

TRANSPORT FOR LONDON, LOCAL IMPLEMENTATION PLAN, 2022/23 DELIVERY PROGRAMME

Cabinet Member(s)	Cllr John Riley
Cabinet Portfolio(s)	Cabinet Member for Public Safety and Transport
Officer Contact(s)	Alan Tilly, Infrastructure, Transport & Building Services
Papers with report	None

HEADLINES

Summary	The purpose of this report is to brief Cabinet on the current situation regarding the Transport for London, Local Implementation Plan funding and recommend that Cabinet delegate authority to the Cabinet Member for Public Safety and Transport to submit the Council's Local Implementation Plan 2022/23 Delivery Programme bid and further bids to support the new three Delivery Plan required by 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; Hillingdon Local Plan: Part 2 Development Management Policies.</i>
Financial Cost	There are no direct financial costs to the Council other than the officer time taken to prepare the bid.
Relevant Select Committee	Public Safety and Transport
Relevant Ward(s)	Boroughwide

RECOMMENDATION

That the Cabinet delegate authority to the Cabinet Member for Public Safety and Transport to submit the Council's Local Implementation Plan, 2022/23 Delivery Programme bid to Transport for London no later than week commencing 1st November 2021 and further bids to support the new three-year Delivery Plan as required by Transport for London.

Reasons for recommendation

Transport for London require the Council to prepare and submit a new three-year Delivery Plan for their current Local Implementation Plans. This is initially a detailed Delivery Plan for financial year 2022/23, with further plans to follow. It is necessary to delegate the authority to do this given the short amount of time the Council was given by Transport for London to prepare this initial Delivery Plan.

Alternative options considered / risk management

An alternative option would be for full Cabinet to authorise the Delivery Plan submission, however the deadline of submitting this bid would be missed which is very likely to have a negative impact on the award of Local Implementation Plan funding.

Democratic compliance / previous authority

To agree such external funding bids requires Cabinet authority. Cabinet may also delegate such matters to the relevant Cabinet Member.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Greater London Authority Act 1999 requires each London borough to prepare Local Implementation Plans (LIP) containing proposals for how they will implement the Mayor of London's Transport Strategy. The Council's present LIP, which covered a three-year plan from 2019/20 to 2021/22, was approved by Cabinet on 27th September 2018. Boroughs are now required by Transport for London (TfL) to prepare a second three-year plan for the Council's LIP covering the period 2022/23 to 2024/25. However, because of the collateral financial impacts of the coronavirus pandemic, and the uncertainties arising, unlike previous three-year plans this plan will be developed in two stages; a detailed plan for 2022/23 and following this, plans for the second and third year of the LIP up to 2024/25. These uncertainties stem from the pandemic's impact upon TfL budgets, in particular a collapse in TfL's income generated from bus and underground fares, falling as a response to lockdowns and the trend towards an increase in the number of people working from home.

2. TfL have published guidance on developing the new three-year Delivery Plans; this Guidance will be used to help shape the Council's Delivery Plan programme as '*failure to comply with this guidance is likely to have an impact on the award of funding in due course*'.

3. The Guidance requires Delivery Plan programmes to derive from the approved LIP. They should plan for the delivery of the Mayor's Transport Strategy priorities for Healthy Streets, as this is considered a keyway of addressing the challenges London faces in the recovery from the pandemic. The guidance also requires that Delivery Plan programmes are underpinned by a strong evidence base, to this end TfL have provided the Council with datasets and maps that highlight priority corridors for a range of modes and themes. These include road safety, buses,

walking and cycling. In tandem to these data sets and maps, the Council may also use locally held data, as well as taking into account stakeholder views to support its programme. To ensure that the Council's Delivery Plan programme aligns with the guidance the schemes to be included in the programme will be listed under the headings of cycling, walking, bus priority and road safety.

4. TfL highlight that there are uncertainties about future funding allocations as they continue discussions with the Department for Transport; in view of this boroughs across London have been requested to plan based on '*their 2019/20 allocations*'; in 2019/20 the LB Hillingdon allocation was £2,373k.

