

LOCAL IMPLEMENTATION PLAN 2010/11 - FUNDING SUBMISSION TO TRANSPORT FOR LONDON

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning and Transportation
Officer Contact	Bob Castelijm / Jales Tippell, Planning & Community Services
Papers with report	Appendix 1 LIP Submission (A3 larger print versions circulated separately)

HEADLINE INFORMATION

Purpose of report	This report sets out the basis of the Local Implementation Plan (LIP) funding submission for 2010/11 to Transport for London (TfL). The LIP funding submission document will request funding from TfL for capital expenditure on transport in 2010/11 and indicates the bid for two subsequent years. Cabinet approval is being sought on the LIP funding submission document, attached as Appendix 1 to this report.
Contribution to our plans and strategies	<ul style="list-style-type: none"> • Hillingdon Partners Sustainable Community Strategy; • Council Plan; • Local Implementation Plan • Borough Transport Strategy • Air Quality Action Plan • Emerging Local Development Framework • Sports/leisure and health strategies
Financial Cost	Failure to submit the LIP reporting and funding submission by the due date could put at risk a vital source of funding to the value of £3,307,000 for the Borough's transport projects and initiatives. This report is a submission to TfL for transport funding for 2010/11. When the Mayor announces the settlement later this financial year, it will form part of the Council's Capital Programme for 2010/11. The funding submission process is being converted from one year ahead to three years, in this case to 2012/13.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	All

RECOMMENDATION

That Cabinet:

- 1. Approves the Local Implementation Plan funding submission for 2010-2011 to Transport for London as attached in the Appendix to the report.**
- 2. Authorises the Director of Planning and Community Services in conjunction with the Cabinet Member for Planning and Transportation to approve the final details of Local Implementation Plan schemes.**

INFORMATION

Reasons for recommendation

The LIP funding submission is an essential process for procuring external funding for transportation projects and initiatives. The recommendation seeks Cabinet approval to submit the LIP funding bid in compliance with TfL requirements. TfL requires this year's submission to be made by the 21 September 2009. However TfL has agreed a discretionary extension of time for Hillingdon until 25th September 2009 due to its Cabinet meeting dates. When the Mayor announces the settlement later this financial year, it will form part of the Council's Capital Programme for 2010/11.

Alternative options considered / risk management

Not to submit a funding submission to TfL, which has a high risk associated with it as many of the approved LIP proposals would not be delivered. Key areas for improvements to road safety, the highway network, accessibility and public transport would not be achieved, with a significant impact on the residents and businesses in the Borough.

Members may revise the bids within TfL's total allocations for the Corridors, Neighbourhood and Smarter Travel allocations respectively. Such revisions will incur delays which TfL may not accept.

Members will have an opportunity to submit bid variation requests during the course of the financial year 2010-11. Such variations will enable the Council to revise its requests for bid allocations, thereby maximising responsiveness to local circumstances.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

- Hillingdon's LIP (see Appendix 1) sets out how the Council proposes to secure transport improvements within the borough in line with the Mayor's Transport Strategy (MTS) and provides details on projects, proposals and programmes through to 2011. The LIP submission takes full account of the revised TfL funding programme requirements issued on 8 May 2009. At this stage, the LIP bid requires summary narratives for the schemes and indicative costings, which are to be

finalised by officers during the course of the year. This new approach maximises local decision making with further flexibility for variation of fund allocation between schemes. Officers are recommending that the Cabinet Member for Planning and Transportation be authorised to approve such variations within the spirit of the LIP submission as and when the need arises.

2. The LIP funding submission reflects the borough's transportation priorities as identified in the approved Local Implementation Plan, which was approved in February 2007. It has been developed in light of the resources to be made available by the Mayor of London, much of which is supported by national transportation guidance and programmes. The funding submission and resource allocation process is increasingly competitive and boroughs with the most successful implementation and achievement record are likely to attract a higher proportion of funds in future years. It is therefore important that proposals and bids are well founded and realistic, and that approved schemes are implemented on time and within budget.

3. In accordance with TfL guidelines, the LIP bid submission document has been broken down into bids for Corridors, Neighbourhoods and Smarter Travel. The number of bids has been reduced to an absolute minimum in line with TfL requirements and subsequent guidance by TfL's Director of Borough Partnerships.

4. The LIP submission for 2010-2011 is an interim bid which forms part of a transition arrangement as the Mayor is currently preparing a new Transport Strategy for LIP2 to be submitted in 2010. LIP2 schemes will require a more holistic multi-modal approach providing a balanced solution for all modes of travel with a focus on efficient design and management.

