

# TRANSPORT FOR LONDON, LOCAL IMPLEMENTATION PLAN THREE AND 2019/20 ANNUAL SPENDING SUBMISSION

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation and Recycling
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<b>Papers with report</b>	None

## HEADLINES

<b>Summary</b>	To make a decision upon the content of the Transport for London Local Implementation Plan Three and Transport for London 2019/20 Annual Spending Submission along with authorisation to prepare and submit both documents to Transport for London.
<b>Putting our Residents First</b>	<p>This report supports the following Council objectives of: <i>Our People; Our Natural Environment; Our Built Environment; Our Heritage and Civic Pride; Strong financial management.</i></p> <p>The Council's adopted Local Plan Part 1 (2012) and Submitted Local Plan Part 2 (2018)</p>
<b>Financial Cost</b>	There are no direct financial costs arising from this report. The preparation of the Transport for London Local Implementation Plan Three and the 2019/20 Annual Spending Submission will enable the Council to secure funding from Transport for London for investment in transport projects and programmes.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services.
<b>Relevant Ward(s)</b>	All

## RECOMMENDATIONS

**That the Cabinet:**

- 1. Instructs officers to prepare and submit to Transport for London the draft for consultation Local Implementation Plan Three which will include the nine Borough Objectives set out in this Report;**
- 2. Delegates authority to the Deputy Chief Executive and Corporate Director of Residents Services, in consultation with the Leader of the Council and Cabinet Member for Planning, Transportation and Recycling, to agree the final list of Draft Local Implementation Plan Three consultees;**
- 4. Agrees the principles of the Council's Draft Local Implementation Plan Three and the 2019/20 Annual Spending Submission to Transport for London as set out in the report;**
- 5. Delegates authority to the Deputy Chief Executive and Corporate Director of Residents Services, in consultation with the Leader of the Council and Cabinet Member for Planning, Transportation and Recycling, to agree the Draft Local Implementation Plan Three and the 2019/20 Annual Spending Submission prior to submission to Transport for London; and**
- 6. Notes that the subsequent progression of any individual scheme or programme in the Draft Local Implementation Plan Three and the 2019/20 Annual Spending Submission, will be subject to the Council's democratic capital release procedures. Final sign-off will be by the Leader of the Council and Cabinet Member for Finance, Property and Business Services.**

### **Reasons for recommendation**

The Local Implementation Plan (LIP) mechanism is used by London boroughs to deliver locally the Mayor's Transport Strategy 2018 (MTS) outcomes and by which Transport for London (TfL) provides funding to the boroughs towards this end. The London Borough of Hillingdon is required to prepare and submit to TfL by 2<sup>nd</sup> November 2018 the Draft for Consultation Local Implementation Plan Three (LIP3) and the 2019/20 Annual Spending Submission. The 2019/20 Annual Spending Submission sets out the proposed expenditure on transport schemes on a project-by-project basis for the coming financial year.

### **Alternative options considered / risk management**

Cabinet could decide not to submit the 2019/20 Annual Spending Submission but this would put at risk a significant amount of funding that TfL have indicated is available to the Council for investment on a range of transport projects and programmes.

## Democratic compliance / previous authority

Cabinet authority is required to respond to such consultations and also authorise submission of any bid to an external public body where a financial commitment or any agreement by the Council may be required.

## Policy Overview Committee comments

None at this stage

## SUPPORTING INFORMATION

### Transport for London Local Implementation Plan Three and the Annual Spending Submission 2019/20

In March 2018 Sadiq Khan Mayor of London, published the Mayor's Transport Strategy (2018). This sets out his plans to "*Transform London's streets, improve public transport and create opportunities for new homes and jobs*". To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport. The Greater London Authority Act 1999 requires each London borough to prepare Local Implementation Plans containing its proposals for the implementation of the MTS.

Guidance produced by TfL states that Hillingdon's LIP3 should contain:-

- Borough objectives and a Delivery Plan for meeting these;
- A list of potential highway and transport schemes up to 2041; and
- A costed programme of investment for the three year period 2019/20 to 2021/22.

The LIP3 should set out how the London Borough of Hillingdon will work towards the achieving the MTS goals of:-

- Healthy streets healthy people;
- A good public transport experience; and
- New homes and jobs.

The MTS has nine expected outcomes, in response, Hillingdon in its LIP3 must set out nine corresponding Borough objectives. The nine Borough objectives are central to LIP3 as these set out what the Council will do locally to help deliver the MTS outcomes.

