

TRANSPORT FOR LONDON LOCAL IMPLEMENTATION PLAN - ANNUAL SPENDING SUBMISSION 2021/22

Cabinet Member(s)	Councillor Keith Burrows
Cabinet Portfolio(s)	Cabinet Member for Planning and Transportation
Officer Contact(s)	Dr Alan Tilly, Residents Services
Papers with report	None

HEADLINES

Summary	This report asks Cabinet to consider the content of the Transport for London Local Implementation Plan Three Annual Spending Submission and authorisation to prepare and submit this document to Transport for London.
Putting our Residents First	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> The Hillingdon Local Plan: Part 2 Development Management Policies (2020).
Financial Cost	There are no direct financial costs arising from this report. The preparation of the Transport for London Local Implementation Plan Three and the 2021/22 Annual Spending Submission will enable the Council to secure funding from Transport for London for investment in transport projects and programmes.
Relevant Policy Overview Committee	Residents', Education & Environmental Services
Relevant Ward(s)	Borough-wide

RECOMMENDATIONS

That the Cabinet

- 1. Agrees the principles of the Council's Local Implementation Plan Three 2021/22 Annual Spending Submission to Transport for London, set out in the 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 and Transportation and Recycling, to agree the final Annual Spending Submission before submission to Transport for London; and**
- 3. Notes that the subsequent progression of any individual scheme or programme in the Plan and funded by Transport for London budgets will also be subject to the Council's democratic capital release procedures requiring final sign-off by the Leader of the Council and Cabinet Member for Finance, Property and Business services.**

Reasons for recommendation

The Local Implementation Plan mechanism is used by London boroughs to deliver locally the Mayor's Transport Strategy (2018) outcomes and is the means by which Transport for London provides funding to the boroughs towards this end. However, as a result of the Coronavirus pandemic looking ahead this process is currently unclear. However, the London Borough of Hillingdon anticipates at some point in the future it will be required to prepare and submit to Transport for London the 2021/22 Annual Spending Submission document. The 2021/22 Annual Spending Submission sets out the proposed expenditure on transport schemes and programmes on a project-by-project basis for the coming financial year.

Alternative options considered / risk management

Cabinet could decide not to submit the 2021/22 Annual Spending Submission document but this would put at risk a significant amount of funding that Transport for London 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 Annual Spending Submission 2021/22

As Cabinet will be aware, the Coronavirus pandemic is having a far reaching effect on society, this includes uncertainty regarding the receipt of funding usually made available each year by Transport for London to LB Hillingdon for investment in transport projects that deliver the Mayors Transport Strategy locally.

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 help achieve these aims, 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 Mayors Transport Strategy. London Borough of Hillingdon's Local Implementation Plan Three (LIP3) submission which covers the period from 2019 to 2041 was approved by the Mayor of London on the 10th June 2019.

Under normal circumstances Transport for London provides funding so that London boroughs have the resources they need to implement projects in pursuance of the Mayor's Transport Strategy. In previous years, normally in July, Transport for London provides guidance to the London boroughs which sets out the provisional allocations for each borough for two programmes, Corridors, Neighbourhoods and Supporting Measures and the Local Transport Fund. To receive these funds each London borough, normally in October, must submit an Annual Spending Submission.

The Annual Spending Submission sets out the schemes and programmes for which the Borough is seeking funding from Transport for London in the coming financial year. For each scheme or programme, the Annual Spending Submission includes details such as project title, scheme description, funding breakdown if joint funded, spend profile and details of how the scheme contributes to the Mayor's Transport Strategy.

As approved by Cabinet in 2013, projects under Corridors, Neighbourhoods and Supporting Measures fall under one of eight sub headings. The titles of these subheadings have been updated to reflect the terminology used in the Mayor's Transport Strategy. It is recommended that the Council uses these category headings in the 2021/22 Annual Spending Submission, as they are approved; unambiguous and clearly understood by both the Council and TfL.

