


<p style="text-align: center;">London Borough of Hammersmith & Fulham</p> <p style="text-align: center;">CABINET</p> <p style="text-align: center;">5 NOVEMBER 2018</p>	
<p>DRAFT TRANSPORT LOCAL IMPLEMENTATION PLAN (LIP3)</p>	
<p>Report of the Cabinet Member for the Environment: Councillor Wesley Harcourt</p>	
<p>Open Report</p>	
<p>Classification – For Decision Key Decision: Yes</p>	
<p>Consultation Equalities, Legal, Finance, Risk.</p>	
<p>Wards Affected: All</p>	
<p>Accountable Director: Mahmood Siddiqi, Director for Highways and Parks</p>	
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1. EXECUTIVE SUMMARY

- 1.1 Each borough council is required to produce a Local Implementation Plan (LIP3) which shows how they intend to implement the Mayor of London’s Transport Strategy (MTS3) in their borough. It focuses on a spending programme for the next three years which is awarded based on the LIP. Transport for London (TfL) have indicated that they will award LB Hammersmith and Fulham £1,498,200 in 2019/20, and indicated that the same amount is likely in 2020/21 and 2021/22, subject to the submission of a satisfactory LIP. This is a cut of £369,000 on the 2018/19 allocation (24%). The cut has been made in response to TfL’s financial situation and applies to all boroughs. This report gives details of the draft proposed LIP and recommends that it be submitted to TfL and issued for public and stakeholder consultation.

2. RECOMMENDATIONS

- 2.1 To submit the draft Local Implementation Plan (LIP3) to Transport for London.

- 2.2 To issue the draft LIP3 for consultation to the statutory consultees, i.e. the police, organisations representing disabled people, and other boroughs likely to be affected by the consultation,
- 2.3 To issue the draft LIP3 for consultation to residents' groups, business groups, environmental and transport interest groups, with an on-line consultation for the public.
- 2.4. To note that the Cabinet Member for the Environment, following analysis of the results of the consultation, and comments from TfL, will submit a revised final version of LIP 3 to TfL.

3. REASONS FOR DECISION

- 3.1 The GLA Act 1999 requires all borough councils to produce a Local Implementation Plan (LIP3), which shows how they will implement the Mayor of London's Transport Strategy (MTS3) in their area. The Mayor issued MTS3 in March and TfL issued their LIP guidance to boroughs in April 2018. Boroughs are required to submit their consultation draft LIPs to TfL by early November 2018 and issue the draft to the statutory consultees at the same time. The statutory consultees are, as well as TfL, the police, organisations representing disabled people which the council considers appropriate, and other boroughs which are likely to be affected by the plan. TfL will give feedback on the draft by 7th December 2018 and we are required to submit our LIP as amended as a result of the consultation by 16th February 2019. The Mayor aims to approve the LIP in March 2019

4. PROPOSAL AND ISSUES

- 4.1 TfL require that a LIP must include borough objectives and explain how meeting these will contribute to achieving MTS3, the overarching mode share aim and each of the nine strategy outcomes. The mode share target for London is for 80% of journeys to be made by walking, cycling or public transport by 2041, compared with 63% in 2015.
- 4.2 MTS3 has three priority areas:
 - Healthy streets for healthy people, including traffic reduction strategies
 - A good public transport experience
 - New homes and jobs.
- 4.3 The nine outcomes of the MTS are:
 - London's streets will be healthy and more Londoners will travel actively
 - London's streets will be safe and secure
 - London's streets will be used more efficiently and have less traffic on them
 - London's streets will be clean and green
 - The public transport network will meet the needs of a growing London
 - Public transport will be safe, affordable and accessible to all

- Journeys by public transport will be pleasant, fast and reliable
- Active, efficient and sustainable travel will be the best option in new developments
- Transport investment will unlock the delivery of new homes and jobs

