

## Executive Decision Report

	<p>Leadership Team 13 November 2018</p> <p>Forward Plan Reference:05293/18/K/A</p> <p>Portfolio: Cllr. Will Pascall, Lead Member for Streets, Planning and Transport</p>	 <p>THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA</p>
<b>Report title</b>	Consultation Draft Local Implementation Plan (for Mayor of London's Transport Strategy)	
<b>Reporting officer</b>	Mahmood Siddiqi, Director of Transport, Highways, Leisure and Parks	
<b>Key decision</b>	Yes	
<b>Access to information classification</b>	Public	

## 1. EXECUTIVE SUMMARY

- 1.1. This report seeks the approval of our Consultation Draft Local Implementation Plan (described hereafter as “the LIP”) and approval to submit it to Transport for London (TfL) for consideration and to publish it for statutory and public consultation.
- 1.2. A LIP is a statutory document prepared under Section 145 of the Greater London Authority Act (1999) (the Act). It sets out how a London Borough proposes to deliver the Mayor's Transport Strategy March 2018 (MTS) in its area. We have developed our LIP in accordance with TfL's Guidance on Developing the Third Local Implementation Plan (March 2018).
- 1.3. This is the Royal Borough's third LIP. It sets out our long-term goals and transport objectives for the next 22 years, a three-year programme of investment starting in 2019/20, delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes we are seeking to achieve.
- 1.4. Each year TfL distributes LIP funding to London Boroughs to implement projects that support the delivery of the MTS and their approved LIPs. The three-year LIP proposals and the associated Annual Spending Submissions are also the

mechanisms for boroughs to confirm, and TfL to approve, how they intend to spend their annual LIP funding allocations.

- 1.5. TfL has indicated that it will allocate the Royal Borough £1,555,000 per year over the next three years. This is over £260,000 (14.4 per cent) less than our 2018/19 LIP allocation. The cut has been made in response to TfL's financial situation and applies to all boroughs. Reduced LIP funding is a concern for all boroughs and puts even more pressure on our already diminishing capital budgets. With continued reduced allocations the Mayor, TfL and the boroughs need to be realistic about how much boroughs can deliver to support the MTS.

## **2. RECOMMENDATIONS**

- 2.1. To approve the Consultation Draft LIP, its submission to TfL by 16 November 2018 and its publication for statutory and public consultation.
- 2.2. And that to meet TfL's timetable for delivering Draft Final LIPs by 16 February 2019, to delegate the approval of our Draft Final LIP for submission to TfL to the Lead Member for Streets, Planning and Transport.

## **3. REASONS FOR DECISION**

- 3.1. LIPs are statutory documents and all London boroughs need to prepare and submit their LIPs to the Mayor of London for approval. If a borough fails to prepare a LIP or submits a LIP which the Mayor feels is inadequate, he has extensive powers under the Act to prepare the LIP or elements of it on the borough's behalf and can ultimately carry out the implementation of the proposals it contains. In utilising such powers, the Mayor is entitled to recover from the Council any expenses reasonably incurred.

## **4. BACKGROUND**

- 4.1. The Mayor of London has a duty under section 142 of the Act to prepare and publish a transport strategy for the promotion and encouragement of safe, integrated, efficient and economic transport facilities to, from and within Greater London. As soon as reasonably practicable after publication of the transport strategy, London borough councils must (pursuant to section 145 of the Act) prepare a LIP containing its proposals for the implementation of the strategy in its area. The borough councils must consult various bodies and include a timetable for when they intend to implement the proposals in their plan.
- 4.2. The LIP sets out how we intend to implement the Mayor of London's Transport Strategy (MTS) in the Royal Borough over the coming years. Our Final LIP must be approved by the Mayor of London by March 2019 and we must submit a Consultation Draft to TfL by 16 November 2018.

