



Democratic Services

Location: Phase II

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CMD No: 190

**To: COUNCILLOR JOHN RILEY
CABINET MEMBER FOR PUBLIC SAFETY AND
TRANSPORT**

**COUNCILLOR MARTIN GODDARD
CABINET MEMBER FOR FINANCE**

c.c. All Members of the Public Safety and Transport
Select Committee
c.c. All Councillors
c.c. Perry Scott - Corporate Director, Infrastructure,
Transport and Building Services
c.c. Sophie Wilmot – Infrastructure, Transport and
Building Services
c.c. Conservative and Labour Group Offices
(inspection copy)

Date: 29 June 2021

Non-Key Decision request

Form D

CAPITAL RELEASE REPORT JUNE 2021

DEPARTMENT: Residents Services

SERVICE AREA / PROGRAMME: Transport for London (TfL) Local Implementation
Plan 3 (LIP3) 2021/22

RELEASE NO: 1

Dear Cabinet Member

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 7 July 2021** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Liz Penny
Democratic Services Officer

Title of Report: Transport for London (TfL) Local Implementation Plan 3 (LIP3)
2021/22 – Release No: 1

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

Signed Date.....
Cabinet Member for Public Safety and Transport / Cabinet Member for Finance

CAPITAL RELEASE REPORT JUNE 2021

DEPARTMENT: Residents Services

SERVICE AREA / PROGRAMME: Transport for London (TfL) Local Implementation Plan 3 (LIP3) 2021/22

RELEASE NO: 1

Cabinet Members	Councillor John Riley Councillor Martin Goddard
Cabinet Portfolios	Cabinet Member for Public Safety & Transport Cabinet Member for Finance
Officer Contact	Sophie Wilmot - Infrastructure, Transport & Building Services
Papers with report	Appendix A with capital release requests for approval

HEADLINES

Summary	To seek Cabinet Member approval for the release of capital funds.
Putting our Residents First	This report supports the Council objective of strong financial management. The Hillingdon Local Plan: Part One - Strategic Policies (2012). The Hillingdon Local Plan: Part Two - Development Management Policies (2020). Transport for London, London Borough of Hillingdon, Local Implementation Plan 3 (March 2019). Hillingdon's Sustainable Community Strategy 2011.
Financial Cost	This report seeks the retrospective release of £393k from the 2021/22 TfL LIP funding for the programme of work detailed in this report. A total of £325k of this initial allocation of Transport for London Local Implementation Plan was granted to the Council on 14 th April 2021 with a spend deadline of 18 th May 2021. A further £68k was granted on 18 th May 2021 to be spent by 28 th May 2021. Any funds unspent after this date would need to be returned and would no longer be available to the Council.
Relevant Select Committee	Public Safety & Transport
Ward(s) affected	All

RECOMMENDATION

That the Cabinet Member for Public Safety and Transport and the Cabinet Member for Finance approve the following capital release requests of £393k from the 2021/22 TfL LIP3 programme budget (Appendix A).

Reasons for recommendation

The proposal fully complies with and supports the intentions of the 2018 Mayor of London's Transport Strategy and the proposals set out in the Council's LIP3 which covers the period from 2019 to 2041.

The recommendation will enable Hillingdon to sustain its past LIP performance which is critically important to secure future funding to the Borough. Any undue delay in implementation, or failure to meet agreed performance measures, could adversely influence future TfL funding opportunities for the Council. All costs will be borne in their entirety by TfL.

Alternative options considered

Hillingdon could decide not to deliver the programme of measures already approved by Cabinet. Such a decision would adversely affect both the delivery of the TfL approved LIP allocation and the contribution this would make to the delivery of the Council's Sustainable Community Strategy.

