

LOCAL IMPLEMENTATION PLAN 2011/14 FOR SUBMISSION TO TRANSPORT FOR LONDON

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	David Knowles/ Bob Castelijn Planning, Environment, Education & Community Services
Papers with report	Appendix 1 – Comments received during the consultation on the Draft Local Implementation Plan 2011- 2014 and the officer responses Appendix 2 – Local Implementation Plan 2011- 2014 (circulated separately due to size)

HEADLINE INFORMATION

Purpose of report	This report seeks approval for Hillingdon's revised Local Implementation Plan for 2011 - 2014 to be submitted to Transport for London.
Contribution to our plans and strategies	Hillingdon's Partners Sustainable Community Strategy Council Plan Air Quality Action plan Emerging Local Development Framework.
Financial Cost	The LIP2 submission is an important step in securing funding from TFL to the value of £10,545k for the Borough's transport projects and initiatives during the period 2011-2014 as reported to Cabinet in December 2010. When the Mayor announces the agreed settlements, usually annually in December, it will form part of the Council's Capital Programme for the following year.
Relevant Policy Overview Committee	Residents and Environmental Services Policy Overview Committee.
Ward(s) affected	All

RECOMMENDATIONS

That Cabinet:-

1. **Notes the response to the Council's targeted consultation on Hillingdon's Draft Local Implementation Plan for 2011 - 2014;**
2. **Approves Hillingdon's Local Implementation Plan for 2011 - 2014 for final submission to Transport for London and delegates authority to the Deputy Chief Executive and Corporate Director of Planning, Education, Environment and Community Services, in consultation with the Cabinet Member for Planning, Transportation and Recycling, to agree any minor changes to the Plan before submission;**
3. **Notes that the Mayor of London has reversed his previous decision to reduce the overall Local Implementation Plan funding, which was reported to Cabinet in December 2010; and**
4. **Grants delegated authority to the Deputy Chief Executive and Corporate Director of Planning, Education, Environment and Community Services, in consultation with the Cabinet Member for Planning, Transportation, to agree the most appropriate allocation of the extra funding for 2012/13, once the precise sums involved have been identified by TfL.**

INFORMATION

Reasons for recommendation

The preparation of a Local Implementation Plan (LIP) is a statutory requirement in accordance with the Greater London Authority Act 1999. This includes a requirement to undertake consultation on the Draft Plan with specific agencies and groups, which has been undertaken. The consultation responses have generally shown support for the document, and where appropriate, comments have been taken into account in the revised document.

Alternative options considered / risk management

Cabinet could decide not to approve the document for submission to TfL. If so, this would have a high risk associated with it as an approved Plan is a pre-requisite in securing TfL support for future funding. Key areas for improvements to road safety, the highways network, accessibility and public transport may, for example, not be possible to achieve without the Draft LIP, which will have a significant impact on residents and businesses in the borough.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

Local Implementation Plan funding submission for 2011-2014

1. Hillingdon's Local Implementation Plan 2011- 2014 (LIP2) sets out how the Council proposes to secure transport improvements within the borough, reflecting both the borough's transportation priorities and the Mayor's Transport Strategy (MTS), published in May 2010. 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 Plan provides details on transport projects, proposals and programmes to 2014. It also takes full account of TfL current guidelines and the funding programme.

2 At its meeting on 16th December 2010, the Cabinet approved the Draft Local Implementation Plan 2011- 2014 for submission to TfL, in order to seek TfL's formal response. The Cabinet also instructed officers to carry out a minimum six-week targeted consultation on the Draft Plan and the accompanying Strategic Environmental Assessment and requested officers to report back to a future meeting of Cabinet the outcome of the consultation and recommendations for changes to the Draft Local Implementation Plan, prior to its formal submission to Transport for London

3 The consultation was carried out from 19th January to 2nd March 2011. In accordance with statutory requirements and TfL guidance, the consultees included:

- TfL
- local Borough
- Elected Members;
- LSP;
- Local Community Groups;
- Mobility Forum;
- Other service sectors (e.g. health, education etc);
- Crime and disorder reduction partnerships;
- Business communities;
- Transport operators.

