

**BOROUGH LOCAL IMPLEMENTATION PLAN:  
SUBMISSION TO TRANSPORT FOR LONDON FOR  
2011/12 FUNDING AND DRAFT PLAN 2011/14**

<b>Cabinet Member</b>	Councillor Keith Burrows
<b>Cabinet Portfolio</b>	Planning, Transportation & Recycling
<b>Officer Contact</b>	Jales Tippell, Planning, Environment and Community Services
<b>Papers with report</b>	Appendix 1 – Draft Local Implementation plan 2011- 2014 (circulated separately) Appendix 2 – List of consultees

**HEADLINE INFORMATION**

<b>Purpose of report</b>	This report seeks approval for the revisions to the Local Implementation Plan 2011/12 bid and for Hillingdon’s Draft Second Local Implementation Plan for 2011 - 2014 to be submitted to Transport for London by 20th December 2010. Approval is also sought for a minimum six-week targeted consultation on Hillingdon’s Draft Local Implementation Plan for 2011 – 2014 to commence early in the new year.
<b>Contribution to our plans and strategies</b>	Hillingdon’s Partners Sustainable Community Strategy Council Plan Air Quality Action plan Emerging Local Development Framework
<b>Financial Cost</b>	The Draft LIP2 submission is an important step in securing funding from TFL the value of which is approximately £10,545k for the Borough’s transport projects and initiatives during the period 2011-2014. When the Mayor announces the agreed settlements, usually annually in December, it will form part of the Council's Capital Programme for the following year.
<b>Relevant Policy Overview Committee</b>	Residents and Environmental Services
<b>Ward(s) affected</b>	All

**RECOMMENDATION**

**That Cabinet:-**

- 1. approves the revisions to the Local Implementation Plan 2011/12 funding bid for submission to Transport for London as set out in paragraphs 4 – 7 below and as incorporated in Table 3.3 of Hillingdon’s Draft Local Implementation Plan for 2011 – 2014 (circulated separately).**

2. **approves Hillingdon's Draft Second Local Implementation Plan for 2011 – 2014 for submission to Transport for London by 20th December 2010.**
3. **instructs officers to carry out a minimum six-week targeted consultation on Hillingdon's Draft Local Implementation Plan for 2011 – 2014 in compliance with statutory procedures and the Council's consultation guidelines and for officers to report back to a future meeting of Cabinet the outcome of the consultation and recommendations for changes to the Draft Local Implementation Plan, prior to its formal submission to Transport for London.**
4. **grants delegated authority to the Director of Planning, Environment and Community Services to agree, in conjunction with the Cabinet Member for Planning, Transportation and Recycling to make any minor editing and textual changes to Hillingdon's Draft Local Implementation Plan for 2011 – 2014 before it is formally published.**
5. **delegates authority to the Cabinet Member for Planning, Transportation and Recycling to sign up to the Transport for London "Plugged-In-Places" and Pan London Electric Vehicles Network Partnership agreements to support the electric vehicles schemes set out in the Local Implementation Plan.**

## **INFORMATION**

### **Reasons for recommendation**

The preparation of a Local Implementation Plan is a statutory requirement in accordance with the Greater London Authority Act 1999. TfL's deadline for the submission of a draft document is 20<sup>th</sup> December 2010 and failure to comply with this may affect the allocation of funds. There is a requirement to undertake consultation on the Draft Plan with specific agencies and groups.

TfL announced in a letter dated 4th November 2010, that as a result of the cuts in the Government's Spending Review, the allocations to boroughs have all had to be reduced. For Hillingdon's LIP allocation this amounts to a reduction of £128,000 in 2011/12, £254,000 in 2012/13 and £658,000 in 2013/14. The revisions to the Local Implementation Plan 2011/12 bid, to include how these cuts may be accommodated, need to be formally agreed by Cabinet.

The final recommendation will allow the Council to qualify for Government and TfL support for both developing its electric vehicle charging infrastructure and a common approach towards meeting national and regional technical standards. The Council would retain full control over where and when to locate electric vehicle charging infrastructure.

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

Not to submit the Draft Local Implementation Plan to TfL has a high risk associated with it as an approved Plan is a pre-requisite in securing TfL support for future funding. Key areas for improvements to road safety, the highways network, accessibility and public transport may, for example, not be achieved without the Draft Local Implementation Plan, which will have a significant impact on 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 may incur delays which TfL may not accept.

Members will have an opportunity to submit comments during the course of the 6 week consultation period and also to submit further bid variation requests during the period 2011-14. Such variations will enable the Council to maximise responsiveness to local circumstances.

