009/10 and 2010/11. We have submitted our Borough Spending Plan [BSP] for 2005/6 and 2006/7 and have received funding allocation for our projects and programmes for each year. Essentially the final LIP focuses in detail on the subsequent 2 years [2007/8 and 2008/9].

8.2 The MTS sets out 10 priorities, of which 8 are relevant for the LIP. Linked to the priority areas are targets that are a mixture of London and borough targets. These are:

Mayoral Priority	Targets
1 Improving road safety	Borough targets - <ul style="list-style-type: none"> • 40% reduction in KSI by 2010 • 50% reduction in KSI for pedestrians • 40% reduction in KSI for cyclists • 40% reduction in motorcyclists casualties • 60% reduction in child KSI • 25% reduction in slight casualties School road safety: review road safety around all schools by 2008
2 Improving bus journey times	Borough target - Boroughs are to reduce, or maintain at 2005 levels, bus journey times on London Bus Initiative [LBI] bus routes
3 Relieving traffic congestion and improving journey time reliability	Borough targets - General traffic journey time reliability: Borough target not yet set Traffic reduction: For Inner London [Haringey is defined as Inner London] the target is zero growth between 2001 and 2011; target of zero growth in outer London town centres [Wood Green considered outer London] School travel plans: Review school travel to all schools by 2008; school travel plans to be developed
4 Improving the working of parking and loading arrangements	No borough targets set by TfL
5 Improving accessibility and social inclusion on the transport network	Borough target: Borough to ensure Taxicard scheme conforms to all-London standard
6 Encourage walking	No borough targets set by TfL
7 Encourage cycling	No borough targets set by TfL
8 Bringing transport infrastructure to a	Borough target:

state of good repair	All A roads and busy bus routes to UK PMS carriageway condition score 70 or below by 2010
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8.3 We are required to undertake a Strategic Environmental Assessment of the LIP. The four boroughs in North London [Haringey, Enfield, Barnet and Waltham Forest] have jointly commissioned consultants to assist this work. This needs to be undertaken in parallel with producing the LIP. There are number of stages to be gone through from scoping the SEA to assessment/mitigation, consultation and report. We consulted on the SEA as part of the consultation on the draft LIP. The outcome of the changes to the LIP will be included in the Environmental Statement that will be prepared by the consultants for inclusion in the final LIP.

8.4 Following comments from TfL on the draft LIP the structure of the final LIP has been amended. The final LIP comprises:

- Chapter 1 Local socio-economic and demographic context
- Chapter 2 Local Transport Context
- Chapter 3 Haringey Transport Strategy
- Chapter 4 Equality Impact Assessment
- Chapter 5 LIP Proposals subdivided as follows:
 - 5.1 Cross cutting goals
 - 5.2 Improving Road Safety
 - 5.3 Improving Bus Journey Time and Reliability
 - 5.4 Relieving Traffic Congestion and Improving Journey time reliability
 - 5.5 Improving the Parking and Loading Arrangements
 - 5.6 Improving Accessibility and Social Inclusion
 - 5.7 Encouraging walking
 - 5.8 Encouraging cycling
 - 5.9 Bringing transport infrastructure to Good State of Repair
 - 5.10 Town Centres
 - 5.11 Travel Awareness
 - 5.12 Regeneration Areas
 - 5.13 Safety and Security
- Chapter 6 Performance Indicators
- Chapter 7 Consultation Results
- Chapter 8 Borough Core Capacity Statement
- Chapter 9 Funding Implications
- Matrix showing MTS policies and proposals and Haringey’s summary response
- Forms 1 and 2 summarising projects and programmes

There are separate sections for the School Travel Plan strategy, Road Safety Plan and Parking and Enforcement Plan.

8.5 The final LIP will be assessed by the GLA/Mayor and TfL. The assessment and approval process has been given a 100 day target. During this time further changes to the LIP may be requested by TfL and GLA prior to approval of the LIP by the Mayor. Once approval has been given the LIP becomes formally adopted.

9. Summary and Conclusions

9.1 The LIP is a statutory document that all London Boroughs are required to prepare. The LIP sets out our transport policies, projects and programmes for the period 2005/6 to 2010/11. A draft consultation LIP was prepared in July 2005. Following the consultation the draft has been revised. The final LIP is scheduled to be submitted w/c 17 July to TfL and the Mayor. The final LIP may be subject to further changes in response to comments from the Mayor and TfL.

10. Recommendations

10.1 That the final LIP is supported as the basis for the Council's project and programme document to Transport for London.

10.2 That powers be delegated to the Lead Member, Environment and the Director of Environmental Services to approve the full LIP for submission to GLA/Mayor and Transport for London

11. Legal and Financial Comments

11.1 The Council is required to prepare the LIP. The Greater London Authority Act 1999 provides, in section 145, that each London local authority is required to prepare a Local Implementation Plan "as soon as reasonably practicable" after the Mayor has published the Transport Strategy.

11.2 Each London Council must submit the LIP for the Mayor's approval [section 146(1)]. The Mayor cannot approve the LIP unless he or she considers that:

- It is consistent with the strategy
- That the proposals contained in the LIP are adequate for the purposes of the implementation of the Strategy; and
That the timetable for implementing the proposals and the end date by which the proposals are implemented are adequate [section 146(3)].

11.3 The LIP sets out programmes/proposals that the Council are seeking to implement by 2011. The final LIP includes consideration of funding implications for the LIP such as funding for transport projects/programmes from expected Council tax revenue, revenue support grant and section 106 funding. Funding of £15,000 is available in 2006/7 from TfL to assist the preparation of the LIP.

12. Equalities Implications

12.1 An Equality Impact Assessment has been prepared for the LIP. This considers the impact of the LIP on:

- Women
- Black and ethnic minority people
- Children and young people
- Older people
- Disabled people
- Lesbians, gay men, bisexual and transgender people
- People from different faith groups

13. Use of Appendices / Tables / Photographs

13.1 None.