4. The document was placed on the Council's web site for comment and hard copies were made available at Planning Information Services and at all libraries from 19 January 2011. Letters were sent to all ward councillors and more than two hundred partner organisations were asked for views and comments. LIP2 was presented and discussed with several groups including the Older Peoples Steering Group (21 January 2011), Disabilities Forum (14 February 2011), Older Peoples Assembly ("FORCE") Steering Group (18 February 2011) and the Access and Mobility Forum (7 March 2011). A Members Drop In Session and a Library Drop In session at Ruislip Manor were held on 17 February 2011 followed by another Library Drop In Session in Botwell Green on 26 February 2011. In addition, the January/February 2011 edition of "Hillingdon People" included an article on the document and details of the consultation and contacts.

5. There was a good response to the consultation, the details of which are set out in Appendix 1. The officer response to the comments is also set out against each of the

responses received. All relevant and appropriate comments have been incorporated into the revised LIP2 document (see Appendix 2).

6 The comments received during the consultation have not had a significant effect on the overall intentions of the document nor on the delivery plan. However a number of longer term aspirations for 2014-2031 have been included in the revised Plan, such as the extension of the Central Line to Uxbridge and further town centre schemes as set out in paragraph 10 below. TfL suggested a number of improvements to the document, which mainly sought to provide more explicit and easier to follow links between the objectives and the delivery plan, all of which have been addressed in the revised document.

7. One of the main changes to Hillingdon's LIP2 relates to its objectives. These have been consolidated from the 10 objectives in the Draft Plan to the following 7 objectives, to take into account TfL's comments and observations made by English Heritage:

1. Improve the condition of principal roads and increase satisfaction levels with network condition
2. Reduce the negative impacts of transport on air quality and noise
3. Promote healthy travel behaviour
4. Improve the safety and security of the transport system, including reducing the number collisions
5. Ensure the transport system enables sustainable access to health, education, employment, social and leisure opportunities
6. Reduce Hillingdon's contribution to climate change and improve its resilience
7. Improve journey time reliability and reduce congestion

8. The delivery actions in the Plan continue to be concerned with promoting and supporting sustainable travel to reduce the growth in car traffic and to contribute to improved health and quality of life for residents with a positive impact on the environment and on the wider challenge of reducing transport's contribution to climate change. The actions continue to consistently support the Mayors goals in the MTS and it is stressed that Hillingdon's key delivery actions are identical as in the Draft LIP2.

9 The Plan includes a Major Scheme bid for £2.4m in 2011/12 for Yiewsley and West Drayton High Street, which TfL announced was successful in December 2010. The Plan also includes Major Scheme bids for Hayes (£4.5m) and Ruislip Manor (£3.2m), which are to be phased over 2012/13 and 2013/14. Proposals for Major Schemes are dealt with outside the annual funding submissions and the detailed funding applications for these two schemes will therefore be made when TfL invites submissions, which is next likely to be in 2012.

10. TfL have specifically requested that the Draft Plan be revised to include a number of longer term aspirations, and therefore the following additional major schemes have added for the period 2014 – 2031:

- Coldharbour Lane between Hayes Town Centre and A4020 Uxbridge Road
- Northwood Hills Shopping Centre
- West Drayton Interchange upgrade including improvements to the bus station and access

- Eastcote Town Centre
- Long Lane between A40 and A4020 Uxbridge Road
- Northwood High Street
- Hayes End, Kingshill Avenue / Lansbury Drive Shopping Centre
- Uxbridge Town Centre - access review and public realm upgrade to improve shopping ambience and encourage modal change

11. The revised Plan also includes a reference to the Council's longer term aspiration for securing an extension of the Central Line to Uxbridge by means of a spur in the area of railway land to the west of Ruislip Gardens, with the route to West Ruislip also being retained. The extension to Uxbridge would support growth in the Uxbridge area, which is needed to maintain its Metropolitan town centre status to enable it to compete with its neighbours. By supporting growth, it would also contribute towards the Mayor's aspirations for growth in outer London boroughs as set out in the London Plan. The Central Line service would also reduce congestion on the roads and this would enable buses to run faster.