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

None at this stage.

### **Supporting Information**

#### Local Implementation Plan funding submission for 2011/12

1. At its meeting on 14<sup>th</sup> October 2010, the Cabinet approved the Local Implementation Plan 2011- 2012 bid for funding for submission to Transport for London. This funding submission was based on TfL's notification letter dated May 2010 which stated that Hillingdon's LIP2 allocation with regard to 'corridors, neighbourhoods and supporting measures amounted to £3.080m in 2011/12, £3.086m in 2012/13 and £3.086m in 2013/14.

2. Since that time the Council has received further notification from TfL in a letter dated 4th November 2010, which states that as a result of the cuts in the Government's Spending Review, the allocations to boroughs have all had to be reduced. TfL have stated that Hillingdon's spending allocation for 'corridors, neighbourhoods and supporting measures are to be reduced to £2.952m in 2011/12, £2.832m in 2012/13 and £2.428m in 2013/14. This amounts to a reduction of £128,000 in 2011/12, £254,000 in 2012/13 and £658,000 in 2013/14.

3 The reductions in TfL allocations will have significant implications for the LIP2 programme and proposals as to how these cuts may be accommodated are outlined below. Clearly these proposals will be continuously reviewed and allocations will be adjusted to meet any changes in circumstances. TfL now places considerable emphasis on maximising local decision-making by providing flexibility for variation of fund allocation between schemes. Officers will continue to recommend that the Cabinet Member for Planning, Transportation and Recycling be authorised to approve variations within the spirit of the LIP2 submission as and when the need arises.

4. In light of the reductions in TfL funding, it is suggested that the 2011/12 LIP2 proposals be amended to reflect the following changes:

- the Hayes interchange scheme (£60,000) be deferred to later years to link in with Crossrail works
- the allocation (£62,000) for the A437 proposals at Long Lane/Freezeland way/Sweetcroft Lane and at Long Lane/Hercies Road be reduced to £30,000 in light of recent works carried out in 2010/11. It is proposed that any further funding requirements that may be necessary be deferred to later years in order to consider the type and scale of further works required following an assessment of the impacts of the proposed works in 2011/12.

- the allocation (£130,000) for an improved pedestrian access between the bus stops on the opposite sides of the Uxbridge Road (A4020) near Park Road be reduced to £94,000. This is because an opportunity is at the same time being explored in conjunction with TfL to deliver this scheme as early as the last quarter of 2010/11, which if successful, would allow for the scheme allocation in the 2011/12 programme to be reduced. It is proposed that any further funding requirements that may be necessary be deferred to later years in order to consider the type and scale of further works required following an assessment of the impacts of the proposed works in 2010/11 and 2011/12

5. Given the reductions in TfL funding, it is suggested that the 2012/13 LIP2 proposals be amended to reflect the following changes:

- the allocation (£10,000) for the A437 proposals at Long Lane/Freezeland way/Sweetcroft Lane and at Long Lane/Hercies Road be deferred and subject to further review during the coming year in order to consider the type and scale of further works required following an assessment of the impacts of the proposed works in 2011/12.
- the allocation (£20,000) for an improved pedestrian access between the bus stops on the opposite sides of the Uxbridge Road (A4020) near Park Road be deferred in order to consider the type and scale of further works required following an assessment of the impacts of the proposed works, which are being brought forward to 2010/11.
- The allocation (£50,000) for cycle route improvements in the Station Road/Harmondsworth Road area be reduced to £5,000 to enable a study to be carried out to identify works required with implementation to be deferred for future years.
- The allocation (£200,000) to implement highways schemes at Lavender Rise, Porters Way and Harmondsworth Road be reduced to £71,000 with further works to be allocated in future years if necessary.
- The allocation (£95,000) for measures to rationalise parking in narrow streets be reduced to £70,000 with further allocations to be made in future years as necessary.
- The allocation (£125,000) for measures to improve access to and from bus services be reduced to £100,000 with further allocations to be made in future years as necessary.

6. Taking into account the reductions in TfL funding, it is suggested that the 2013/14 LIP2 proposals be amended to reflect the following changes:

- the allocation (£59,000) for the Grand Union Canal Dawley Road/Rigby Lane be deferred in order to consider the type and scale of further works required following an assessment of the impacts of the proposed works in 2011/12.
- the allocation (£100,000) for the A4180 Ducks Hill – Bury Street – High Street Ruislip - B466 Eastcote Road – High Road Ickenham/West Ruislip Station – B457 Swakeleys Road A437- Long Lane (whole length south of the A40) be reduced to £60,000 to allow for more detailed scoping studies which can determine a longer-term phased approach to develop suitable measures.
- the allocation (£250,000) for the public realm measures along the A4020 be reduced £90,000 to allow for more detailed scoping studies which can determine a longer-term phased approach to develop suitable measures.

