

LOCAL IMPLEMENTATION PLAN (LIP) DELIVERY PLAN 2014/15 TO 2016/17 AND BOROUGH CYCLING PROGRAMME

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation & Recycling
Officer Contact	Alan Tilly, Residents Services
Papers with report	None

1. HEADLINE INFORMATION

Summary	To seek Cabinet approval of the 'LIP Delivery Plan 2014/15 to 2016/17' and to approve the submission of a 'Borough Cycling Programme bid 2014/15 to 2016/17'.
Contribution to our plans and strategies	London Borough of Hillingdon Local Implementation Plan (2011). The Hillingdon Local Plan: Part 1 – Strategic Policies (2012). Hillingdon's Sustainable Community Strategy (2011).
Financial Cost	This report seeks Cabinet approval to develop the LIP Delivery Plan 2014/15 to 2016/17 programme of investment and targets. At this stage only the indicative budget for 2014/15 is known, totalling £3,798k. In addition, a successful Borough Cycling Programme bid could result in the award of funding up to a total of £1,024k.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	All

2. RECOMMENDATION

That the Cabinet:

- 1) **Instructs officers to submit to Transport for London (TfL) the LIP Delivery Plan 2014/15 to 2016/17 programme of investment and targets discussed in this report.**
- 2) **Instructs officers to produce and submit to TfL a Borough Cycling Programme bid 2014/15 to 2016/17.**
- 3) **Notes that prior to the progression of any scheme or programme which arises from these TfL budgets, a Capital Release report will be presented to the Leader of the Council and the Cabinet Member for Finance, Business and Property Services for decision.**

Reasons for recommendation

Local Implementation Plans set out how Boroughs will deliver better transport in their area, in the context of the Mayor's Transport Strategy. The London Borough of Hillingdon is now required to prepare and submit to TfL by 4 October 2013 a new LIP Delivery Plan for the period 2014/15 to 2016/17 setting out the annual programme of investment and interim targets to 2016/17.

The Council's Local Plan (2012) makes a commitment to '*reduce the reliance on the use of the car by promoting safe and sustainable forms of transport*'. A successful Borough Cycling Programme bid would provide an additional source of funding to implement this policy.

Alternative options considered / risk management

The Council could decide not to produce the LIP Delivery Plan 2014/15 to 2016/17; this would put at risk the receipt of funding from TfL for investment in transport projects and programmes.

The Council could decide not to submit a Borough Cycle Programme bid 2014/15 to 2016/17. However, the consequence of this would be that there would then be no chance of receiving this extra funding being offered making the Council reliant on existing funding streams for the implementation of cycling projects.

Policy Overview Committee comments

None at this stage.

INFORMATION

Supporting Information

1. Each year TfL provides the 33 London local authorities with funding for investment in transport, using their LIP's as the framework for this. The Council's last detailed LIP was submitted and approved in 2011 and covered the following three financial years, up to 2013/14. TfL have stated that they do not require Boroughs to rewrite or resubmit their LIP documents, but to provide a new 'LIP Delivery Plan'.

2. LIP Delivery Plans are the mechanism for distributing the money from TfL to the Boroughs and set out how a Council proposes to secure transport improvements in their Borough, reflecting both the Council's own transportation priorities and the Mayor's Transport Strategy. The current Hillingdon LIP Delivery Plan expires on 31 March 2014. In this financial year 2013/14, the following allocations have been made available to Hillingdon:

Corridors, Neighbourhoods & Supporting Measures	£3,027k
Principal Road Maintenance	£1,200k
Local Transport Funding	£100k
Total LIP Delivery Plan Funding	£4,327k
Other TfL Programme Funding:	
Major Scheme – Yiewsley/West Drayton Town Centre	£254k
Major Scheme – Hayes Town Centre	£200k
Bridge Assessment & Strengthening	£219k
Biking Borough	£103k
Borough Cycling Programme	£59k
Borough Support Staff Training	£5k
Total Transport for London Funding	£5,167k

3. The 2013/14 initial allocation for Corridors, Neighbourhoods & Supporting Measures was £2,774k which closely approximates with the indicative allocation of £2,776k for 2014/15.

4. During the year the Council obtained an additional £253k funding for Bus Stop Accessibility resulting in a total of £3,027k for Corridors, Neighbourhoods & Supporting Measures in 2013/14. There may be opportunities to seek additional funds for particular projects in 2013/14 and again in future years depending on the London wide availability of resources, but this is not certain.