5. The Mayor is committed to specific local transport interventions, which address the following:

- i) Implementation of more shared space and simplified streetscape projects including de-cluttering, removing unnecessary guard railing and lines and improved streetscape design (Area Based Scheme)
- ii) Corridors, Neighbourhoods or Smarter Travel programmes
- iii) Increased provision for cyclists (cycle parking and supporting cycle hire, cycle highways and cycle hubs)
- iv) Support for Electric Vehicles, including new changing points
- v) Provision of more Car Club bays
- vi) Reducing unnecessary traffic signals
- vii) Avoiding the use of road humps

6. In order to implement transport improvements, TfL announced the annual settlement for each borough in May 2009. Hillingdon's allocation for 2010/2011 is shown in the table below. TfL has also set aside a reserve limit enabling boroughs to include extra schemes (up to 20% of their indicative allocation). The reserve package is effective a security mechanism enabling the borough to remain committed to its allocation.

Programme [*£1,000]	Formula funding allocation	Reserve Limit
Maintenance	Continued allocation on the basis of condition survey information and guidance	
Corridors	1,687	337
Neighbourhoods	1,096	219
Smarter Travel	524	105
Area Based Schemes	Continued bidding process in line with guidance	
Local transport funding	0.1	n/a
TOTAL	3,407	661

7. TfL is expecting Area Based Schemes (ABS) bids for single schemes using TfL's so called 'Step Approach' focusing on new shared space projects wherever possible. ABS bids provide an important opportunity to increase Hillingdon's funding allocation over and above the allocations granted through the Corridor, Neighbourhood and Smarter Travel allocations.

8. In addition, TfL has allocated £100,000 per borough for use on local transport projects of their choice, although they have stated that a significant proportion of this should be allocated towards the preparation of a borough transport strategy, including evidence gathering and modelling.

2010/11 Funding Submission

9. Hillingdon's LIP submission fully complies with the aspirations set out in the Mayor's Transport Strategy Statement of Intent that was issued in May 2009. It actively addresses technologies such as electric vehicles to actively help tackle climate change, air quality and noise. It emphasises the need for orbital connectivity, supports economic development in Outer London, including Hillingdon's metropolitan and district town centres, population growth and changes in age composition.

10. Officers are currently discussing a draft Step 1 funding application with TfL to fund an Area Based Scheme to enhance Yiewsley/West Drayton town centre aimed at improving accessibility for residents, businesses and transport users of all modes. This project is at an early stage and officers will liaise with relevant members when working up the details of the proposals following initial feedback from TfL.

11. Officers propose to develop further ABS bids for the following four town centres to be phased over the next three years.:

- Ruislip Manor
- Hayes
- Northwood Hills and
- Uxbridge Road.

12. Members should note that proposals for Area Based Schemes are dealt with outside the annual funding submissions and application for funding can be submitted at any time. Further work on transport improvements within Uxbridge town centre

would constitute such a scheme and officers are continuing to develop such proposals.

13. The LIP submission has been carefully reviewed against the Mayor's high level outcomes and policy measures as set out in the Mayor's Transport Strategy Statement of Intent. Under the Neighbourhood programme, (ref. 03.3) there is a specific bid element which is tailored to the Mayor's only explicit target i.e. 80% CO2 reduction by 2025. This bid element allows for the development and use of a new borough-wide transport model, to enable environmental monitoring. As soon as the environmental model is in place, the Council will be able to update its carbon footprint annually and explicitly demonstrate to what extent specific CO2 reduction surface transport initiatives contribute to the Mayor's carbon reduction aspirations and EU air quality targets.

14. Officers have identified a number of opportunities for match funding, which will enable added value to the schemes funded by TfL. This is an approach that is encouraged by TfL.

15. Officers have welcomed the support and guidance offered by TfL and have worked closely with TfL in developing the LIP proposals, including the Network Co-ordination and Borough Partnerships Teams. A letter accompanying the bid has to be sent to the Director of Borough Partnerships from the Cabinet Member for Planning and Transportation stating any interventions that contravene the Mayor's priorities / involve removal or change to TfL funded infrastructure (see attached).

16. The LIP submission no longer includes baseline forms but does however include an updated Sustainable Modes of Travel Strategy, which brings together all transport in respect of schools in the borough and includes the School Travel Plan programme.

Sub Regional Partnerships

17. The Sub Regional Partnerships provide a strategic alliance for geographically grouped London Boroughs particularly for significant transport projects and cross boundary issues. TfL will no longer fund the sub regional partnerships separately from the Borough LIP process for individual projects. Therefore the WestTrans partnership have asked the London Borough of Hillingdon to commit £100,000 for the following projects:

- Neighbourhoods Category (package 01.2) WestTrans HGV Initiatives (South Ruislip station bridge signage improvements, HGV Routing project, West London Freight Quality Partnership. West Drayton/Yiewsley town centre Freight Study)
- Smarter Travel Category (package 01.3) WestTrans Travel Plan (support for voluntary business travel plans and back up for development control travel plans).

18. This process is occurring between all boroughs and sub regional partnerships but does not include salaries for their staff which TfL has agreed to fund for next year. It should be noted that there are no funds requested for the SWELTRAC Sub Regional Partnership in the 2010/11 LIP bid.