The Hillingdon LIP3 must also contain a Delivery Plan, this sets those highway and transport schemes up to 2041 that will be implemented locally in pursuance of Hillingdon's objectives and the Mayor's outcomes.

Similar to previous years and ahead of Hillingdon's LIP3 coming into effect in March 2019, the Council is required to submit to TfL no later than on 2<sup>nd</sup> November 2018 its Annual Spending Submission. This should contain a detailed and costed programme of schemes and initiatives for the first year of the LIP3 - 2019/20.

In previous years, each of the Council's highway and transport schemes has been listed under one of eight programme headings. These are listed below:

1. Transport Interchange and Improving the Public Realm;
2. North South Links and Supporting Growth;
3. School Travel Plan and Local Roads Safety Measures;
4. Accessibility and Mobility;
5. Parking Management Schemes;
6. Public Footpath Improvements;
7. Transport Impacts; and
8. Road Safety, Active Travel and Public Health Campaigns.

As the MTS has nine outcomes and the Council nine objectives, it is logical for the Council to now have nine corresponding programme headings in both its LIP3 Delivery Plan and the 2019/20 Annual Spending Submission.

This sequential line of nine outcomes, objectives and Delivery Plan/Annual Spending Submission programmes headings have been discussed with and are supported by the Cabinet Member for Planning, Transport and Recycling. It is proposed to group all transport projects and programmes funded by TfL under the most relevant Borough objective. Each scheme for which funding is sought will be matched against the most appropriate MTS outcome and Hillingdon objective in its capital release report.

The section below sets out the Mayor's Transport Strategy outcomes, Hillingdon's objectives and measures to be contained in Hillingdon's LIP3 Delivery Plan/ 2019/20 Annual Spending Submission.

**Outcome 1: London's streets will be healthy and more Londoners will travel actively**

**Hillingdon Objective: Hillingdon's streets will be characterised by the 10 health streets indicators.**

Town Centre and residential streets will be assessed against the Healthy Streets guidance and barriers to active travel will be addressed through projects and programmes contained in the Local Implementation Plan 3.

*Hillingdon Delivery Plan/Annual Spending Submission*

Active travel projects and programmes including but not limited to:

- Public realm improvements;
- Places for people;
- Interchange between modes;
- Facilities for disabled people;
- Walking and cycling facilities; and
- Street trees.

**Outcome 2: London's streets will be safe and secure**

*Hillingdon Objective:* **Real and perceived threats to safety will be identified and addressed.**

London Borough of Hillingdon will work with stakeholders to collect, collate, analyse and interpret road traffic collision causality data and crime statistics to help understand real and perceived threats to residents' personal safety. A package of measures will be drafted and contained in LIP3 to address the issues identified.

*Hillingdon Delivery Plan/ Annual Spending Submission*

Road traffic and personal safety projects and programmes including but not limited to:

- A package of road safety education, training and publicity that targets all road users;
- Local road safety schemes;
- Partnership working with the Metropolitan Police Safer Transport Team;
- Monitoring and enforcement;
- Traffic calming and 20 mph zones; and
- School Travel Plan road safety schemes.

**Outcome 3: London's streets will be used more efficiently and have less traffic on them**

*Hillingdon Objective:* **Through design, planning and management Hillingdon's streets will be used efficiently and have less traffic on them.**

Through proper design, management and maintenance streets in Hillingdon will operate to maximum efficiency. Land use/transportation planning policies will be applied to reduce the need to travel and measures will be put in place to encourage and enable travel by public transport, cycling and walking - helping Hillingdon's streets to become places for people.

Travel Plans will continue to be required in support of new planning applications, delivery of these will continue to be monitored. The Council will implement, monitor and review actions in the Delivery Plan aimed at reducing the volume of road traffic using Hillingdon's roads.

*Hillingdon Delivery Plan/Annual Spending Submission*

Managing the road network projects and programmes including but not limited to:

- Understanding and addressing traffic congestion;
- Parking management schemes;
- Travel awareness campaigns;
- Car parking strategies and management;
- Parking Management Schemes;
- Stop and Shop schemes;
- Legible London;
- Managing the impact of road works and disturbance caused by utility companies;
- Managing the impact of construction traffic; and
- Freight deliveries/consolidation centres.