5. Other TfL funding programmes (Major Schemes, Bridges Assessment & Strengthening) outside the LIP Delivery Plan are allocated through different mechanisms. Biking Borough comes to an end in 2013/14, however other funding streams e.g. Borough Cycling Programme will be available for the Council to bid against from 2014/15 onwards.

6. Transport for London now requires the Council to submit a new LIP Delivery Plan for the period 2014/15 to 2016/17 and expects to receive this by 4 October 2013. Transport for London did not issue the instruction and guidance for doing this until late May 2013, partly because TfL and the Mayor were updating some of their own core documentation including a new Road Safety Plan, the “Mayor’s Vision for Cycling (2013)” and its response to the Roads Task Force.

7. The ‘LIP 2014/15 to 2016/17 Delivery Plan Guidance’ (May 2013) announced that LB Hillingdon had been awarded the following indicative allocations for 2014/15.

Corridors, Neighbourhoods & Supporting Measures	£2,776k
Principal Road Maintenance	£922k
Local Transport Funding	£100k
Total	£3,798k

8. The settlements for the second and third years of the LIP Delivery Plan are not yet known. Announcements of the settlements for these years are not expected until December 2014 for 2015/16 and December 2015 for 2016/17. However, current indications are that the overall levels of these settlements are likely to be broadly in line with that for 2014/15.

9. In the meantime, however, TfL and the Mayor are making available other funding streams including major investment in infrastructure as well as so-called ‘softer’ measure (e.g.

training and awareness campaigns) all aimed at improving the take up of cycling as a mode of transport. Much of this funding will be made available as separate sums over and above the LIP programme.

10. In addition, TfL make available a further sum of money for 'Major Schemes' aimed at revitalising town centres. Members will be aware that the Council was successful in securing 'Step One' of a programme award totalling £4.5M for Hayes Town Centre. In 2013/14, this resulted in the award of an initial £200k from TfL to help the further development of the detailed proposals for this particular scheme.

11. The sums for this have been released and are being utilised to develop the scheme towards TfL's 'Step Two' stage, with the intention that work on site should commence in September 2014 and continue over an 18 month period. Further reporting on the progress of this project will be made separately over the coming year.

12. The remainder of this report sets out the proposed programme template for 2014/15 to 2016/17, with specific sums of necessity only identified for the first financial year.

13. Members should note that TfL does not expect the Borough to populate the forward programme with individual schemes for the three forthcoming financial years, but instead to agree a skeleton of budget headings under which individual projects will be determined in greater detail when required, in full consultation with Members and wherever necessary the appropriate Capital Releases. This report does not, therefore, seek Capital Release but only agreement of the principles of the overall programme.

Corridors, Neighbourhoods and Supporting Measures (total 2014/15 £2,776k)

Transport interchange and improving the public realm

14. The Hillingdon Local Plan: Part 1 – Strategic Policies document adopted by the Council on 8 November 2012 included Transport Policy T2: Public Transport Interchanges. This policy stated that "*The Council will facilitate improved public transport interchanges at Uxbridge, Hayes, West Drayton, Heathrow Airport, West Ruislip and other locations as appropriate in the future. These interchanges will accommodate measures to encourage subsequent shorter journeys to be completed on foot or by cycle*". The Local Plan (2012) mentioned this "*will be delivered through the Local Implementation Plan (LIP) and partnership working with Transport for London, transport providers and other partners*".

15. Hillingdon's Local Plan (2012) highlights that "*West Ruislip station offers good access to central London from the north of the borough. This station serves a substantial and expanding residential catchment and also acts as a railhead/park and ride facility to cyclists and car users. West Ruislip station needs to be enhanced to maximise its potential, particularly to facilitate more feeder trips by public transport, walking and cycling*".

16. In accordance with the adopted Hillingdon Local Plan (2012), it is proposed to improve the Uxbridge and West Ruislip transport interchanges in the lifetime of the LIP Development Plan 2014/15 to 2016/17. The regionally important Underground/bus interchange in Uxbridge already cannot accommodate current or future demand without significant improvements. The bus station already has inadequate capacity for the number of vehicles using it. Access to the interchange by people with special travel needs also needs to be addressed and barriers to mobility should be removed.

