

## **Committee: Cabinet**

**Date: 30<sup>th</sup> July 2018**

Agenda item:

Wards: Borough wide

## **Subject: Local Implementation Plan 3**

Lead officer: James McGinlay

Lead member: Councillor Martin Whelton Cabinet Member for Regeneration, Housing and Transport

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### **Recommendations:**

- A. Note the approval process for LIP3 as outlined in the report.
- B. Note the overarching MTS outcomes, draft borough trajectories and overall approach for developing LIP3
- C. Note the delivery timescales set by TfL for delivering LIP3
- D. That the Director of Environment and Regeneration is given delegated authority to finalise the Council's LIP after consultation with the Cabinet Member.

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## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report sets out the primary objectives of the Mayor's Transport Strategy (MTS) that the council is legally required to deliver as part of its next Local Implementation Plan (LIP3), together with a broad outline of key milestones and approval process. It is also the principal funding mechanism for transport and public realm related interventions across the borough.
- 1.2 Members are invited to note and comment on the contents of the report, more specifically on the broad approach to delivering LIP3. In order to support Healthy Streets (TfL's new concept), it is anticipated that borough priorities will continue to place cycling and pedestrian movement at the centre of Merton's next delivery plan.
- 1.3 Members are also asked to give the Director of Environment and Regeneration delegated authority in consultation with the Cabinet Member to finalise the Plan after consideration of public consultation comments.

## **2. DETAILS**

- 2.1 Effective from April 2019 the LIP must contain:-
  - A list of potential schemes to 2041;
  - Delivery Plan including a costed and funded indicative programme for the 3-year period 2019/20 to 2021/22 with commentary and risks;
  - A borough assessment of the impact of initiatives contained in TfL business Plan;
  - Funding sources for all LIP initiatives e.g. borough capital, s106, CIL;
  - Targets against mode share, MTS & local outcome indicators;

- Borough commitment to monitor delivery indicators;
- Strategic Environmental Assessment (SEA).

2.2 TfL will monitor progress in delivering the MTS through a new Annual Borough Report combining TfL and borough metrics and data. It will also summarise total investment across borough and TfL programmes. The report will form part of a delivery and outcome “health check”.

2.3 The previous LIP set the Council’s delivery programme for the 5-year period 2013/14 to 2018/19. Over the period it received the following funding from TfL. Allocations are generally formula based in accordance with an agreed set of attributes and metrics:

Year	Corridors (000)	Maintenance (000)	Major Scheme Funding (000)	Local Transport funding (000)	Total (000)
2014/2015	1,511	573	0	100	2,184
2015/2016	1,500	637	2,000	100	4,237
2016/2017	1,511	570	1,100	100	3,321
2017/2018	1,551	455	1,300	100	3,406
2018/2019	1,550.1	0	150	100	1,800.1
Total					14,948.1

Note - In addition to the annual LIP allocation the council is also able to bid for addition funding allocated to specific programmes set by the Mayor or Department for Transport

2.4 Following the loss of government grants from 2018/19, TfL funding for principal road maintenance is currently suspended. Likewise Corridor funding for 2018/19 has only been reinstated to the previous year’s level following extensive borough lobbying. Funding will therefore be dependent on future TfL budget savings. TfL has inferred that Merton’s LIP allocation for the 2-year period 2019-2021 is likely to be reduced. Looking ahead this represents a significant delivery risk.

### **Mayors Transport Strategy**

2.5 The MTS maps out the strategic direction for transport in London. It was adopted on 13th March 2018 and sets out three priority areas for delivery; these are:-

- Heathy Streets and heathy people (including traffic reduction strategy);
- A good public transport experience;
- New Homes and Jobs;

2.6 It also sets an overarching aim that 80 per cent of all trips in London will be made on foot, by cycle or using public transport by 2041. This compares to a London average of 63 per cent and 58 percent average in Merton. To achieve this goal will require a sweeping change in our approach as to how we manage the highway network and overall policy approach to encourage the necessary shift to sustainable modes.

2.7 Outer London Boroughs typically have a poorer access by public transport therefore the Mayor’s expectation in achieving this aim may be lower. Indeed the attached draft outputs and trajectories state a 73% figure (see Appendix 1).

However, this still represents a considerable challenge when set against a growing trend in travel demand and population growth.

- 2.8 Another core theme running through the MTS is Healthy Streets and Healthy people. This seeks to create streets and street networks that encourage walking, cycling and public transport. Furthermore it seeks to reduce car dependency and associated health and road safety problems.
- 2.9 The Healthy Streets approach takes a public health look at the street environment and sets out 10 high level indicators that help to make a street work better. These centre around the experience of what it feels like to be on a street. They include things to see and do; places to stop; shade and shelter; clean air; pedestrians from all walks of life; easy to cross; people choosing to walk and cycle; quiet; feeling safe and relaxed.
- 2.10 When linked with reducing the dominance of motor traffic and targeting the sources of road danger, these themes will help delivery the Mayor's Vision Zero objective that "no one to be killed in or by a London bus by 2030 and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041".
- 2.11 The nine core outcomes of the MTS are listed below:

Healthy Streets and healthy people (including traffic reduction strategy)

- 1- London's streets will be healthy and more Londoners will travel actively
- 2- London's streets will be safer and more secure.
- 3- London's streets will be used more efficiently and have less traffic on them.
- 4- London's streets will be clean and green.