- The allocation (£134,000) for measures to improve the Grand Union Canal at the Oxford Road interchange be reduced to £85,000, with further works to be allocated in future years if necessary.
- The allocation (£95,000) for measures to rationalise parking in narrow streets be reduced to £70,000 with further allocations to be made in future years as necessary.
- The allocation (£125,000) for measures to improve access to and from bus services be reduced to £100,000 with further allocations to be made in future years as necessary.
- the allocation (£100,000) for measures at Lavender Rise - Porters Way and Harmondsworth Road in Yiewsley – West Drayton be deferred in order to consider the type and scale of further works required following an assessment of the impacts of the proposed works in 2011/12 and 2012/13 and the likely impacts of Crossrail.
- the allocation (£280,000) for journey planning measures be reduced to £80,000. It is proposed that any further funding requirements that may be necessary be deferred to later years in order to consider the type and scale of further works required following an assessment of the impacts of the proposed works in 2010/11 and 2011/12.

#### Hillingdon's Draft Local Implementation Plan 2011- 2014

7. Hillingdon's Draft Local Implementation Plan 2011- 2014 (LIP2) sets out how the Council proposes to secure transport improvements within the borough, reflecting both the borough's transportation priorities and the Mayor's Transport Strategy (MTS), 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 Plan provides details on transport projects, proposals and programmes to 2014. It also takes full account of TfL guidelines and the funding programme requirements issued on 4<sup>th</sup> November 2010.

8. In accordance with TfL guidelines, Hillingdon's Draft Plan is set out as follows:
- Chapter 1 introduces the Plan setting out the background to how it has been prepared.
  - Chapter 2 sets out Hillingdon's transport objectives, taking account of its local context, issues, challenges and opportunities.
  - Chapter 3 contains Hillingdon's proposed Programme of Investment for 2011/12 – 2013/14 (see Table 3.3), which includes a list of transport delivery proposals to support local communities and economic regeneration.
  - Chapter 4 sets out how the LIP objectives will be monitored. Table L11 specifically includes a monitoring schedule, setting out how each of the delivery proposals will be monitored. The chapter also lists the core targets and local targets which are to be monitored.

9. Hillingdon's LIP2 objectives, which take account of Hillingdon's Sustainable Communities Strategy; the Council Plan; MTS and sub regional transport plans are to:

1. Increase sustainable travel provision to/from popular destinations
2. Improve condition of principal roads and increase satisfaction levels with network condition

3. Deliver better quality of life and improve air quality
4. Promote healthy travel behaviour
5. Reduce crime, fear of crime and anti-social behaviour
6. Reduce the number of people killed and seriously injured and reduce the overall number of pedestrian and cycle casualties
7. Ensure the transport system enables all residents to access health, education (including 16+ establishments), employment, social and leisure facilities within the borough
8. Improve transport for deprived areas
9. Reduce Hillingdon's contribution to climate change and improve its resilience
10. Deliver the Council's statutory Network Management Duty to facilitate the expeditious movement of all transport modes

10. The delivery actions in the Draft Plan are particularly concerned with promoting and supporting sustainable travel to reduce the growth in car traffic and to contribute to improved health and quality of life for residents with a positive impact on the environment and on the wider challenge of reducing transport's contribution to climate change. These actions therefore support the Mayor's six goals in the MTS which are:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving safety and security for all Londoners
- Improving transport for all Londoners
- Reducing transport's contribution to climate change and improving resilience

11. Hillingdon's key delivery actions focus on:

- Supporting the borough's shopping centres by improving the public realm
- Improving transport interchanges, including Uxbridge, Hayes, Eastcote, South Ruislip, Ruislip Gardens and links along the Grand Union Canal
- Enhancing north south transport corridors, including smoothing traffic
- Enhancing east west transport corridors, including improving shopping areas and smoothing traffic
- Introducing measures to improve school safety, that arise from school travel plans and/or other concerns from local residents
- Improving access and the transport environment at popular destinations, including Uxbridge, Ruislip, Eastcote, Ickenham, West Drayton and the Heathrow villages
- Initiatives to enhance access particularly with regard to those with impairments to mobility, including older people
- Initiatives to promote real-time transport information to assist people in travel planning
- Road safety improvement measures
- Parking management schemes and associated measures including residents parking; stop and shop schemes and rationalising parking in narrow streets
- Bus accessibility measures
- Public footpath improvements, including access to the River Colne, Frays River, Yeading Valley and Ruislip Woods
- Reducing traffic congestion
- Managing freight traffic
- Emissions and noise monitoring