North - South corridors and supporting growth

17. There are no direct bus services between the north and south of the Borough. Passengers must change buses in Uxbridge making the trip a slow journey to the extent that TfL's own journey planner indicates that it is often quicker to travel from Uxbridge to Central London than it is from the north to the south of Hillingdon. Cycling between the north and south of the Borough is similarly difficult as riders must cross the A40 at either Swakeley's, Hillingdon Circus or the Polish War Memorial roundabouts. All of these roundabouts are busy and intimidating for novice/ nervous cyclists to use.

18. The Local Plan (2012) Transport Policy T3 North - South Sustainable Transport Links pledges that the Council "*will improve north-south public transport links in the borough and link residential areas directly with employment areas and transport interchanges*". The Local Plan (2012) specifically mentions that Policy T3 will be "*delivered through the Local Implementation Plan and partnership working with Transport for London, transport providers and other partners, making effective use of the most up to date intelligent transport systems to promote increasingly sustainable travel*".

19. In pursuance of Hillingdon Local Plan's aims and objectives, the north south corridors budget will be used to help address these issues, better connecting the north and south of the Borough in turn increasing access for all residents to key facilities and services such as education, healthcare and job opportunities.

20. The Local Plan (2012) identifies one of the main challenges to accessible local destinations is congestion causing traffic delays, particularly in the Council's 30 identified congestion hotspots. The Local Plan (2012) specifically mentions that the growth areas of Uxbridge and the Heathrow Opportunity Area, including the Hayes/ West Drayton Corridor, are important destinations for employment and services but "*are located in proximity to existing congestion hotspots on Hillingdon's road network*". In response the Local Plan (2012) Policy T1: Accessible Local Destinations states that the Council will "*steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision*". The Local Plan (2012) mentions that Policy T1 will be delivered through the LIP.

21. Given that transport is vital to the Hillingdon economy and in accordance with the Local Plan (2012), it is proposed to develop a programme of schemes to support the competitiveness of Hillingdon's businesses and job creation. Projects may include highway schemes to tackle delay and congestion or schemes to help bring forward investment in the employment sites identified in the development plan.

School travel plan and local road safety schemes

22. The objective of School Travel Plans is to increase the number of pupils that either walk or cycle to school, the Local Plan (2012) mentions that schools are "*encouraged to prepare and implement Travel Plans to reduce congestion and improve safety*". For this to be achieved, any risk of a child being involved in a road traffic accident must first be addressed. The School Travel Plan and local road safety scheme budget is available for the implementation of road safety schemes identified in School Travel Plans. Measures typically include speed tables to calm the speed of traffic, pedestrian crossing facilities and 20 mph zones.

23. This budget is also available for the implementation of local road safety schemes Borough-wide. These are usually preventative measures built in places where there is an identified risk of collision, but they may also be in response to a recorded road traffic accident itself. The Council also has its own Capital Programme for Road Safety Engineering measures and the availability of the TfL LIP money allows the potential to considerably increase the scope of this resident-led programme.

Accessibility and mobility

24. Hillingdon's Local Plan (2012) recognises "*that 15% of the population have an impairment, mobility or otherwise, and provision should be made to allow equal, easy and dignified access to buildings, places and spaces*". The accessibility and mobility budget is available for investment in measures to improve the safety and convenience with which all residents and visitors can move around the Borough including people with special travel needs.

25. On 1 July 2013 a workshop was held in the Civic Centre, Uxbridge to which disabled people and their representative organisations were invited. Council officers were on hand to listen and discuss with delegates their views on transport in the Borough particularly the problems they encounter and how in their opinion these could be solved. The outcome of this meeting will lead to the development of a series of schemes to be implemented, subject to the necessary approvals, which will improve disabled people's mobility and access to key services and facilities.

26. The Council holds information provided by TfL showing which bus stops in the Borough are inaccessible for people with special travel needs. The types of problems encountered include kerb heights that will not allow the bus ramp to conveniently rest on the footway, uneven footway surfaces and street furniture which obstructs people with visual impairments and/or wheelchair/mobility scooter users.

27. This budget would also be used to make these bus stops accessible for people with special travel needs. The type of works necessary often include raising kerb heights, relocating the bus flag and bus shelter, footway and carriageway resurfacing and repainting bus cages. All the works are carried out in accordance with the TfL 'Accessible Bus Stop Design Guidance'.