A total of £325k of this initial allocation of Transport for London Local Implementation Plan and reprofiled Crossrail Complimentary Measures of £99k was granted to the Council on 14th April 2021 with a spend deadline of 18th May 2021. A further £68k for the Local Implementation Plan and £21k for the Crossrail Complimentary Measures was granted on 18th May 2021 to be spent by 28th May 2021. Any funds unspent after this date would need to be returned and would no longer be available to the Council.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. London Borough of Hillingdon's LIP3 submission which covers the period from 2019 to 2041 was approved by the Mayor of London on the 10th June 2019.

1.1 Transport for London's financial position was severely impacted by the decline in public transport use due to the Covid-19 pandemic; this resulted in TfL suspending the traditional Local Implementation Plan.

1.2. On the 12th April 2021 TfL announced Hillingdon's LIP grant interim funding package for 2020/21 up to 18th May 2021 as follows:

- £312k for Corridors, Neighbourhoods and Supporting Measures
- £13k for Local Transport Fund
- £99k re-profiled grant for West Drayton Crossrail Complimentary Measures (please refer to paragraph 1.4)

1.3. On the 18th May 2021 TfL announced Hillingdon's LIP grant further interim funding package for 2020/21 covering the period of the 19th May to the 28th May 2021 as follows:

- £65k for Corridors, Neighbourhoods and Supporting Measures
- £3k for Local Transport Fund
- £21k re-profiled grant for West Drayton Crossrail Complimentary Measures (please refer to paragraph 1.4)

1.4. In November 2014, there was confirmation of a total allocation of £1,600k for Crossrail Complementary Measures in West Drayton, covering the years 2015/16 to 2018/19, to improve the environment outside the station and provide better transport interchange, in conjunction with the Elizabeth Line service; however, due to delays with Network Rail in delivering this programme, this allocation has been re-profiled. The 2021/22 Allocation up to the 28th May 2021 is £120k; these funds have been released in prior years.

1.5. The above allocations total £513k.

Scope of Works - Transport for London 2021/22

Table 1: Transport for London Funding 2021/22

2021/22 LIP Scheme Headings	Total Grant Award £'000	Previous/ Pending Release £'000	Seeking Release £'000	Balance £'000
Transport Interchange & Healthy Streets	11	0	11	0
North South Links and Supporting Growth	84	0	84	0
Vision Zero School Travel Plan and Local Road Safety Schemes	134	0	134	0
Accessibility and Mobility for all	5	0	5	0
Parking Management Schemes	0	0	0	0
Public Footpaths and Cycleways	57	0	57	0
Transport Impacts	3	0	3	0

Road Safety Education Training and Publicity and Travel Awareness	83	0	83	0
Corridors Neighbourhoods and Supporting Measures Sub Total	377	0	377	0
Local Transport Fund	16	0	16	0
Bridge Assessment and Strengthening	0	0	0	0
Principal Road Renewal	0	0	0	0
West Drayton Crossrail Complementary Measures	120	120	0	0
Grand Total	513	120	393	0

1.9. This report outlines the schemes that have been identified for implementation and agreed in principle with the fund holder, TfL, and for which capital release is now requested.

1.10. This is the first TfL LIP Capital Release Decision Report for 2021/22. It requests the release of £393k of the TfL funding from an 2021/22 annual total allocation of £513k.

2. Corridors - Transport Interchange and Healthy Streets

2.1 Ickenham Station 20mph zone: Release Requested: £11k

Ickenham station is located along Glebe Avenue, Ickenham and provides connection to the Metropolitan and Piccadilly London Underground services. The main entrance to the station is on the bridge over the railway, although stepped access is provided from the car park. Glebe Avenue is narrow and due to this a footpath is only provided on one side of the road. There is a high level of traffic on Glebe Avenue as it is the only road leading into a large residential area.

As part of the Transport for London targets for step-free access, works are currently underway to provide step free access into the station, including a small mezzanine disabled parking facility, accommodating four vehicles.

Although a mezzanine car parking area is now being provided, initially during the detailed design phase, discussions were undertaken between Transport for London and the Council to discuss how disabled people would access the new step free station as between the car park and the station there was only stepped access proposed. Therefore, in the initial plans, disabled people wishing to use the station would have needed to exit the car park on to Glebe Road, cross the road onto the footpath, cross side roads and then cross back to the station, which was not considered a suitable option.