A good public transport experience

- 5- The public transport network will meet the needs of a growing London.
- 6- Public transport will be safe, affordable and accessible to all
- 7- Journeys by public transport will be pleasant, fast and reliable.

New Homes and Jobs

- 8- Active, efficient and sustainable travel will be the best option;
- 9- Transport investment will unlock the delivery of new homes and jobs

- 2.12 In recognising the resource and funding constraints, the Council's approach is to develop a programme that focuses on cycling and walking infrastructure, whilst exploring complimentary approaches to create the right environment to nudge people towards making more sustainable travel choices. More assertive approaches could include:-

- Develop demand management measures via a car parking reduction strategy.
- Supporting multi-operator/model car clubs and other emerging on-demand services, such as on demand mini buses.
- Facilitating the trial and roll out of dock-less cycle hire schemes (multi-operator).
- Re-designing streets to shift priority to active modes and public transport

- Re-allocating road space from parking to other uses;
- Support for bus priority measures
- To develop a Liveable neighbourhood scheme (formally Major schemes) submission, e.g. Pollards Hill or Eastfields areas.
- School start and finish time road closures close to primary schools to support a healthier and safer environment for children.
- Explore wider demand management measures e.g. Workplace parking levy (WPL).

2.13 The consideration of WPL could provide an alternative borough funding boost to support an accelerated LIP investment programme, including contributions toward major infrastructure projects, such as a rapid transport system and dedicated infrastructure.

2.14 It is clear that to reduce car use will require a radical change in thinking, especially winning over residents and businesses to new concepts. It is therefore essential to communicate ideas and potential benefits effectively and in a positive way, possibly through a number of schemes showcasing what could be achieved.

### **3. Delivery Time Table**

3.1 Transport for London delivery milestones are set out below:-

- |   |                                |
|---|--------------------------------|
| • Draft LIP to TfL and other consultees | 2 November 2018                |
| • TfL response to LIP                   | December 2018                  |
| • Final Draft to TfL                    | 16 <sup>th</sup> February 2019 |
| • Mayoral Approval                      | March 2019.                    |

### **4. Approval Process**

4.1 In order to meet the above milestones it is recommended that the council follows the approval process outlined below:

4.2 Based on the nine core MTS outcomes and draft 3-year delivery programme, it is intended to seek delegated authority for the Director of Environment & Regeneration in consultation with the Cabinet Member to make any necessary changes and sign off the draft/final LIP.

- Sustainable Communities Overview & Scrutiny Panel 9th January 2019

4.3 The LIP represents the boroughs' principal funding stream for delivering transport lead improvements in the borough. There are a number of delivery risks both in terms of future funding allocations from TfL and indirect impacts on staff resources. Real term reductions in funding allocations should be planned for over the period up to 2020.

## **5. LEGAL AND STATUTORY IMPLICATIONS**

- 5.1 The Greater London Authority Act 1999 (GLA Act) requires each borough to prepare a LIP containing its proposals for the implementation of the Mayor's Transport Strategy.

## **6. Public Consultation and Communication**

- 6.1 The council is required to undertake a public consultation with statutory Consultee and other stakeholders as the London Mayor considers appropriate. These include TfL, Police, appropriate mobility organisations and neighbouring London boroughs.
- 6.2 For local engagement it is anticipated that a comprehensive list of stakeholders would be prepared based on the Estates Plan consultees or as advised by the councils' communications team.
- 6.3 This will be undertaken at the draft LIP submission stage in early November 2018. This will utilise various social media and internet platforms.

## **7. Staff resources**

- 7.1 Previous LIPs have been staff resource intensive. The new guidance for LIP3 has been comprehensively revised to reduce this burden. However, it still represents a significant undertaking within limited resources.
- 7.2 TfL has stated they are not willing to let key milestones slip, despite many boroughs expressing concerns.

## **8. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 8.1 No support funding has been provided by TfL so delivery is dependent on limited internal resources.

## **9. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 9.1 The delivery and approval milestones have set a demanding timetable. Any referrals beyond that already envisaged or change in policy at a late stage could result in the final sign-off by TfL/Mayor being delayed.
- 9.2 Competing projects across the Future Merton team are vying for the same staff resource. Any departure in meeting project milestones will require an alternative delivery approach to be agreed with TfL. As a last resort, TfL could take over preparation of the LIP, which may not be in alignment with the Borough's priority.

## **10. Alternative options**

- 10.1 In the event the council fails to deliver an acceptable Local Implementation Plan, TfL have powers to intervene, which may not prove beneficial for the Borough.

**11. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

11.1 None for the purpose of this report

**12. APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

- Appendix 1 – Draft Merton delivery Output and trajectories.

**BACKGROUND PAPERS**

None for the purpose of this report