Parking management schemes

28. Over three quarters of all households in Hillingdon have access to a car (77.3%). This is higher than both the London (58.4%) and England (74.2%) average. Housing estates built before the growth in car ownership often do not have garages or driveways requiring residents to park on-street and often the amount of parking available is limited leading to competition for kerb space.

29. Residents' 'Parking Management Schemes' (PMS) are introduced in response to requests from local residents. Their purpose is to manage parking in residential streets where the demand for spaces exceeds supply. Under the scheme operated by the Council, each household is entitled to one free parking permit and ten vouchers per year for visitors. Further permits and vouchers are available, although a charge is made.

30. The Local Plan (2012) identifies a number of threats to the viability and vitality of town and neighbourhood centres which includes car parking. The 'Stop and Shop' parking management scheme has been developed in response to this issue. This helps support local

shops from the competition of online shopping and the popularity of one-stop supermarkets in out of centre locations by allowing Hillingdon residents to park for a limited free period and thereafter at a generously discounted rate in town centres and local shopping parades where parking charges apply.

31. Since the 1980s the Council has held a register of streets where parking on the footway is permitted, provided that vehicles park in accordance with the criteria set out in the Highway Code. This is referred to as the 'Footway Parking Exception List'.

32. The original intention was that parking enforcement would be exempted pending the design, consultation and implementation of a formal parking scheme, complete with line markings and traffic signs. However, there has never previously been a budget available to take this work forward. The 'Footway Parking Exception List' has grown over time as have parking pressures; some residents will have moved and others arrived so it possible that the views of the residents may have changed.

33. In 2012/13 a pilot study of rationalisation of parking in narrow residential streets was undertaken to learn more about the views of residents and to develop methods for addressing this issue. Also in 2012/13 consultants were commissioned to undertake a further review of the existing streets where footway parking is permitted and they produced recommendations to improve the operation of the scheme. The results of this work will be available later in 2013 from which a programme of schemes will be developed in consultation with the Cabinet Member for Planning, Transportation and Recycling prior to consultation with residents.

34. The Parking Management Scheme budget would be used to implement all three of these projects, 'Residents Parking Schemes', 'Stop and Shop' and rationalisation of parking in narrow residential streets.

Public footpath improvements

35. The Hillingdon Local Plan (2012) acknowledges that "*walking networks form part of a comprehensive transport network*". Public footpaths can connect key destinations and help to make walking a genuine travel choice. The Borough contains a Public Rights of Way Network that is approximately 112km long and encompasses both urban and rural routes. Urban paths are mainly used for convenient short cuts to schools, shops, public transport and other local amenities. Other public footpaths follow and cut through farmland, parks and open spaces, woodland, nature reserves, golf courses, river banks and canal towpaths.

36. A mode shift away from the car in favour of walking helps to protect the environment by reducing carbon dioxide emissions, a greenhouse gas. The Hillingdon Local Plan (2012) also states that the Council will "*reduce the reliance on the use of the car by promoting safe and sustainable forms of transport, such as improved walking routes*".

37. Hillingdon Local Plan (2012) 'Transport Policy T1: Accessible Local Destinations' undertakes that the Council will promote active travel through improvements to Hillingdon's public rights of way and that this will be delivered through the LIP. Walking also supports the Council's new responsibilities for public health as active travel helps tackle heart disease and other illnesses. Footpaths in non-built up areas are also a leisure resource enjoyed by many residents.

38. In 2012/13 money was invested in improving four footpaths. It is proposed to upgrade a similar number each year throughout the life of the 2014/15 to 2016/17 LIP Delivery Plan.

Transport impacts

39. The noise, emissions and vibration created by the transportation of people and goods by road, rail or air can have a negative impact on the environment and residential quality of life. The Local Plan (2012) makes specific reference to the contribution that transport makes to noise in the Borough *"In Hillingdon, environmental noise arises from a variety of different sources, in particular aircraft (Heathrow Airport & RAF Northolt), major roads (M4, A4 and A40) and railways (London Underground, the Paddington, Marylebone and Heathrow Express lines)"*.

40. Air quality issues in Hillingdon are clearly linked to transportation with emissions from transportation being much higher in Hillingdon than the London average. The southern two-thirds of the Borough is designated an Air Quality Management Area. This is due to high levels of nitrogen dioxide above recognised national and European Union levels associated with the major road network in the Borough and the operation of Heathrow Airport.