This disabled access issue has now been resolved for the station; however, improvements are still required on Glebe Avenue to improve road safety and access along the road, Officers have

been working with the Council's Term Consultants, Project Centre. As initial considerations developed, it was determined that the area around the station and the residential roads in the area may benefit from the introduction of a 20mph zone, especially as there is also a primary school in the area. Project Centre Ltd has been commissioned to consider and design a 20mph scheme in the area. A set of plans will be produced in order to allow consultation to be undertaken with local residents.

3. North - South Links and Supporting Growth

3.1 A4020 Uxbridge Road Cycle Way: Release Requested: £17k

The A4020 Uxbridge Road is a strategic corridor running east / west in the south of the Borough, it is a busy route for vehicular traffic and a key route for several public transport services. The route also provides access to local services including local shopping parades; the Beck Theatre and Uxbridge County Court. A number of the local shopping parades in the area have been subject to an upgrade as part of the Council's Town Centre Improvement programme.

In order to improve connections for residents to local services it is proposed to upgrade and improve the currently disconnected cycle provision along the section of the A4020 between Coldharbour Lane and Grange Road. This provision will also allow connection to the cycle facilities on Coldharbour Lane which were provided as part of the Hayes Town Centre Major Schemes works.

The majority of the works were undertaken during the 2020/21 financial year using the previous Transport for London, Local Implementation Plan monies awarded to the Council. A small sum of funds was required to cover the final elements of the scheme which could not be covered in the last finance year. The entire scheme was implemented by the Council's term Highways Contractor O'Hara.

3.2 Kingshill Avenue Shopping Parade: Release Requested: £61k

The London Borough of Hillingdon has a programme of works to upgrade local shopping parades to improve accessibility and encourage people to use local businesses by sustainable means rather than undertaking longer journeys to larger stores by car. The works can include footpath upgrades; new lighting; street planting; stop & shop parking schemes and new street furniture such as cycle parking and benches. These upgrades are often accompanied by the Council's Shop Front Grant scheme to improve shop frontages.

The majority of the works proposed for Kingshill Avenue Shopping Parade were to be funded by previous Transport for London Local Implementation Plan monies; however, due to the financial crisis being experienced by Transport for London as a result of the Covid-19 pandemic, funding was not available to pay for the Kingshill Avenue works. A decision was made to fund some of the works using Council capital resources. Due to the required spend deadline on this initial 2021/22 allocation, officers have been able to identify funds to pay for new street furniture in the area and allow Council monies to be replenished and used on future projects as decided by Cabinet.

3.3 Oak Farm Area Healthy Streets: Release Requested: £6k

The Oak Farm area has been subject to a successful Healthy Streets Transport Study carried out by the Council's term consultants Project Centre Ltd in 2018. The outcome of this work was a report containing a series of recommendations as to how the Council could improve road safety, address parking issues, encourage and enable active travel and improve accessibility and mobility for all. As part of this work a 'Planning for Real' event was held at Oak Farm Library. By implementing the measures recommended, the Oak Farm area would begin to be characterised by the ten Healthy Streets indicators which are: - Pedestrians from all walks; People choose to walk, cycle and use public transport; Clean air; People feel safe; Not too noisy; Easy to cross; Places to stop and rest; Shade and shelter; People feel relaxed; Things to see and do.

The Council's Term Consultants, Project Centre, have work with Council officers on a design and informal consultation for a possible 20mph zone with traffic calming along Clifton Gardens, Snowden Avenue and Burleigh Road. Further funds have been utilised from the 2021/22 to pay Project Centre Ltd to analyse and produce a report on the feedback received from the recently undertaken informal consultation and modify plans accordingly, for preparation for formal consultation.

