

# TRANSPORT FOR LONDON FUNDED PROGRAMMES 2010/11

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Officer Contact</b>	Jales Tippell, Planning and Community Services
<b>Papers with report</b>	None

## HEADLINE INFORMATION

<b>Purpose of report</b>	This report requests approval for expenditure where projects are funded by Transport for London (TfL). Announcement of the Local Implementation Plan Funding allocation was made on 11th December 2009. This report seeks authority to spend the settlement funding for 2010/11. These schemes will form part of the Council's Capital Programme.
<b>Contribution to our plans and strategies</b>	<ul style="list-style-type: none"><li>• Hillingdon Partners Sustainable Community Strategy</li><li>• Local Implementation Plan</li><li>• Air Quality Action Plan</li><li>• Emerging Local Development Framework</li></ul>
<b>Financial Cost</b>	<p>The report is seeking authorisation of expenditure for schemes that are funded by Transport for London (TfL). The Council has no discretion about whether funds from this source can be redirected to other service areas.</p> <p>Cabinet should be aware that TfL has set in place a rigorous monitoring programme on the delivery of schemes to time and cost. Past performance is critical to awarding future funding to boroughs. Clearly, any undue delay in implementation, or failure to meet agreed performance measures, could adversely influence future funding opportunities for the Council. Therefore it is in the Council's best interests to progress these schemes as soon as possible, and to avoid potential financial difficulties later on. The authorisation of funding for 2010/11 will allow the design of the schemes to commence at an early stage and be ready for delivery in the next financial year. This will ensure completion of the programmed schemes as appropriate by March 2011 and ensure maximisation of the grant funding available for 2010/11.</p>
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services
<b>Ward(s) affected</b>	All

## **RECOMMENDATIONS**

### **That Cabinet:**

- 1. notes the outcome of the Local Implementation Plan funding announcement for 2010/11 received from Transport for London;**
- 2. whilst normal rules for the authorisation of council capital expenditure still apply, gives approval for expenditure to be committed on all projects wholly funded by Transport for London, as part of the annual Local Implementation Plan Funding allocation 2010/11;**
- 3. notes that any Council capital contribution associated with the Transport for London funded projects will be determined by a formal capital release decision by the Leader and the Cabinet Member for Finance and Business Services in the usual way; and**
- 4. delegates authority to the Corporate Directors of Environment and Consumer Protection and Planning and Community Services in consultation with the Cabinet Member for Planning and Transportation to allocate the £100k for transport priorities of the borough's choice, in accordance with the settlement details from Transport for London**

### **Reasons for recommendations**

Notification of Hillingdon's 2010/11 Local Implementation Plan Settlement (LIP) was received on 11th December 2009. It is essential that preparatory work can begin now on such matters as design of the schemes. Over the last 5 years, TfL have been making the announcement of LIP settlements early in order to ensure that the boroughs are in a position to commence their programmes from the start of the financial year and that the works can be completed within the year of allocation of funding.

The Mayor has begun to introduce more flexibility in the allocation of funds and for the second year running has allocated £100k to each borough to spend on the transport priorities of their choice. Officers in P&CS and E&CP are recommending that a list of suitable schemes be prepared for consideration and delegated approval by the Cabinet Member for Planning and Transportation.

### **Alternative options considered**

To delay authorisation of the capital expenditure funding would result in a delay in starting the programme for which funding has been given. Such a delay is likely to impact on the programme's delivery and as such future funding may be affected.

### **Comments of Policy Overview Committee(s)**

None at this stage.

## INFORMATION

- At the Cabinet meeting on 24<sup>th</sup> September 2009, Cabinet approved Hillingdon's LIP funding submission for 2010/11 to TfL as attached in the agenda report at that time. In accordance with TfL guidelines, the LIP funding submission was broken down into bids for Corridors, Neighbourhoods and Smarter Travel. Maintenance funding (Bridge Strengthening and Principal Road Renewal) continues to be allocated on the basis of condition survey information as previously. The LIP submission was subsequently made to TfL on 25<sup>th</sup> September 2009 in line with its deadlines.
- On the 11th December 2009, the Mayor announced the LIP funding for 2010/11, totalling £155m for London boroughs. The allocation for Hillingdon is as follows:

<b>Programme</b>	<b>Allocation across London (£m)</b>	<b>Allocation for Hillingdon (£000)</b>
Maintenance	22.3	635
Corridors	50.0	1,687
Neighbourhoods	35.1	1,096
Smarter Travel	12.5	499
Area Based Schemes	24.0	200
Local transport funding	3.3	100
<b>Total</b>	<b>155.0</b>	<b>4,217</b>

- The table below compares Hillingdon's LIP allocation with previous allocations, and also includes the relevant figures across London.