- 4.3. LIPs must set out how each London borough will contribute to delivering the MTS, its overarching mode share aim and each of its nine outcomes over three priority areas:
- Healthy streets for healthy people, including traffic reduction strategies
  - A good public transport experience
  - New homes and jobs
- 4.4. The mode share aim of the MTS is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63 per cent in 2015.
- 4.5. The two key elements of a LIP are:
- A set of borough Transport Objectives covering the 2019/20 to 2021/22 three-year LIP Period and beyond, reflecting the 22-year time frame of the MTS
  - A Delivery Plan of schemes, initiatives and policies including a costed and funded Programme of Investment covering the period 2019/20 to 2021/22 consistent with our three-year LIP funding allocations
- 4.6. The LIP Delivery Plan must contain:
- A list of potential schemes up to 2041
  - A costed programme of schemes and initiatives for the three-year LIP period with supporting commentaries and risks
  - The impact on the borough of initiatives in the TfL Business Plan
  - Funding sources e.g. TFL LIP funding, Capital funding etc.
  - Targets against the overarching mode share aim, the nine outcomes and their indicators
  - A commitment to monitor the delivery indicators
- 4.7. Our six draft Transport Objectives are to:
- Encourage more trips by walking, cycling and public transport and fewer by private car
  - Make our streets safer, secure and with fewer road collision casualties
  - Make our streets cleaner and greener with less transport-related pollution
  - Improve accessibility and journey time reliability on public transport
  - Manage on-street parking and loading to make our streets more efficient
  - Improve the appearance of our streets and ensure that they are well maintained

## **5. PROPOSAL AND ISSUES**

5.1. The Consultation Draft LIP is attached to this report.

5.2. In general, our own transport objectives are broadly in line with the MTS. However, our LIP contains a number of new policies and commitments to help deliver the MTS locally, as listed below:

- Turning the dial further towards walking, cycling and public transport and away from trips by private cars
- Looking to give greater weight to pedestrian convenience at busy junctions where there is a clear demand to cross, but where pedestrian casualties do not provide the traditional justification for reducing junction capacity
- Consulting on introducing pilot 20 mph limits in some streets and areas
- Carefully examining TfL's developing designs and modelling of the impacts on the local road network of its Cycle Superhighway 10 proposals to improve conditions for walking and cycling along the east – west Holland Park Avenue, Notting Hill Gate, Bayswater Road corridor
- Looking into working with a dock-less cycle hire operator
- Looking into working with a 'floating' car club provider
- Reviewing the case for taking on powers to enforce moving traffic offences, to ensure that critical junctions are not blocked, and that existing traffic restrictions achieve high degrees of compliance
- Intending to trial part-time 'school streets' at appropriate locations to improve air quality around schools by limiting traffic during school term-time arrival and dispersal hours and to further encourage active and safe journeys to school
- Considering opportunities to introduce new restrictions to remove through traffic from residential roads where the impact on those roads is disproportionate and where conditions would be improved by displacing some traffic to our principal road network and the Transport for London Route Network
- Working with TfL on identifying further potential sites for on-street and off-street rapid electric vehicle chargers
- Working with the appropriate authorities to design and implement hostile vehicle mitigation measures where required

## **6. OPTIONS AND ANALYSIS**

6.1. There are two options for consideration:

6.2. Option 1 – Approve the Royal Borough's Consultation Draft LIP, its submission to TfL by 16 November 2018 and its publication for statutory and public consultation.

- 6.3. Option 2 – Do not approve the Consultation Draft LIP or its submission to TfL and publication for statutory consultation. As the LIP is a statutory document this may result in the Mayor of London taking steps as set out in paragraph 3.1 above.