- 4.4 The LIP must include a delivery plan which contains:
- A list of potential schemes up to 2041.
 - A detailed and costed programme of schemes and initiatives for the first year of the plan with supporting commentaries and risks
 - The impact on the borough of initiatives in the TfL business plan
 - Funding sources for all LIP initiatives, e.g. Section 106, CIL.
 - Targets against the overarching mode share aim, the nine outcomes and their indicators.
 - A commitment to monitor the delivery indicators.
- 4.5 As well as meeting TfL's requirements for compatibility with MTS3 and other Mayoral documents, notably the London Plan, it will need to be compatible with the council's own strategic documents, i.e. the Local Plan, the H&F Vision and the HF Business Plan, "The Change We Bring Together".
- 4.6 The Council's own Transport objectives, adopted in our previous LIP (LIP2) in 2011 are:
- To support sustainable population and employment growth in the borough's four regeneration areas and the OPDC area
 - To improve the efficiency of our road network
 - To improve the quality of our streets
 - To improve air quality in the borough
 - To make it easier for everyone to gain access to transport opportunities
 - To support residents and businesses by controlling parking fairly
 - To reduce the number of people injured or killed on our streets
- 4.7 The elements of the Council's Business Plan, 2018-22, "The Change We'll Bring Together" to which the LIP is most relevant are: regeneration and infrastructure, working to be the greenest borough in Britain, the best possible opportunities for all our children and social inclusion.
- 4.8 In general, the Mayor's objectives and the Council's objectives in the transport field are highly compatible and complementary. The areas in which we wish to engage in further discussions with TfL are:
- i) The funding level for LIP projects should be restored to its 2018/9 level, and funding for principal road maintenance should be restored. TfL had initially allocated £400,000 for this in 2018/9 but subsequently withdrew it.
 - ii) TfL should give priority to working with the council to develop the case for the Hammersmith Fly-under.

- iii) TfL should adopt a route for Crossrail 2 which includes an interchange station with the West London Line at Imperial Wharf, to facilitate regeneration in the south Fulham riverside area.
- iv) TfL should investigate routing Cycle Superhighway 9 (CS9) via the A4 corridor to avoid possible conflicts with pedestrians in King Street.

5. OPTIONS AND ANALYSIS OF OPTIONS

- 5.1 The alternative option is not to prepare a LIP. In such cases the 1999 GLA Act empowers the Transport for London to prepare a LIP at the Council's expense. This would mean that the council would have no control over the content of the LIP, and it would be financially disadvantageous to us. Therefore, this option is not recommended.

6. CONSULTATION

- 6.1. Boroughs are required to submit their consultation draft LIPs to TfL in November 2018 and issue the draft to the statutory consultees at the same time. The statutory consultees are, as well as TfL, the police, organisations representing disabled people which the council considers appropriate, and other boroughs which are likely to be affected by the plan. TfL will give feedback on the draft by 7th December 2018 and we are required to submit our LIP as amended as a result of the consultation by 16th February 2019. The Mayor will approve the LIP in March 2019.
- 6.2. We took this draft to Residents Services PAC will be incorporated in the draft. We are also consulting members of the council's Disability Commission on this draft. Given the tight timescale in preparing the LIP (some 3.5 months between the borough council elections and the need to comply with the timescales for submission to November cabinet), the main consultation will be on the draft LIP agreed by cabinet, which we will issue to the residents' groups, business groups, environmental and transport interest groups, with an on-line consultation for the public.
- 6.3. Following analysis of the results of the consultation, and comments from TfL, we are recommending that cabinet delegate the decision to the Cabinet Member for Environment, Transport and Residents' services to submit a revised final version to TfL, to meet their timescales.

7. EQUALITY IMPLICATIONS

- 7.1. A key objective of the LIP is to improve access to transport opportunities for everyone. The emphasis on improving the safety and comfort of walking and cycling routes, improving public transport and improving equality will particularly benefit groups with protected characteristics, as defined by the Equality Act 2010. TfL requires an Equalities Impact Assessment to be produced for the LIP, and this is appended.
- 7.2. Implications completed by: Peter Smith, Head of Policy & Strategy, tel. 020 8753 2206.

8. LEGAL IMPLICATIONS

- 8.1. The preparation of a LIP is a statutory requirement under the GLA Act of 1999. If a borough does not produce a LIP which meets the Mayor of London's requirements, TfL have the power to produce a LIP for the borough and charge the borough for its production.
- 8.2. Where further consultation is to be carried out, as indicated in the report, either on an informal or statutory basis, it must follow public law principles in that it must be carried out at a formative stage of the decision-making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be considered before any decision is made.
- 8.3. The Council has the power to carry out works of improvement to the highway anticipated in the report under part V of the Highways Act 1980 although some works may require the council to follow a formal procedure, which may lead to a public inquiry. A number of the projects identified are exercisable pursuant to the council's incidental powers as a highway authority under section 111 of the Local Government Act 1972 and general powers of competence under section 1 of the Localism Act 2001.
- 8.4. As road traffic authority the Council must exercise its functions as far as practicable to secure the expeditious, convenient, and safe movement of traffic (including pedestrians and the provision of suitable and adequate parking facilities).
- 8.5. Implications completed by: Lynsey Le Masuries solicitor, tel. 0207 361 2118.