	<b>2008-09</b>	<b>2009-10</b>	<b>Proposed allocation 2010-11</b>	<b>Confirmed * Allocation 2010-11</b>	<b>Change (2009-10 to 2010-11)</b>
Hillingdon's settlement	£3.7m	£3.6m	£3.4m	£4.217m	Increased by £617k
Total London funding pool	£161m	£169m	£155m	£155m	Reduced by £14m

\* includes maintenance and Area Based Scheme allocations

- Despite the reduction in 2010/11 TfL funding for London, Hillingdon has managed to secure a large increase in funding for Hillingdon. This reflects Hillingdon's high degree of credibility based on its past performance of being able to deliver projects and also the constructive working relationship that has developed between Hillingdon and TfL. This is the highest ever allocation settlement for Hillingdon and represents an increase of £617k from the 2009/10 settlement.

- The borough allocation for 2010/11 includes a total of £110k for the WestTrans partnership. Most of this (£93k) is contained within the Corridor allocation, for specific works such as the South Ruislip Station bridge signage improvements; HGV routing; West London Freight Quality Partnership; and the West Drayton/Yiewsley town centre freight study. A further £17k is contained within the Smarter Travel allocation for travel planning including business travel plans.

6. The LIP funding allocation includes £100k for the borough to allocate to transport priorities of its choice, compared to the pre-designated TfL categories. Officers in P&CS and E&CP are recommending that a list of suitable schemes be prepared for consideration and delegated approval by the Cabinet Member for Planning and Transportation.

7. TfL has encouraged further submissions for Area Based Schemes (ABS), using its so called 'step approach' focussing on new shared space projects. The ABS schemes provide an important opportunity to increase Hillingdon's funding allocation over and above the allocations granted through the Corridor, Neighbourhood and Smarter Travel allocations. Members should note that proposals for ABS schemes are dealt with outside the annual funding submissions and an application can be submitted at any time. In January 2010, officers submitted initial submissions (i.e. Step 1 applications) under the ABS Scheme for Hayes Town Centre and Ruislip Manor Shopping Centre. These are substantial bids amounting to £4.5m and £2.2m, which if successful would be phased over a period of 2-3 years. The decisions on these schemes are due to be announced in February and the early indications from TfL suggest that the applications are likely to be looked at favourably.

8. Once approval has been given for the capital expenditure, officers will begin work on developing the schemes for implementation. Where appropriate, Ward Members and the Cabinet Member for Planning and Transportation will be consulted during design stages and also prior to implementation. Some of the proposals require approval from the Cabinet Member for Planning and Transportation and this will be sought as schemes are progressed.

### **Financial Implications**

The report seeks authorisation of the capital expenditure for schemes that are funded by Transport for London (TfL). The Council has no discretion about whether funds from this source can be redirected to other service areas. However the settlement now includes £100k that can be allocated to transport priorities of the Council's choice.

The use of external funding to finance capital expenditure does not affect the position of the Council's own capital resources unless such funding is not utilised within the timescale and the Council is required to complete schemes at its own cost. Funding is provided by TfL in the expectation that the boroughs will undertake such works in a timely manner. Delays in delivering schemes within the programme have a high risk of affecting TfL's assessment of the Council's capability to implement such programmes and is likely to affect future funding settlements.

It should be noted that there is an increasing trend of external bodies, such as TfL, towards awarding funding to boroughs on the basis of past performance. Clearly, any undue delay in implementation, or failure to meet promised performance measures, could adversely influence future funding opportunities for the Council. Therefore, it is in the Council's best interests to progress these schemes as soon as possible, and thereby avoid potential financial difficulties later on, in terms of the grant claim process and future settlements.

### **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

The funding will enable implementation of key schemes and transport projects, which will lead to improved transport provision in the Borough.

## **What will be the effect of the recommendation?**

Officers will be able to undertake the essential preparatory work for all the schemes identified for funding in 2010/11 and be ready for implementation at April 2010.

## **Consultation Carried Out or Required**

Not applicable at this stage, although relevant consultations will be carried out with regard to specific schemes.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance Comments**

The funding confirmed through the Local Implementation Plan allocations from Transport for London for 2010/11 has been included in capital programme for 2010/11 and beyond contained elsewhere on this agenda.

Although the release of expenditure from the capital programme moratorium is normally a joint decision for the Leader of the Council and the Cabinet Member for Finance and Business Services, this process can also of course be satisfied by a decision of Cabinet collectively.

### **Legal Comments**

Legal does not have any additional comments to make on the report. As indicated in the body of the report this report, is merely seeking authority to spend money allocated from TfL.

### **Corporate Property Services**

The Head of Corporate Property Services advises that there are no direct property implications arising from this report.

## **BACKGROUND PAPERS**

1. Cabinet report for 24<sup>th</sup> September 2009 meeting on Local Implementation Plan Funding Submission to TfL
2. TfL letter dated 11th December 2009 to the Leader of the Council regarding 'Local Implementation Plan Funding – 2010/11.