- School travel awareness programme
- Road safety education
- Highways maintenance
- Major scheme bids for Yiewsley/West Drayton; Hayes and Ruislip Manor

12. As referred to above, the Draft Plan includes a Major Scheme bid (£2.4m) in 2011/12 for Yiewsley and West Drayton High Street. A draft 'Step 2 funding application' in support of this has been made to TfL for funding in order to enhance Yiewsley/West Drayton town centre. The Scheme is aimed at improving accessibility for residents, businesses and transport users of all modes and improving the public realm and it builds upon works implemented in 2010. TfL are due to announce the decision on whether the bid has been successful in December 2010.

13. The Draft Plan also includes Major Scheme bids for Hayes (£4.5m) and Ruislip Manor (£3.2m), which are to be phased over 2012/13 and 2013/14. Proposals for Major Schemes are dealt with outside the annual funding submissions and the detailed funding applications for these two Schemes will therefore be made when TfL invites submissions, which is next likely to be in 2012.

#### Sustainability Appraisal

14. Under the Strategic Environmental Assessment Directive (European Directive 2001/42/EC) boroughs have a duty to prepare a Strategic Environmental Assessment. In preparing Hillingdon's Draft Local Implementation Plan 2011- 2014, a Strategic Environmental Assessment has been carried out to ensure that all relevant environmental matters have been taken into account.

#### Consultation Arrangements

15. The statutory requirement for consultation under the Greater London Authority Act 1999 means that the local Borough Commander and TfL must be consulted. However the 'Guidance on developing the Second Local Implementation Plans', (which is discretionary and not a statutory requirement) states that boroughs may also wish to consult with

- Elected Members;
- LSP;
- Local Community Groups;
- Mobility Forum;
- Other service sectors (eg health, education etc);
- Crime and disorder reduction partnerships;
- Business communities;
- Transport operators.

16. In light of the above, it is proposed that a minimum six-week targeted consultation on Hillingdon's Draft Local Implementation Plan for 2011 – 2014 and the accompanying Strategic Environmental Assessment be carried out early in the new year to include those consultees as listed in Appendix 2.

17. Officers will report back to a future meeting of Cabinet the outcome of the consultation and recommendations for changes to the Draft Local Implementation Plan prior to its formal submission to Transport for London.

### **Financial Implications**

The draft LIP2 as outlined above and detailed in the attachment shows the council's transportation projects aspirations for the period 2011- 14.

The TFL funding that contributes to the resourcing of the plan is of significant value and over the period is currently estimated to be £10,545k based on the latest TFL notification. This is the indicative position post the Public Spending Review October 2010. However the final values for TFL are agreed annually in December.

The detailed makeup of the estimated financial resources is contained within the report and shows that Council's resources expected to be committed over the period are estimated to be £4,764k from the capital programme, this is subject to the normal annual budget approval at full council. The estimated figure of £1,874k third party contributions will come from s106 developers' contributions. These 3 sources of funding give an estimated combined resources for the period of £17,183k. There are also 3 major schemes outlined in the LIP2 which will be bid for separately. The estimated bids will total a further £6,900k of funding from TFL; and if successful, would produce a further £793k of S106 contribution that would be associated with the Hayes bus interchange bid. Giving a further total resource of £7,693k in addition to the £17,183k above.

In respect of the electric vehicle partnerships the sources of funding are via Transport for London and costs relating to it would not impact upon Council resources.

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

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

The effect of the proposed recommendation will enable TfL to allocate and release 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, public realm, 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**

TfL officers have been informally consulted on the preparation of the LIP submission. A minimum six-week targeted consultation on Hillingdon's Draft Local Implementation Plan for 2011 – 2014 and its Strategic Environmental Assessment is to be carried out early in the new year. Further 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**

The above report has been reviewed by Corporate Finance and the financial implications set out above are consistent with the draft capital programme presented at the Cabinet Away Day on 12 November.

The level of Section 106 contributions and grant funding from TfL for 2011-14 may vary from the indicative amounts set out above; in the event of actual amounts being lower it is anticipated that projects be scaled back accordingly.

Council resources will be applied to programmes of works linked to the Local Implementation Plan. As the Prudential Code precludes the use of unsupported borrowing to fund these works, these will be funded from capital receipts.