41. Wide busy roads can sever communities hindering convenient access to key local services and facilities.

42. It is proposed to allocate a budget in the LIP Delivery Plan to be spent on measures to mitigate the adverse impacts of the transportation of people and goods. Using a broadly similar approach to the one adopted in previous years, some of this money would be spent on monitoring to help understand the nature and occurrence of transport impacts. From this information interventions will be devised to help mitigate the impact of transport.

43. The data will also be presented in the Council's Annual Monitoring Report. Some of this budget will be dedicated to managing the movement of freight by heavy goods vehicles (HGV's) around the Borough. This will seek to balance residential amenity and support for the local economy. Local Plan (2012) Transport Policy T1: Accessible Local Destinations which will be delivered through the LIP encouraging freight road transport to use the highest order roads wherever possible.

Road safety, education, training and publicity, active travel and public health

44. Road safety education, training and publicity training is key to reducing the number and severity of road traffic accident casualties, particularly amongst school children. Hillingdon already has an excellent record of reducing the number of road traffic accidents resulting in killed and seriously injured casualties and this must be sustained. It is proposed to continue with the established and proven campaigns developed over the lifetime of the LIP which include Junior Road Safety Officer Events days, the Teddy Bears picnic which is a reward for 'Mini Road Safety Officers', the Child Car Seat Project, Drink Drive campaigns and Adult Cycle Training amongst others.

45. Traffic congestion in Hillingdon and the damaging effect this is having on the economy, public health and the environment occurs because the demand for road space exceeds supply. Travel Awareness Campaigns are one way of addressing this by encouraging and enabling people to car share, make multi purpose trips, walk or cycle as opposed to making a driver only car trip. Promoting active travel such as walking or cycling accords with Local Plan (2012) Strategic Objective 9: Promote healthier and more active lifestyles. This also complements the

Council's new responsibilities for public health helping to tackle health issues such as obesity and heart disease, with opportunities to link up different funding streams.

Principal Road Maintenance total 2014/15 £922k

46. The Principal Road Maintenance budget announced by TfL is awarded based on the results of the annual London Principal Road Network Condition Surveys carried out using SCANNER and DVI technologies. These surveys are undertaken by TfL on behalf of the Borough. Schemes are identified from the condition results presented in RAG Status:

Red: Plan Works Soon
Amber: Plan Investigation Soon
Green: Generally Good Condition

47. As the 2014/15 surveys have not yet been undertaken, it is not known at this stage which roads are in need of maintenance for 2014/15. As soon as these results are available, a programme of works will be prepared and a Capital Release Report listing the roads to be maintained and improved will be presented to the Leader of the Council and Cabinet Member for Finance, Business and Property Services for a decision.

Local Transport Fund total 2014/15 £100k

48. The Local Transport Fund budget is made available by TfL for Boroughs to spend at their own discretion. In previous years the Leader of the Council has determined how this money should be spent. Officers have then developed a programme of works for the Leader's consideration and authorisation. It is proposed that a similar arrangement continues in 2014/15 and beyond.

Transport for London Borough Cycling Programme 2013/14 to 2016/17

49. In March 2013 the Mayor of London's "Vision for Cycling" (2013) was launched. This strategy document outlined plans to transform London into a city where cycling becomes part of everyday life. The strategy recognised that the London Boroughs are responsible for managing 95 per cent of the road network in London and are therefore key partners in delivering the outcomes of the Vision and if they are able to do this funding must be made available.

50. Over a four year period, 2013/14 to 2016/17, the Mayor has indicated that approximately £27 million will be made available to the Boroughs for investment in:

- Cycle parking, including on-street, residential and at stations;
- Pilot cycle to school partnerships;
- Cycle training for children and adults;
- Work with the haulage industry to improve safety and driving standards; and
- Other 'soft measures' such as awareness programmes'.

51. These initiatives are grouped under the programme headings of:

- Safer streets for the bike
- More people travelling by bike; and
- Support for cycling.

52. To make an early start implementing the Mayor's "Vision for Cycling" (2013), TfL has recently awarded the Council an extra £59k as part of the Borough Cycling Programme 'quick win' funding 2013/14. This funding will be invested as shown in the table below:-

Project Area	Funding allocated 2013/14
Cycle Parking	£29,000
Cycle Training	£28,000
Safe Urban Driving	£2,140
Total	£59,140

53. The sums above will be subject to the normal release protocols as appropriate. Boroughs are now invited to submit bids for these programmes up to and including the amounts per Borough per financial year as indicated in the table below.