4. Vision Zero STP and Local Road Safety Schemes

4.1 Eastcote Road / Windmill Hill, Road Safety Improvements: Release Requested: £122k

The junction of Eastcote Road / Windmill Hill / Kings College Road is a four-arm roundabout with a high traffic flow connecting several residential areas with Ruislip, Ruislip Manor, Eastcote and beyond. A recent fatal traffic collision occurred at the junction. Even though the accident was not a result of any issue with the layout or condition of the highway, it was felt this would be an opportunity to review the roundabout and provide any upgrades to improve road safety in the area. The Cabinet Member for Public Safety and Transport has also heard a petition of over 200 signatures to improve road safety on Eastcote Road including this roundabout. These works represent the first phase of these considerations.

In order to bring forward some of the proposed improvements, funds were used to resurface and remark each approach to the roundabout as well as to allow Hillingdon Engineers to design phase two of improvements including the provision of raised crossings to aid pedestrian movements and slow traffic, which will require legal consultation. The works were carried out by the Council's term Highway Contractor O'Hara.

4.2 Ladygate 20mph zone feasibility: Release Requested: £12k

Ladygate Lane, Ruislip is a long relatively straight road running between Breakspear Road and Bury Street. There are a number of residential properties along it as well as a number of residential roads leading from it. In addition, both Whiteheath Infant and Junior Schools are located along Ladygate Lane.

In order to improve traffic conditions and residential amenity in the area, traffic calming measures in the form of speed tables have been installed and a small section of Ladygate Lane has a 7.5T

weight restriction in order to stop HGVs running through the area. A 20mph zone outside the schools is to be installed shortly.

To allow considerations of further improvements to road safety and residential amenity in the area, the Council's term consultants Project Centre Ltd, were commissioned to consider a wider 20mph zone for the area including producing plans which can be used in discussion with Members and for any future consultation with residents.

5. Accessibility and Mobility for All

5.1 Elm Avenue, Ruislip: Release Requested: £5K

The Council's Highways Team have recently been on site at Elm Avenue, Ruislip doing footway works as part of their regular maintenance programme; to benefit from the Council's Highways Contractor being on site, funds were utilised to complete accessibility improvements at Elm Avenue / Lime Grove in the form of a dropped kerb and tactile paving. The request for these accessibility improvements comes via Hillingdon's mobility forum and assessed by the Council's Principal Accessibility Officer.

6. Footpaths

6.1 Fairfield Road to Falling Lane: Release Requested: £19k

There is a public footpath which runs between Falling Lane and Fairfield Road and provides connection for a number of residents to local shopping and services. The majority of the upgrade works was funded by the Transport for London Local Implementation Plan funding for 2020/21; the further funding from 2021/22 allocation has been used to extend the scope of the scheme to provide lighting to improve safety for those using the footpath particularly at night.

6.2 Cranford Park: Watersplash Lane to M4 St Dunstan Subway: £15k

Cranford Park is located in the south of the Borough and provides a large open space for a significant number of residents in this area and demand for the park is only going to grow with the developments at the former Nestles Avenue factory. Cranford Park, itself, is being updated using funds from a successful Heritage Lottery Fund bid.

To support the works, funds are being identified to upgrade cycle paths into and around the park. Initially using 2020/21 Transport for London Local Implementation Plan funds, the footpath was upgraded between Watersplash Lane and M4 St Dunstan's subway which provides improved access for the residents living to the north of Cranford Park. Funds from the initial 2021/22 allocation have been utilised to finish the works to the footpath to ensure it is accessible for all.

6.3 Dawley Road / Princes Park Road Feasibility: Release Requested: £5k

A planning application for the redevelopment of a site along Dawley Road has been approved by the Council. In order to mitigate the impact of the development and encourage travel by sustainable modes, officers have taken a Section 106 contribution to make pedestrian improvements to a section of highway between Princes Park Road and Botwell Lane. These improvements include a new & realigned footpath, informal crossing point and dropped kerbs with

tactile paving. Funds have been utilised to commission the Council's Term Consultants Project Centre to design the scheme ready for implementation.