#### **Outcome 4: London's streets will be clean and green**

**Hillingdon Objective: Town centres will be vibrant, clean and accessible, residential areas will be safe, quiet and relaxing, business streets will be connected to the wider transport network.**

Hillingdon's streets will be safe, clean and green and places for people. This will be achieved through the development management process, maintenance and investment in the measures identified in the Healthy Streets Guidance. Air quality will be monitored and using a priority based approach, the Council will devise a package of LIP3 measures to reduce public exposure to air pollution. The Council will be early adopter of new technology and innovation.

#### *Hillingdon Delivery Plan/Annual Spending Submission*

Transport and the environment projects and programmes including but not limited to:

- Air quality management schemes;
- Noise reduction measures;
- Residential amenity;
- Street trees;
- Measures to alleviate the detrimental impact of road traffic in residential areas
- Access to the Grand Union Canal
- Linking Public Open Space
- Sustainable Urban Drainage (SUDS); and
- Electric vehicle infrastructure and supporting a low emission bus and taxi fleet.

#### **Outcome 5: The public transport network will meet the needs of a growing London**

**Hillingdon Objective: The public transport network will respond to and shape the built environment that it serves.**

New and existing bus service start points, final destinations and places en-route will include facilities for both the operation of public transport and improving passenger experience. The Council will gather quantitative and qualitative data through a range of means to help develop public transport projects. Every opportunity will be taken to secure developer contributions to provide public transport infrastructure for both the passenger and operator. The Council will be an early adopter of new models for delivering public transport.

#### *Hillingdon Delivery Plan/Annual Spending Submission*

Public transport development projects and programmes including but not limited to:

- Demand responsive bus services;
- Car clubs;
- Real time information;
- Promotion campaigns and incentives to increase public transport uptake;
- Dial-a-Ride; and
- Travel Plans and personalised journey planning support for business and residents.

**Outcome 6: Public transport will be safe, affordable and accessible to all**

**Hillingdon Objective: Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors and businesses.**

From the outset every opportunity will be taken to ensure that public transport in Hillingdon is inclusive to all. Bus stops, railway stations and taxi ranks will be well lit, clean and maintained and any physical barriers to accessibility removed. Use will be made of the TfL model, iBus data and the findings of the WestTrans Strategic Bus Corridor Studies to prioritise the implementation.

*Hillingdon Delivery Plan/Annual Spending Submission*

Public transport use projects and programmes including but not limited to:

- Access to bus stops;
- Step free access;
- Electric bus fleet with charging point infrastructure
- Focus on the first and last mile interventions;
- Improving on-street information; and
- Interventions to make the trip to bus stops and train stations safe, convenient and attractive.

**Outcome 7: Journeys by public transport will be pleasant, fast and reliable**

**Hillingdon Objective: The development and management of Hillingdon's streets will support frequent and reliable public transport services.**

How the public transport network is managed and investment prioritised will be in response to user demand and benefit. Measures will provide for the needs of public transport operators and facilities for passengers. Developer contributions will be a key source of funding for this investment.

*Hillingdon Delivery Plan/Annual Spending Submission*

Public transport infrastructure and network management including but not limited to:

- Bus priority measures;
- Traffic signal efficiencies;
- Parking management;
- Delivery and freight management;
- Junction improvements;
- Corridor improvements; and
- Monitoring and review.

**Outcome 8: Active, efficient, and sustainable travel will be the best option in new developments**

**Hillingdon Objective: Through land use/transport planning the travel choices in new developments will include all those that are active, efficient and sustainable.**

Through the development management process new developments will be situated in locations accessible by walking, cycling and public transport and will include facilities to encourage and enable travel by these modes.

*Hillingdon Delivery Plan/ Annual Spending Submission*

Sustainable transport projects and programmes including but not limited to:

- Liveable neighbourhoods - working with developers to bring forward developments that cater for all modes of transport;
- Facilities for disabled people;
- Investment in the network of public footpaths;
- Strategic cycle routes;
- Cycle parking;
- Cycle infrastructure; and
- Car parking that is responsive to local circumstance

**Outcome 9: Transport investment will unlock the delivery of new homes and jobs**

**Hillingdon Objective: Transport planning and investment will connect and facilitate the release of sites for new homes and jobs.**

Using the Local Plan the opportunities to deliver new homes and jobs will be identified and LIP3 funds will be used for investment in measures to unlock site constrained by poor transport accessibility. There will be projects to improve the public realm in turn giving business the confidence to invest.