Sustainable Modes of Travel Strategy (SMoTS)

19. The Sustainable Modes of Travel Strategy has been produced and was published in August 2009 in accordance with the legal requirement under Section 508A of the Education and Inspections Act 2006. The Strategy contains a statement of the authority's overall vision, objectives and work programme for improving accessibility to schools. It considers how improvements can help deliver environmental improvements, health, enhanced child safety and how Hillingdon will promote sustainable school / college travel to pupils, parents and staff. including initiatives such as Walking Buses, Walk on Wednesdays and Cycle Training.

Financial Implications

20. This report is a submission to TfL for transport funding for 2010/11 and forms the basis for the Council's funding submission of capital and revenue resources for a range of transportation related projects. The funding submission is based upon the borough's priorities and it has been developed in the light of the resources likely to be made available by the Mayor of London.

21. The funding submission and resource allocation process is increasingly competitive and the boroughs with the most successful implementation and achievement record are likely to attract a higher proportion of funds in future years. It is therefore important that proposal and bids are well founded and realistic, and that approved schemes are implemented on time and within budget. When the Mayor announces the settlement later this financial year, it will form part of the Council's Capital Programme for 2010/11.

22. The Council's submission for 2010/11 totals £3,407,000, compared with an allocation of £3,510,000 in 2009/10. However additional TfL funding of up to £661,000 has been set aside as a 'reserve limit', and further funding is available for maintenance works and Area Based Schemes.

23. In addition the change in the LIP process and in the TFL administration and its approach, has allowed the bid to put forward 2 parking management schemes (PMS) that total £147,000 these are normally funded by the Parking Revenue Account (PRA). Previous PMS bids have not been successful. If successful these bids will therefore increase the available PRA surplus. This potential benefit will be tracked through the MTFP process for 2010/11

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The effect of the proposed recommendation will enable TfL to release funds for transport schemes within the London Borough of Hillingdon enabling local residents and businesses to benefit from noticeable improvements in road safety, the highway network, accessibility and public transport, walking and school travel plan initiatives.

Stronger emphasis is put on increasing safety and security with an emphasis on encouragement of active travel which will improve health & well-being. A start is proposed to be made with initiatives such as the PlusBus, which will benefit older and disabled people in particular. Children and young people will be the main

beneficiaries from the school travel plan proposals set out in more detail in the separate SMOtS report.

Consultation Carried Out or Required

TfL officers have been consulted on the preparation of the LIP submission. Public consultation will take place with regard to the implementation of specific schemes once the allocations have been finalised.

CORPORATE IMPLICATIONS

Corporate Finance

Transport for London have changed the Local Implementation Plan funding process for 2010/11 and beyond, by announcing in advance the level of funding available to each borough, and then requesting bids up to these values to provide comfort that the allocation will be fully utilised in accordance with the Mayor of London's local transport priorities. The majority of funding provided through the Local Implementation Plan allocations for 2010/11 is for capital expenditure, and the draft capital programme for 2010/11 and beyond will be adjusted to reflect the level of funding announced.

Property Services

The Head of Property Services has reviewed this report and there are no property implications.

Legal

The Greater London Authority Act 1999 requires that the Mayor shall prepare and publish a 'transport strategy' containing policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. In exercising any function a London borough council, is to have regard to the strategy. Each London borough council must prepare a plan known as a local implementation plan containing its proposals for the implementation of the strategy in its area. The monitoring and implementation of the strategy, is carried out by Transport for London for the Mayor under the provisions of the 1999 Act.

BACKGROUND PAPERS

London borough of Hillingdon, Local Implementation plan, February 2007
LIP Funding Guidance for 2010/11 (Transition year), issued by TfL in May 2009

Local Implementation Plan 2010/11 Funding Submission (please see attached)

Please note Mayoral Outcomes under ‘Expected outcome’ column of LIP submission are as follows:

Mayoral Outcomes:

Economy
a. Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel
b. Improving access to commercial markets for freight movements and business travel
c. Improving employers’ access to labour markets
d. Smoothing traffic flow (managing road congestion and reducing traffic journey time variability)
e. Improving public transport reliability
f. Reducing operating costs
g. Bringing and maintaining all assets to a state of good repair
Quality of life
h. Improving public transport customer satisfaction
i. Improving road user satisfaction
j. Reducing public transport crowding
k. Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives.
l. Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
m. Improving perceptions and reducing impacts of noise
n. Facilitating an increase in active travel
Safety and Security
o. Reducing crime rates (and improved perceptions of personal safety and security)
p. Reducing the numbers of road traffic casualties
q. Reducing casualties on public transport networks
Transport Opportunities
r. Improving the physical accessibility of the transport system
s. Improving access to jobs and services
t. Ensuring the affordability of public transport fares
u. Supporting wider regeneration outcomes
Climate Change
v. Reducing CO2 emissions from ground based transport, contributing to a London-wide 60% reduction by 2025
w. Maintaining the reliability of transport networks