9. FINANCIAL IMPLICATIONS

- 9.1. The preparation of the LIP is funded from TfL's allocation to the borough for 2018/9, at a cost of £50,000. The LIP is being prepared by the Council's own officers, with the Strategic Environmental Assessment carried out by one of the Transport and Highway's Divisions term contractors.
- 9.2. Funding for Highways Capital and Revenue projects to the value of some £1.5 million per year for each of the next three years (2019/20, 21/21 and 21/22 is dependent on the submission of a LIP approved by TfL.
- 9.3. If the council fails to submit a LIP which TfL approve, TfL have reserve powers to produce the LIP itself and recharge the council the costs of doing so.
- 9.4. When seeking Cabinet approval to submit the consultation draft LIP to TfL, we will seek the delegation of authority to approve the final version and to implement the projects in the 2019/20 programme to the cabinet member for Environment, Transport and Residents' Services.

- 9.5. At present the costs of each scheme referred to in the LIP are based on estimates. These are subject to change once the detail of each scheme has been costed. The funding however is limited to the amount approved by TfL. Any variation in costs in excess of the amount approved cannot be assumed to be funded by TfL unless this is approved in advance. Alternatively, officers may need to manage the workload to ensure that expenditure is contained within the approved provision, or seek alternative sources of funding, such as Section 106 developer funding.
- 9.6. Implications verified/completed by Gary Hannaway, Head of Finance, tel. 0208 753 6071 and Hitesh Jolapara, Strategic Director of Finance and Governance, tel. 0208 753 2501.

10. IMPLICATIONS FOR BUSINESS

- 10.1. By improving the efficiency and sustainability of the borough's transport networks, and reducing their adverse environmental impacts, the LIP will benefit businesses in the borough.
- 10.2. Matt Rumble, Head of Area Regeneration, tel. 0208 753 4552 and Albena Kalameros, Economic Development Team, tel. 02079388583.

11. COMMERCIAL IMPLICATIONS

- 11.1. The LIP will be produced by the council's own staff in the Transport and Highways Department. The implementation of projects in the LIP programme will be undertaken by staff in the Transport and Highways Division and the Highways term contractors.
- 11.2. Implications verified/completed by Simon Davis, Head of Commercial Management, tel. 07920503651.

12. IT IMPLICATIONS

- 12.1. No IT implications are considered to arise from this report.
- 12.2. Implications verified/completed by: Veronica Barella, interim Chief Information Officer, tel. 020 8753 2927.

13. RISK MANAGEMENT

- 13.1. The Local Implementation Plan (LIP) is a statutory document prepared by each London borough to implement the Mayor of London's Transport Strategy (MTS). It sets out overarching borough transport objectives with an associated delivery and monitoring strategy and progress of the programmes, with reference to the Mayor's priority areas. The plan and its programme are considered as a partnership risk on the Council's Corporate Risk Register. A key aspect of the LIP is the borough's role as a partner, working with Transport for London (TfL), residents, businesses and other local

stakeholders to achieve a range of improvements to the transport network and transform the way that people travel.

- 13.2. The report presents a general picture of compatibility to the Council's Priorities however some risk remains where objectives with the Mayor of London are not aligned and are as referenced in 4.8 of this report.
- 13.3. The council and TfL approved transport plan deals with programme level risk management, in particular chapter three, the delivery plan. The table below details the capital programme risk and mitigation measures:

Risk	Mitigation Measure(s)
Cost increase/budget reduction	All designs developed to be flexible to allow amendments to reflect budget reductions whilst still maintaining the principles of LIP objectives
Delay to schemes	LIP funding to be allocated in consecutive years to allow more involved projects to run over 18 months rather than the traditional 12 months.
Policy compatibility	To develop a bespoke policy compliance tool that all potential projects will be assessed against.
Lack of resources to deliver	To retain framework consultants to ensure resources are in place to deliver LIP objectives
Conflicting consultation responses from TfL and other stakeholders	Negotiations to achieve acceptable compromises and mitigations

- 13.4. All integrated transport projects are managed through the divisional quality management system which incorporates all elements of project risk management and mitigation required for capital and revenue projects.
- 13.5. Physical improvements to the public highway and programmes of work designed to reduce congestion, manage traffic and promote road safety fall under the council's statutory duties under a variety of acts including the Traffic Management Act 2004, these works and other their associated statutory requirements therefore contribute positively to the management of risk number 8 managing statutory duty on the council's strategic risk register.
- 13.6. Implications verified by: Michael Sloniowski, Risk Manager, tel. 0208 753 2587.

14. BACKGROUND PAPERS USED IN PREPARING THIS REPORT

No.	Description of Background Papers	Name/Ext of holder of file/copy	Department/ Location
	TfL LIP Guidance April 2018 - published	Chris Bainbridge 33454	HTHX

LIST OF APPENDICES:

Appendix 1 Draft LIP 3

Appendix 2 Equalities Impact Assessment