12. The Council supports the view of TfL that there may be a good business case for the Central Line extension to Uxbridge, if this is programmed to coincide with the fleet replacement on the Line, which it is acknowledged may not take place for another 15 years. The social benefits in the business case prepared in 2009 are considered to be underestimated, given that the proposed development at RAF Uxbridge, along with other major developments were not taken into account. The development at RAF Uxbridge will result in a significant increase in residential population and in employment, and would be taken into account in any review of the business case. The Council will work with TfL to ensure that the business case is kept under review, such that the Central Line extension to Uxbridge can be secured.

13 TfL continues to place considerable emphasis on maximising local decision-making by providing flexibility for variation of fund allocation between schemes. Officers will continue to recommend that the Cabinet Member for Planning, Transportation and Recycling be authorised to approve variations within the LIP2 delivery plan.

Sustainability Appraisal

14 Under the Strategic Environmental Assessment Directive (European Directive 2001/42/EC) boroughs have a duty to prepare a Strategic Environmental Assessment (SEA). In preparing Hillingdon's Local Implementation Plan 2011- 2014, an SEA has been carried out to ensure that all relevant environmental matters have been taken into account. The SEA post adoption statement will accompany the LIP2 when it put on the Council's website.

Changes to TfL's overall LIP funding

15. In a letter to the boroughs dated November 4th 2010, TfL advised that as a result of the cuts in the Government's Spending Review, the allocations to boroughs through the LIP have all had to be reduced over the ensuing three-year period. TfL stated that Hillingdon's spending allocation for 'corridors, neighbourhoods and supporting measures are to be reduced from £3.080m to £2.952m in 2011/12, from £3.086m to

£2.832m in 2012/13, and from £3.086m to £2.428m in 2013/14. This amounts to a reduction of £128,000 in 2011/12, £254,000 in 2012/13 and £658,000 in 2013/14.

16. This reduction in funding was taken into account in the draft document presented to Cabinet and approved in December 2010. However, following an announcement by the Mayor of London in February 2011, TfL has restored its overall funding levels for 2012/13 and 2013/14 approximately to the level that had been agreed prior to the November 2010 letter.

17. No additional sums are to be allocated across London for 2011/12. No changes are therefore required to borough programmes in 2011/12.

18. The overall apportionment for 2012/13 across London was duly advised to the council in a letter dated 20th April 2011, but the precise detail of Hillingdon's allocation will not be known until it is set out in further correspondence from TfL, which is anticipated in May or June. It is suggested that further discussions take place with the Cabinet Member for Planning, Transportation and Recycling on the most appropriate allocation of the extra funding for 2012/13, once the precise sums involved have been identified by TfL.

19. In a similar manner, the Mayor has also agreed that the 2013/14 LIP2 funding gap be reinstated, but the manner of its distribution has yet to be determined by the Mayor. In a meeting with council officers, TfL stated that 'the decision on how this is allocated will be taken at a later date once we are in a clearer position to understand Principal Road Network condition, bridge strengthening requirements and other matters'.

Financial Implications

The LIP2 as outlined above and detailed in the attachment shows the council's transportation projects aspirations for the period 2011- 14.

The TfL funding that contributes to the resourcing of the plan is of significant value and over the period is currently estimated to be £10,545k based on the latest TfL notification. The final values for TfL are agreed annually in December.

The detailed makeup of the estimated financial resources is contained within the report and shows that Council's resources expected to be committed over the period are estimated to be £4,764k from the capital programme, this is subject to the normal annual budget approval at full council. The estimated figure of £1,874k third party contributions will come from s106 developers' contributions. These 3 sources of funding give an estimated combined resources for the period of £17,183k. There are also 3 major schemes outlined in the LIP2 which will be bid for separately. The estimated bids will total a further £6,900k of funding from TfL; and if successful, would produce a further £793k of S106 contribution that would be associated with the Hayes bus interchange bid. Giving a further total resource of £7,693k in addition to the £17,183k above.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

The effect of the proposed recommendation will enable TfL to allocate and 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, public realm, public transport, walking and school travel plan initiatives. Stronger emphasis is put on increasing safety and security with an emphasis on encouraging active travel which will improve health and well-being.