## **7. CONSULTATION AND COMMUNITY ENGAGEMENT**

- 7.1. We carried out some early community engagement to help shape our LIP in July 2018 with two Transport Focus Workshops attended by a broad mix of people who live and / or work in the Borough. We also ran an online map-based 'Commonplace' survey - <https://rbkctransport.commonplace.is/comments> - inviting people to comment on what transport-related improvements they would like to see in their local area. We alerted residents' associations to the survey and publicised it through our media channels. The survey ran from July to September 2018 and attracted nearly 700 comments.
- 7.2. The Act requires the Council to consult with the Commissioner of the Metropolitan Police, TfL, neighbouring London Boroughs and such organisations representative of disabled persons as we consider appropriate.
- 7.3. We will also make the Consultation Draft LIP available on our website, with a link from the home page, and printed copies in our libraries. We will contact all residents' and amenity associations across the borough to make them aware of the consultation, explain where they can view the document and invite them to comment in writing. We will also publicise the consultation through all available media channels. The consultation will run for six weeks from mid-November to the end of December 2018.
- 7.4. We will not be able to respond to the comments received individually but will report them in the Key Decision Report seeking approval to submit our Draft Final LIP to TfL in February 2019 along with our proposed responses and, where appropriate, incorporate them in to our Draft Final LIP. We will also summarise all the comments received and our responses in our Draft Final LIP.
- 7.5. Throughout the consultation process and until our Final LIP is approved, our approach to the issues contained within the LIP will be subject to review and refinement.

## **8. HUMAN RESOURCES AND EQUALITIES IMPLICATIONS**

- 8.1. There are no Human Resources implications arising directly from this report.
- 8.2. We carried out an Equality Impact Assessment (EIA) on our LIP to identify whether or not, and to what extent, it may have a positive, neutral or negative impact on equality target groups. The EIA is appended to the LIP.

## 9. LEGAL IMPLICATIONS

9.1. The legal implications are included in the body of this report.

## 10. FINANCIAL AND ANY OTHER RESOURCES IMPLICATIONS

10.1. The Group Finance Manager comments that funding for Highways Capital and Revenue projects to the value of some £1.555 million per year for each of the next three years (2019/20, 2021/21 and 2021/22) is dependent on the submission of a LIP approved by TfL. The Capital Budget includes a realistic estimate of schemes related to the LIP that are likely to take place. In some cases, approval to proceed will be conditional on funding being received from TfL and others may be scaled to the funding available.

10.2. There are no other resource implications arising directly from this report.

**Mahmood Siddiqi**  
**Director of Transport, Highways, Leisure and Parks**

**Local Government Act 1972 (as amended) – Background papers used in the preparation of this report**

[TfL's Guidance on Developing the Third Local Implementation Plan \(March 2018\)](#)

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<b>Formal clearance requirements for all key decision reports</b>	Initials
Cleared by Finance (officer's initials)	GH
Cleared by <u>Corporate</u> Finance (officer's initials)	NP
Cleared by Director of Legal Services (officer's initials)	LB
Cleared by Communications & Community Engagement (officer's initials)	MC

## Other Implications

1. Business Plan - None
2. Risk Management - Risk management is considered in Section 3.8 of our LIP.

3. Health and Wellbeing, including Health and Safety Implications – In encouraging active modes of transport, many of the proposals and initiatives in our LIP will have positive health benefits.
4. Crime and Disorder – Crime and Disorder is considered in Section 2.7 of our LIP
5. Human Rights - None
6. Privacy Impact Assessment - None
7. Impact on the Environment - In line with European Directive 2001/42/EC – the Strategic Environmental Assessment (SEA) Directive and TfL LIP Guidance we carried out an SEA in parallel with drafting our LIP to influence and inform our proposals to the benefit of sustainability and the environment. To ensure an independent perspective on the potential environmental impacts of implementing our LIP we commissioned consultants to help carry out the SEA. The resulting Environmental Report will examine, identify and explain the environmental impacts of implementing our LIP, the alternatives considered and any mitigation measures proposed. We will consult with TfL and the statutory bodies on the Environmental Report and make it available to the public as part of our consultation on the LIP.
8. Sustainability and energy measure issues - A number of the schemes and proposals in our LIP have sustainability benefits - particularly those that promote walking and cycling.
9. Traffic Management Act - The proposals in our LIP meet the requirements of our Network Management Duty as set out in Part 2 of the Traffic Management Act 2004. Some LIP proposals will help improve our performance in meeting our Network Management Duty.