*Hillingdon Delivery Plan / Annual Spending Submission*

Transport and growth projects and programmes including but not limited to:

- Multi-modal corridors;
- Access to business parks by walking, cycling and public transport;
- Network capacity improvements; and
- Access to Elizabeth Line (Crossrail).

**Submission Process**

By 2<sup>nd</sup> November 2018 Boroughs are required to have produced and submitted to TfL and other consultees a draft LIP3.

Section 145 (2) of The GLA Act places a duty on Boroughs to consult the following persons or bodies when preparing their LIP3:-



- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor.

Transport for London recognises that Boroughs will have their own local engagement and consultation arrangements but suggests they may also wish to consult with:-

- Elected members
- The Local Strategic Partnership
- The Borough's Director of Public Health
- Local community groups, transport user groups, environmental groups and representatives of younger and older people (for example, London TravelWatch, the London Cycling Campaign, Sustrans, Living Streets, English Heritage, Transport for All, the Road Haulage Association, the Freight Transport Association, the AA and RAC)
- A mobility forum, or similar
- Other service sectors (for example, health, education, planning, fire)
- Crime and disorder reduction partnerships
- Business communities, including Business Improvement Districts (BIDs), large employers and London First
- Transport operators, taxi driver associations and private hire vehicle (PHV) companies

No later than December 7<sup>th</sup> 2018 TfL will respond to Boroughs advising on the adequacy of their LIP3. The Council then has until 16<sup>th</sup> February 2019 to amend the LIP3 and submit the final draft version to TfL.

If LIP3 is approved by the Mayor of London, TfL will then provide the funding needed to implement the schemes listed in the Delivery Plan. Over the last three financial years, the average value of the annual LIP settlements has been £5,479,000 per annum.

## **Financial Implications**

In March 2018 The Mayor of London published the Mayor's Transport Strategy (2018). This sets out his plans to "*transform London's streets, improve public transport and create opportunities for new homes and jobs*". To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport. The Greater London Authority Act 1999 requires each London borough to prepare Local Implementation Plans containing their proposals for the implementation of the Mayor's Transport Strategy.

Ahead of Hillingdon's LIP3 coming into effect in March 2019, the Council is required to submit to TfL no later than on 2<sup>nd</sup> November 2018 their Annual Spending Submission. This should

contain a detailed and costed programme of schemes and initiatives for the first year of the LIP3 - 2019/20.

In December 2017 TfL confirmed Hillingdon's 2018/19 Local Implementation Plan funding allocations as set out in the following table:

Table One. 2018/19 Local Implementation Plan funding

Local Implementation Plan Programme	2018/19 £000
Corridors and Neighbourhoods	2,373
Local Transport Fund	100
Total	2,473

On the basis of current funding levels officers will submit the 2019/20 Annual Spending Submission scheme proposals for a total of £2,473k in respect of the Local Implementation Plan Delivery Plan consisting of capital and revenue. The final split of capital and revenue will depend on the nature of scheme proposals. The approved capital programme submitted to Cabinet in February 2018 assumes a baseline TfL grant funded expenditure budget of £2,473k for 2019/20, which will be refreshed once TfL confirm the final funding position for next year following the submission.

## RESIDENT BENEFIT & CONSULTATION

### The benefit or impact upon Hillingdon residents, service users and communities?

By producing and submitting to TfL LIP3, the Council can realistically expect to receive funding from TfL for investment in local transport projects and programmes. These projects and programmes include town centre enhancements, transport interchange, road safety, mobility and accessibility, parking management, footpaths and public health. This investment will benefit Hillingdon residents, service users and community by supporting the local economy, improving public health and protecting the environment.

### Consultation carried out or required

None at this stage.

## CORPORATE CONSIDERATIONS

### Corporate Finance

Corporate Finance has reviewed this report and associated financial implications, noting that the recommendations outlined above are intended to enable the Council to secure grant funding from Transport for London to deliver improvement to local transport infrastructure. The Council's Medium Term Financial Forecast incorporates an estimate of funding available through this route, which will be refined over the coming months and confirmed as part of the broader budget setting report in February 2019.

## Legal

The Borough Solicitor confirms that the Council is responsible for submitting the local Implementation Plan for approval pursuant to Section 145 of the Greater London Authority Act 1999.

## Infrastructure / Asset Management

No comments.

## BACKGROUND PAPERS

- Mayor of London, Guidance for Borough Officers on Developing the Third Local Implementation Plan, March 2018; and
- Model Template and Text for Preparing the Third Local Implementation Plan, April 2018.