1. *Transport Interchange and Healthy Streets*: This heading is for town centre and local shopping parade public realm improvement schemes and measures to facilitate interchange between modes such as cycle parking at stations. This will be delivered using the Healthy Streets approach set out in the Mayor's Transport Strategy.
2. *North-South links and Supporting Growth*: This heading includes schemes to support the local economy and the efficient movement of goods and people across the Borough.
3. *Vision Zero School Travel Plan and Local Road Safety Measures*: Schemes to improve road safety fall under this heading, as do road safety initiatives around schools - some of which may have been identified through the preparation of School Travel Plans.

4. *Accessibility and Mobility for All*: This heading includes measures to improve the safety and convenience with which people with disabilities can move around the Borough, for example bus stop accessibility, benches, removal of street clutter, dropped kerbs and tactile paving.

5. *Parking Management Schemes*: This heading is for Parking Management Schemes and the Council's Stop and Shop initiative.

6. *Public Footpaths and Cycleways*: This heading encompasses public footpath and cycleway improvements whether creating new links, improving access to key services and facilities or walking/cycling purely for pleasure.

7. *Transport Impacts*: Schemes to tackle poor air quality and noise caused by transport is grouped under this heading as are schemes to improve residential amenity where for example heavy goods vehicles may intrude into residential areas.

8. *Road Safety Education, Training and Publicity and Travel Awareness*: This heading covers road safety education, training and publicity and the promotion of active travel walking and cycling. It also includes initiatives that make the link between transport and public health.

Normally every December, Transport for London writes to the Council advising them how much grant they will receive in the next financial year to implement the schemes contained in the Annual Spending Submission.

However, because of the Coronavirus pandemic, the usual process set out above has not been followed. Furthermore, it is not known when, and moreover whether, funding will be made available to the Council in 2021/22 for investment in schemes that deliver the Mayor's Transport Strategy locally. It is also not known what the process will be for securing this funding. However, so that the Council can submit an Annual Spending Submission to Transport for London as soon as requested, a 'business as usual' approach is being taken, for this reason Cabinet are being asked to agree the above principles of the Council's 2021/22 Annual Spending Submission and 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 and Transportation and Recycling, to agree the final Annual Spending Submission being submitted. As in previous years the subsequent progression of any individual scheme or programme funded by Transport for London budgets will also be subject to the Council's approved democratic capital release procedures.

As advised by Transport for London, officers will submit to Transport for London an Annual Spending Submission document consisting of both capital and revenue. The final split of capital and revenue expenditure will depend on the nature of scheme proposals. Once further information from Transport for London is known, officers will advise Members accordingly.

Financial Implications

Due to the Coronavirus pandemic and the adverse impact on Transport for London's funding levels arising from reduced tube fares, normal confirmation of provisional allocations for the

Annual Spending Submission for the following year have not yet been received and deadlines are currently uncertain.

The 2021/22 existing budget assumption contained within the capital programme is as follows:

- Corridors and Neighbourhoods - £2,373k (based on 2020/21 allocation confirmed December 2019)
- Local Transport - £100k (based on 2020/21 allocation confirmed December 2019)
- Borough Principal Roads - £1,000k (based on previous funding levels)

However, these sums are not confirmed and due to the ongoing pandemic TfL funding remains very uncertain. A significant shortfall of £3,577k on the 2020/21 TfL programme is currently forecast in the monthly budget monitoring report, due to the pandemic.

RESIDENT BENEFIT & CONSULTATION

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

By producing and submitting to Transport for London the 2021/22 Annual Spending Submission document the Council can realistically expect to receive funding from Transport for London for investment in local transport schemes and programmes. These schemes 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

Consultation has not yet been carried out. Where relevant consultation will take place prior to the progression of any individual scheme or programme in the Plan.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the report and concur with the Financial Implications set out above, noting that there are no financial implications arising from the report recommendations.

Legal

The Borough Solicitor confirms that the Council is responsible for implementing the TFL plan in Hillingdon pursuant to section 151 of the Greater London Authority Act 1999.

Infrastructure / Asset Management

There are no direct Infrastructure / Asset Management implications arising from this report at this stage. As noted, the progression of any individual scheme or programme will be subject to the Council's democratic capital release procedures.

Comments from other relevant service areas

None

BACKGROUND PAPERS

Nil