

## **LOCAL IMPLEMENTATION PLAN 2011/12 FUNDING SUBMISSION TO TRANSPORT FOR LONDON (TfL)**

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning and Transportation
<b>Officer Contact</b>	Bob Castelijm / Jales Tippell, Planning, Environment and Community Services
<b>Papers with report</b>	Appendix 1 LIP Submission

### **HEADLINE INFORMATION**

<b>Purpose of report</b>	This report sets out the basis of the Local Implementation Plan (LIP) funding submission for 2011/12 to Transport for London (TfL). The LIP funding submission document will request funding from TfL based on a set allocation for capital expenditure on transport in 2011/12. The submission document also indicates the bid for two subsequent years 2012/13 and 2014/15. Cabinet approval is being sought on the LIP funding submission document, attached as Appendix 1 to this report.
<b>Contribution to our plans and strategies</b>	<ul style="list-style-type: none"> <li>• Hillingdon Partners Sustainable Community Strategy;</li> <li>• Council Plan;</li> <li>• Local Implementation Plan</li> <li>• Borough Transport Strategy</li> <li>• Air Quality Action Plan</li> <li>• Emerging Local Development Framework</li> <li>• Sports/leisure and health strategies</li> </ul>
<b>Financial Cost</b>	Failure to submit the LIP reporting and funding submission to TfL by the due date could put at risk a vital source of funding to the value of £3.9m for the Borough's transport projects and initiatives. This report is a submission to TfL for transport funding for 2011/12. When the Mayor announces the agreed settlement later this financial year, it will form part of the Council's Capital Programme for 2011/12.
<b>Relevant Policy Overview Committee</b>	Residents' and Environmental Services Policy Overview Committee
<b>Ward(s) affected</b>	All

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## **RECOMMENDATIONS**

### **That Cabinet:**

- 1. approves the Local Implementation Plan funding submission for 2011-2012 to Transport for London as attached in the Appendix to the report.**
  - 2. authorises the Director of Planning, Environment and Community Services in conjunction with the Cabinet Member for Planning and Transportation to approve the final details of Local Implementation Plan schemes.**
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## **INFORMATION**

### **Reasons for recommendation**

The LIP funding submission is an essential process for procuring external funding for transportation projects and initiatives. The recommendation seeks Cabinet approval to submit the LIP funding bid in compliance with TfL requirements. TfL requires this year's submission to be made by the 8 October 2010. However TfL has agreed a discretionary extension of time for Hillingdon until 15<sup>th</sup> October 2010 due to its Cabinet meeting dates. When the Mayor announces the settlement later this financial year, it will form part of the Council's Capital Programme for 2011/12.

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

Not to submit a funding submission to TfL, which has a high risk associated with it as many of the approved LIP proposals would not be delivered. Key areas for improvements to road safety, the highway network, accessibility and public transport would not be achieved, with a significant impact on the residents and businesses in the Borough.

Members may revise the bids within TfL's total allocations for the Corridors, Neighbourhood and Smarter Travel allocations respectively. Such revisions will incur delays which TfL may not accept.

Members will have an opportunity to submit bid variation requests during the course of the financial year 2011-12. Such variations will enable the Council to revise its requests for bid allocations, thereby maximising responsiveness to local circumstances.

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

None at this stage.

## Supporting Information

1. Hillingdon's LIP bid (see Appendix 1) sets out how the Council proposes to secure transport improvements within the borough in line with the Mayor's Transport Strategy (MTS) and provides details on projects, proposals and programmes through to 2012. The LIP submission takes full account of the revised TfL funding programme requirements issued on 11 May 2010. At this stage, the LIP bid requires summary narratives for the schemes and indicative costings, which are to be finalised by officers and converted into various submission formats as prescribed by TfL. This approach, which was introduced by TfL last year maximises local decision-making by providing flexibility for variation of fund allocation between schemes. Officers are recommending that the Cabinet Member for Planning and Transportation be authorised to approve such variations within the spirit of the LIP submission as and when the need arises.

2. The LIP funding submission reflects both the borough's transportation priorities as identified in the approved Local Implementation Plan, which was approved in February 2007 and the Mayor's Transport Strategy published in May 2010. It has been developed in light of the resources to be made available by the Mayor of London, much of which is supported by national transportation guidance and programmes. The funding submission and resource allocation process is now based on a formulaic approach and boroughs with the most successful implementation and achievement record are likely to attract a higher proportion of funds in future years. It is important that approved schemes are implemented on time and within budget.