Consultation Carried Out or Required

TfL officers have been formally consulted on the preparation of the LIP submission. A six-week targeted consultation on Hillingdon's Draft Local Implementation Plan for 2011 – 2014 and the accompanying Strategic Environmental Assessment was to be carried out until 2 March 2011. Further public consultation will take place with regard to the implementation of specific schemes, once the allocations have been formally agreed.

CORPORATE IMPLICATIONS

Corporate Finance

The above report has been reviewed by Corporate Finance and the financial implications set out above are consistent with the capital programme approved by Council on 17 February 2011.

The level of Section 106 contributions and grant funding from TfL for 2011-14 may vary from the indicative amounts set out above; in the event of actual amounts being lower it is anticipated that projects be scaled back accordingly.

Council resources will be applied to programmes of works linked to the Local Implementation Plan. As the Prudential Code precludes the use of unsupported borrowing to fund these works, these will be funded from capital receipts.

Legal

For the submission of the LIP 2011-2014 to TfL in order to enable TfL to release funding for transport schemes within the London Borough of Hillingdon it should be ensured that the Mayor of London's Guidance on the Second Local Implementation Plans May 2010 is followed.

The 6 week period public consultation of the draft LIP 2011-2014 finished on 2 March 2011 in compliance with the Greater London Authority Act 1999.

Boroughs are required to provide evidence to show that all statutory consultees have been engaged with during the LIP preparation and formal statutory consultation period. Boroughs must also demonstrate how consultees' views have been taken into account.

Decision makers have been enabled to ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The Cabinet Member is satisfied that responses from the public have been conscientiously taken into account.

In preparing LIPs there are also a number of other statutory processes that need to be complied with. These are:

- The EU Strategic Environmental Assessment Directive (implemented in England by the Environmental Assessment of Plans and Programmes Regulations 2004) which require a formal environmental assessment of certain plans and programmes that are likely to have significant effects on the environment. It applies to statutory plans and programmes whose preparation began on or after 21 July 2004.

Authorities that prepare and/or adopt a statutory plan or programme that is subject to the directive must prepare a report on its likely significant environmental effects, consult environmental authorities and the public, then take the report and the results of the consultation into account during the preparation process and before the plan or programme is adopted. They must also make information available on the plan or programme as adopted and state how the environmental assessment was taken into account.

The Borough's LIP was subject to mandatory assessment under the Environmental Assessment of Plans and Programmes Regulations 2004 which will involve the preparation of an environmental report, to be available during public consultation on the proposed LIP. It was considered to apply Hillingdon's usual six week consultation period whilst taking into account the Government's Code of Practice on Consultation of the normal 12-week period recommended by the code was considered by addressing all comments received after 2 March 2011 deadline.

- Boroughs have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment of their LIP. This should identify whether or not (and to what extent) a LIP has an impact (positive or negative) on a particular equality target group, or whether any adverse impacts identified have been appropriately mitigated.

The relevant legislation is the Race Relations (Amendment) Act 2000 requiring the production and publication of a Race Equality Scheme; the Disability Discrimination Act 2005 requiring the production of a Disability Equality Scheme and the Equality Act 2006 requiring the production of a Gender Equality Scheme.

- The Disability Discrimination Act 2005 requires local authorities to promote equality for disabled people, and to have regard to the needs of disabled people, both in developing and implementing plans.
- The Traffic Management Act 2004 which imposes a duty on local highway authorities (including London boroughs) to manage their road network to secure

swift movement of traffic, and pedestrians, on their network and to facilitate the same on the networks of other authorities.

Section 18(2) of the Traffic Management Act 2004 requires an authority to have regard for the Network Management Duty Guidance, published by the Department for Transport in December 2004. This requires boroughs to indicate in their LIPs the arrangements they have established for fulfilling the Network Management Duty and show that they have taken it into account when preparing their Delivery Plan.

Corporate Landlord

The Corporate Landlord supports the recommendations in the report and has no comments.

BACKGROUND PAPERS

London Borough of Hillingdon, Local Implementation Plan, February 2007

LIP Guidance for 2011/12 (Transition year), issued by TfL in May 2010

Mayor's Transport Strategy May 2010

West London Transport Plan December 2010

Hillingdon Core Strategy Pre-Submission Consultation Document February 2011

West London Waste Development Plan, Consultation Document February 2011

Responses to consultation with stakeholders on the draft LIP