5. Some refinements to the three-year programme approved in September 2018 will be necessary as TfL will now only fund a limited number of studies each year. Similarly, the amount of funding that may be allocated to non-infrastructure behaviour change initiatives is now capped, taken together studies and activation measures must now not be greater than 20 per cent of the borough's total allocation. This shift in emphasis towards infrastructure will have an impact on the 2022/23 programme and the Cabinet Member for Public Safety and Transport will be consulted as the new programme is produced.

6. As mentioned above the Delivery Plan programme 2022/23 must be submitted to TfL during the week commencing 1st November 2021. In early March 2022 TfL will then notify the amount of funding it has been allocated. By summer 2022 the Council will be required to submit stage two of the three-year 2022/23 to 2024/25 plans, and with that in mind further reports from officers seeking the requisite approvals will be submitted as appropriate but this will inevitably only be possible once the appropriate guidance from TfL has been forthcoming.

Financial Implications

7. This report is requesting permission for the preparation and the submission of a new three-year Delivery Plan for the Council's current Local Implementation Plans to TfL. The initial Delivery Plan being submitted is for transport funding for 2022/23, with further plans to be submitted for 2023/24 and 2025/26 in summer 2022.

8. The guidance published by TfL will be used to help shape the Council's Delivery Plan programme as '*failure to comply with this guidance is likely to have an impact on the award of funding in due course*'. The guidance requires the Delivery Plan programmes to derive from the approved LIP (approved September 2018), however, some refinements will be necessary as TfL have stipulated that they will now only fund a limited number of studies each year. Similarly, the amount of funding that may be allocated to non-infrastructure behaviour change initiatives is now capped, taken together studies and activation measures must now not be greater than 20 per cent of the borough's total allocation.

9. The Delivery Plan should contain the delivery of the Mayor's Transport Strategy priorities for Healthy Streets, as this is considered a keyway of addressing the challenges London faces in the recovery from the pandemic, the themes will be around cycling, walking, bus priority and road safety. The guidance also requires that the Delivery Plan programmes are underpinned by a strong evidence base and costed.

10. Transport for London's financial position has been severely impacted by the decline in public transport use due to the Covid-19 pandemic, they are in constant discussions with the Department for Transport in regards to funding. With, the uncertainty of future funding TfL have requested the Delivery Plans to be based on the 2019/20 allocations, for which Hillingdon's was £2,373k.

11. The approved capital programme submitted to Cabinet in February 2021 assumes baseline TfL LIP grant funding of £2,373k for 2022/23. The budget 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 submitting the Delivery Plan programme 2022/23 to TfL the Council can hope to receive funding for investment in a range of transport schemes that will make improve mobility and accessibility, air quality, personal health, reduce road danger and ease the flow of traffic. Should TfL not honour the usual funding commitments, there remains a risk that the Council's ability to deliver on residents' expectations for transport related measures could be severely hampered; whilst it is not anticipated that there will be a complete collapse of this external funding, it would be prudent to consider and plan for such an event.

Consultation carried out or required

No consultation has been carried.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance notes that the new three-year TfL LIP delivery plan will be developed in stages, with officers to initially prepare a detailed bid for 2022/23 funding for submission in November 2022. The funding bid will be based on the pre-pandemic funding level of £2,373k, however there is significant uncertainty on the level of funding to be awarded in 2022/23, due to the ongoing impact on TfL fares income from the pandemic.

Legal

The Greater London Authority Act 1999 requires that the Mayor shall prepare and publish a 'transport strategy' containing policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London. In exercising any function, a London borough council is to have regard to the strategy. Each London borough council must prepare a plan known as a Local Implementation Plan containing its proposals for the implementation of the strategy in its area. The monitoring and implementation of the strategy is carried out by Transport for London for the Mayor under the provisions of the 1999 Act.

The Borough Solicitor also confirms that there are no legal impediments to Cabinet delegating the approval of Hillingdon's Local Implementation Plan to the Cabinet Member for Public Safety and Transport.

Infrastructure / Asset Management

None at this stage.

BACKGROUND PAPERS

NIL