3. In accordance with TfL guidelines, the LIP bid submission document has been broken down into three categories for Corridors & Neighbourhoods, Smarter Travel and Highway Maintenance. The bid proposals as shown in Appendix 1.

4. The LIP submission for 2011-2012 is for the first year of the new Local Implementation Plan (LIP2) currently being prepared for public consultation in the new year. It builds upon last year's interim bid and the Mayor's subsequent new Transport Strategy for LIP2. TfL have stated that LIP2 schemes will require a more holistic multi-modal approach providing a balanced solution for all modes of travel with a focus on efficient design and management.

5. The Mayor is committed to specific local transport interventions, which address the following:

- i) Implementation of more shared space and simplified streetscape projects including de-cluttering, removing unnecessary street furniture i.e. guard railing and lines and improved streetscape design
- ii) Corridors & Neighbourhoods, Smarter Travel and Highways Maintenance programmes
- iii) Increased provision for sustainable travel option i.e walking and cycling specifically cycle parking and supporting cycle hire, cycle highways and cycle hubs
- iv) Support for Electric Vehicles, including new changing points
- v) Reducing unnecessary traffic signals

vii) Avoiding use of road humps

6. TfL also require high profile outputs to be specifically stated for cycle schemes, electric vehicle charging points, cycle parking, cleaner local authority fleets and better streets.

7 In order to implement transport improvements, TfL announced the annual settlement for each borough in May 2010. Hillingdon's allocation for 2011/2012 is shown in the table below.

<b>Programme</b> [*£1,000]	<b>Formula funding allocation</b>
<b>Maintenance</b>	£733,000
<b>Corridors &amp; Neighbourhoods</b>	£2,590,000
<b>Smarter Travel</b>	£489,000
<b>Area Based Schemes</b>	Bidding process in line with guidance
<b>Local transport funding</b>	£100,000
<b>Total Excluding Maintenance</b>	£3,080,000
<b>TOTAL</b>	<b>£3,912,000</b>

7. TfL is expecting Major Scheme (formerly called Area Based Schemes) bids for single schemes using TfL's so called 'Step Approach' focusing on new projects wherever possible. Major Scheme bids provide an important opportunity to increase Hillingdon's funding allocation over and above the allocations granted through the Corridor & Neighbourhood, Smarter Travel and Highway Maintenance allocations.

8. The 'Step Approach' refers to TfL releasing funding for Major Scheme once a borough has reached the criteria outlined by TfL i.e. funding will be released for feasibility, detailed design, consultation, and implementation etc. The funding is not therefore released as a total sum at the beginning of the project unlike for Corridors & Neighbourhoods, Smarter Travel and Highway Maintenance.

9. In addition, TfL has allocated £100,000 per borough for use on local transport projects of their choice, although they have stated that a significant proportion of this should be allocated towards the preparation of a borough transport strategy, including evidence gathering and modelling.

### **2011/12 Funding Submission**

10. Hillingdon's LIP submission fully complies with the aspirations set out in the Mayor's Transport Strategy as issued in May 2010. It actively addresses technologies such as electric vehicles to actively help tackle climate change, air quality and noise. It emphasises the need for orbital connectivity, supports economic development in Outer London, including Hillingdon's metropolitan and district town centres, population growth and changes in age composition.

11. Officers are currently discussing a draft Step 2 funding application with TfL to fund a Major Scheme bid to enhance Yiewsley/West Drayton town centre, aimed at improving accessibility for residents, businesses and transport users of all modes and improving the public realm. This project builds upon works implemented in 2010 and officers will continue to liaise with relevant members and TfL officer when working up the business case for further proposals.

12. Officers propose to develop further Major Scheme bids for the following town centres to be phased over the next three years:

- Hayes
- Ruislip Manor

13. Members should note that proposals for Major Schemes are dealt with outside this annual funding submission and applications for funding will be invited probably during 2012.

14. Officers are exploring a number of opportunities for match funding, which will add value to the schemes funded by TfL.