### **Legal**

For the submission of the draft LIP 2011-2014 to TfL in order to enable TfL to release funding for transport schemes within the London Borough of Hillingdon it should be ensured that the Mayor of London's Guidance on the Second Local Implementation Plans May 2010 is followed.

As regards the proposed public consultation of the draft LIP 2011-2014 for a 6 week period commencing early in the new year, it must be ensured that the consultation complies with the Greater London Authority Act 1999 which places a duty on boroughs, when preparing a LIP to consult.

Boroughs are required to provide evidence to show that all statutory consultees have been engaged with during the LIP preparation and formal statutory consultation period. Boroughs must also demonstrate how consultees' views have been taken into account.

It should be ensured that the consultation period is of an adequate and reasonable period and in considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

In preparing LIPs there are also a number of other statutory processes that need to be complied with. These are:

- The EU Strategic Environmental Assessment Directive (implemented in England by the Environmental Assessment of Plans and Programmes Regulations 2004) which require a formal environmental assessment of certain plans and programmes that are likely to have significant effects on the environment. It applies to statutory plans and programmes whose preparation began on or after 21 July 2004.

Authorities that prepare and/or adopt a statutory plan or programme that is subject to the directive must prepare a report on its likely significant environmental effects, consult environmental authorities and the public, then take

the report and the results of the consultation into account during the preparation process and before the plan or programme is adopted. They must also make information available on the plan or programme as adopted and state how the environmental assessment was taken into account.

The Borough's LIP will be subject to mandatory assessment under the Environmental Assessment of Plans and Programmes Regulations 2004 and will involve the preparation of an environmental report, to be available during public consultation on the proposed LIP. The Government's Code of Practice on Consultation and the normal 12-week period recommended by the code will be relevant.

- Boroughs have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment of their LIP. This should identify whether or not (and to what extent) a LIP has an impact (positive or negative) on a particular equality target group, or whether any adverse impacts identified have been appropriately mitigated.

The relevant legislation is the Race Relations (Amendment) Act 2000 requiring the production and publication of a Race Equality Scheme; the Disability Discrimination Act 2005 requiring the production of a Disability Equality Scheme and the Equality Act 2006 requiring the production of a Gender Equality Scheme.

- The Disability Discrimination Act 2005 requires local authorities to promote equality for disabled people, and to have regard to the needs of disabled people, both in developing and implementing plans.
- The Traffic Management Act 2004 which imposes a duty on local highway authorities (including London boroughs) to manage their road network to secure swift movement of traffic, and pedestrians, on their network and to facilitate the same on the networks of other authorities.

Section 18(2) of the Traffic Management Act 2004 requires an authority to have regard for the Network Management Duty Guidance, published by the Department for Transport in December 2004. This requires boroughs to indicate in their LIPs the arrangements they have established for fulfilling the Network Management Duty and show that they have taken it into account when preparing their Delivery Plan.

### **Corporate Landlord**

The Interim Head of Corporate Landlord supports the recommendations in the report and has no comments.

### **BACKGROUND PAPERS**

Strategic Environmental Assessment  
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  
Draft West London Transport Strategy November 2010

## **APPENDIX 2: PROPOSED LIST OF CONSULTEES FOR LIP2**

TfL

Borough Commander

Environment Agency

Natural England

English Heritage

Adjoining councils:

Elected Members

LSP:

- Hillingdon Primary Care Trust
- Metropolitan Police
- Brunel University
- Hillingdon Chamber of Commerce
- Uxbridge College
- Groundwork Thames Valley
- BAA
- Age Concern Hillingdon
- Hillingdon Association of Voluntary Services
- London Fire Brigade

Mobility Forum

Disabled People Assembly

Youth Council

Highways Agency

TfL London Buses

TfL London Underground

Transport operators:

- Chiltern Railways
- First Great Western
- Heathrow Express
- Heathrow Connect
- Arriva
- First Group
- London United

Public Transport Liaison Group

School Travel Plan Steering Group

Sustrans

Motorists Forum

Hillingdon Community Transport Group

Transport 2000 Trust

WestTrans

London Probation Service

London Ambulance Service

British Waterways

Network Rail

Cycling Liaison Group

Heathrow Area Transport Forum

Uxbridge Area Wide Travel Plan Partnership

Uxbridge Initiative

Hayes Town Partnership  
Stockley Park Estates Management  
Yiewsley/West Drayton Action Group  
Liftshare.com Ltd  
London Travelwatch