Programme	2014/15	2015/16	2016/17
Safer streets for the bike	£59,000	£59,000	£68,000
More people travelling by bike	£190,000	£225,000	£225,000
Support for cycling	£66,000	£66,000	£66,000
TOTAL	£315,000	£350,000	£359,000

54. To apply for this funding the Council is required to follow the information provided in the Guidance document and complete and submit an application form to TfL by 4 October 2013. Indicative funding allocations will be announced in November 2013. Officers will discuss this further with the Cabinet Member for Planning, Transportation and Recycling.

Financial Implications

The LIP Delivery Plan 2014/15 – 2016/17 forms the basis of the Council's funding submission for capital and revenue resources for transportation related projects covering three main headings of Corridors & Neighbourhoods, Principal Roads and Local Transport.

The indicative allocation for 2014/15 for which officers will submit scheme spending proposals is £3,798k consisting of capital and revenue. The final split of capital and revenue will depend on the nature of scheme proposals, although it will be largely capital expenditure.

In the Council's MTFF capital programme submitted to Cabinet in February a TfL grant funded budget of £2,998k was included for 2014/15 for capital expenditure relating to the LIP.

Appendix 2 to the LIP Guidance Notes shows that Hillingdon's share of Corridors & Neighbourhoods funding has increased slightly by 0.07% to 3.61% of the overall London allocation. The Council's level of Principal Roads funding has reduced by £278k compared to 2013/14 initial allocation, based on results of detailed visual inspection surveys carried out during the year which indicate that 4.2% of Hillingdon's roads are in poor condition compared to a London average of 9.9%. LIP funding for Principal Road renewal has varied over previous years between £620k to £1.2m. The indicative allocation of £922k for Principal Roads in 2014/15, although lower than the 2013/14 allocation (£1.2m), is still above average for Hillingdon.

There is an opportunity for the Council to benefit from increased Borough Cycling funding of £1,024k over the next three years that has been made available to each Borough to submit bids against. From this funding a total of £315k is available for Hillingdon in 2014/15. No capital budget had been included in the MTFF capital programme for Borough Cycling.

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

Approval of the LIP Plan Delivery Plan 2014/15 to 2016/17 will help secure funding from TfL for investment in a range of transport projects and programmes that will benefit local residents. The outcome of this investment will be safer roads, better air quality, wider travel choice, improved accessibility and mobility for all residents, managed parking, more seamless journeys and the more efficient movement of freight supporting local businesses.

Consultation Carried Out or Required

Consultation is to be carried out as part of the implementation of each scheme as appropriate.

CORPORATE IMPLICATIONS

Corporate Finance

Corporate Finance has reviewed this report and the financial implications set out above, noting that levels of funding offered by TfL on core LIP projects have decrease by approximately 10%. In addition to the main LIP programme, this report recommends acceptance of funding available to support cycling in the Borough over the period 2013/14 to 2016/17. Projects to be funded from both grants will be subject to the capital release process on a case by case basis.

Legal

As the matters covered in this report potentially affect more than one ward, it is appropriate that the matter is determined by the Cabinet in accordance with the Council's constitution.

There is no statutory requirement on the part of the Council to prepare the LIP Delivery Plan and the document will not form part of the Council's Local Plan (2012). However, there is a need to prepare the plan as a result of the Mayor's Transport Strategy which sets out the Mayor of London's strategic approach to the delivery of transport infrastructure across London. The Mayor's Transport Strategy assists and encourages London Boroughs to work with the Mayor and other public bodies in coordinating and delivering local infrastructure. The LIP Delivery Plan has therefore been prepared so that coordination and good infrastructure planning can occur. In addition, it is clear that failing to provide a LIP is likely to result in funding being withheld by the Mayor.

Similarly, there is no statutory requirement to produce the Borough Cycling Programme and the document will not form part of the Council's Local Plan (2012). However, both the Mayor's Transport Strategy and the Council's Local Plan (2012) make a commitment to promoting sustainable forms of transport. The Borough Cycling Programme is a document that will assist the Council in delivering upon that commitment. If the Council did not produce the Borough Cycling Programme and submit it to TfL, the Council would be at risk of failing to secure funding for the schemes identified.

Corporate Property and Construction

There are no property implications resulting from the recommendations set out in this report.

BACKGROUND PAPERS

NIL