15. The LIP actively refers to the Sustainable Modes of Travel Strategy (SMoTS), which will be updated as soon as new TfL guidance is issued. The Strategy contains a statement of the authority's overall vision, objectives and work programme for improving accessibility to schools. It includes schemes to help deliver benefits to the environment, health and enhanced child safety. In particular it promotes sustainable travel to pupils, parents and staff. including initiatives such as Walking Buses, Walk on Wednesdays and Cycle Training. The SMoTS brings together all transport in respect of schools in the borough and includes the School Travel Plan programme. Engineering measures supporting the SMoTS form a substantial component of the LIP bid.

### **Sub Regional Partnerships**

16. The Sub Regional Partnerships provide a strategic alliance for geographically grouped London Boroughs particularly for significant transport projects and cross boundary issues. TfL will no longer fund the sub regional partnerships separately from the Borough LIP process for individual projects. It is proposed that Hillingdon continues committing funds to the WestTrans partnership for the following projects:

- Corridors and Neighbourhoods Category: WestTrans HGV Initiatives (South Ruislip station bridge signage improvements, HGV Routing project, West London Freight Quality Partnership. West Drayton/Yiewsley town centre Freight Study)
- Smarter Travel Category: WestTrans Travel Plan (support for voluntary business travel plans and freight and service delivery plans, a back-up service for development control travel plans).

### **Financial Implications**

17. This report is a submission to TfL for transport funding for 2011/12 and forms the basis for the Council's funding submission of capital and revenue resources for a

range of transportation related projects. The funding submission is based upon the borough's priorities and it has been developed in the light of the resources likely to be made available by the Mayor of London.

18. The funding submission and resource allocation process is increasingly competitive and the boroughs with the most successful implementation and achievement record are likely to attract a higher proportion of funds in future years. It is therefore important that proposal and bids are well founded and realistic, and that approved schemes are implemented on time and within budget. When the Mayor announces the settlement later this financial year, it will form part of the Council's Capital Programme for 2011/12.

19. The Council's submission for 2011/12 totals £3,180,000 (excluding £733,000 for highway maintenance), compared with an allocation of £3,407,000 in 2010/11 and £3,510,000 in 2009/10 (both excluding highway maintenance). Further funding may be available of up to £2.4m for the Major Scheme in Yiewsley / West Drayton.

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

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

The effect of the proposed recommendation will enable TfL to consider the release of funds for transport schemes within the London Borough of Hillingdon enabling local residents and businesses to benefit from noticeable improvements in road safety, the highway network, accessibility and public transport, walking and school travel plan initiatives.

Stronger emphasis is put on increasing safety and security with an emphasis on encouraging active travel which will improve health and well-being.

### **Consultation Carried Out or Required**

Public consultation will also take place with regard to the implementation of specific schemes during 2011-12, once the allocations have been formally agreed.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

This report is a submission to TfL for transport funding for 2011/12. Corporate Finance has reviewed this report and is satisfied that the financial implications properly reflect the direct resource implications for the Council.

Transport for London have announced in advance the level of funding available to each borough, and are requesting bids up to these values to provide comfort that the allocation will be fully utilised in accordance with the Mayor of London's local transport priorities. The majority of funding provided through the Local Implementation Plan allocations for 2011/12 is for capital expenditure, and the draft capital programme for 2011/12 and beyond will be adjusted to reflect the level of funding announced. It should be noted that failure to submit the LIP funding

submission by the due date could put at risk the funding to the value of £3.9m for the Borough's transport projects and initiatives.

### **Corporate Landlord**

The Corporate Landlord has reviewed this report and there are no property implications.

### **Legal**

Section 142 of the Greater London Authority Act 1999 ("the Act) 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.

In accordance with section 145 of the Act, the Council must prepare a plan known as a local implementation plan ("LIP"), and in doing so shall comply with the relevant consultation requirements. The actual LIP and shall include a timetable for implementation of the different proposals identified in the plan, and the date by which all proposals contained in the plan shall be implemented. The monitoring and implementation of the strategy, is carried out by Transport for London for the Mayor under the provisions of the Act.

### **BACKGROUND PAPERS**

London Borough of Hillingdon, Local Implementation Plan, February 2007  
LIP Guidance for 2011/12 (Transition year), issued by TfL in May 2010  
Mayor's Transport Strategy May 2010