6.4 Footpath R150: Release Requested: £18k

Footpath R150 runs behind Bishop Winnington-Ingram Primary School in Ruislip. The school, working with the Council's School Travel and Road Safety (STARS) have identified that the footpath is well used by parents but is in a poor condition and parents are starting to prefer using the front of the school resulting in more vehicles and congestion on Southcote Rise and Westcote Rise. In order to support use of this alternative route, funds have been utilised to upgrade the footpath. The School and the STARS team will now work on promoting this route to parents to encourage them to use it when travelling to and from the school.

7. Transport Impacts

7.1 Air Quality Focus Area: Long Lane: Implementation: Release Requested: £3k

Based on air pollution modelling the Greater London Authority has defined several air quality focus areas within the London Borough of Hillingdon. In response officers have been working with the Council's Term Consultants Project Centre Ltd on a series of air quality focus area studies to put together a package of options to improve air quality. One of the focus area studies undertaken was for Long Lane in Hillingdon which identified a few measures including localised junction improvements.

Funds have been utilised to begin detailed design of the works. The three initial schemes which have been considered are:

- Long Lane, north of Court Road: proposed installation of new uncontrolled crossing;
- Long Lane j/w Halford Road: proposed raised table at the junction; installation of a crossing point with tactile paving and an advisory cycle lane across the junction; and
- Long Lane j/w Grosvenor Crescent: proposed raised table at the junction; tighten kerb radii to reduce crossing distance; installation of crossing points and tactile paving and introduction of rain gardens.

8. Road Safety, Training & Publicity and Travel Awareness

8.1 Cycle Parking Infrastructure: Release Requested: £8k

Cycle Parking Infrastructure in Schools - allocation £8k. In response to the success of the Council's various cycle training initiatives, the number of pupils cycling to school in Hillingdon continues to grow. As cycle numbers increase, so does the demand for cycle parking. The funds have been utilised to support Deansfield Primary School in funding the acquisition of secure cycle parking stands and infrastructure at their site. The school had identified that demand for cycle parking exceeds supply and cycle parking is identified in their School Travel Plan.

8.5 Cycle Scheme Delivery: Release Requested: £24k

Instructor Support - Funds have been utilised to cover the salary of the Council's Borough Cycle Support Officer. The Borough Cycle Support Officer works with the Council's Cycle Instructors to

help encourage and enable cycling in Hillingdon. They oversee the organisation of all cycle training for adults and children; help organise cycle promotional events and use their knowledge and experience to carry out audits of cycle routes and working with businesses to encourage their staff to cycle to work.

8.6 School Sustainable Travel & Road Safety Projects: Release requested £51k

Funds have been utilised to purchase resources for various road safety campaigns which can be used for delivery to schools and residents of Hillingdon to improve road safety and look to contribute toward the Mayor of London's Vision Zero objective of no deaths or serious injuries on the road network in London by 2041. The schemes purchased include:

- *Honest Truth Campaign*: This campaign is supported by the Mayor of Hillingdon. This is a national campaign delivered through collaboration between emergency services, road safety organisations and driving instructors. A combination of packs, loyalty cards and competitions are used to deliver and reinforce the honest truth about driving.
- *Stepping Up Campaign*: This campaign is run by the London Road Safety Council. This is a resource booklet to help ensure pupil's smooth and safe transition to secondary school where independent travel becomes a more popular choice.
- *Walking Maps*: The School Travel and Road Safety Team (STARS) have been working with schools across the borough to produce site specific maps showing five and ten minute walking times as well as identifying key facilities on routes such as safe crossing points and areas where park & stride could be a viable option. A large map is produced and placed at the entrance to the school. Accompanying leaflets and pdf maps are produced to distribute to all school pupils.

9. Local Transport Fund: Release Requested: £16k

Each year TfL gives London Boroughs the Local Transport Fund budget. London Boroughs can decide for themselves how to invest this money. The budget does not necessarily have to be spent on schemes that deliver the Mayor's Transport Strategy (March 2018).

The initial allocation of funding for the 2021/22 financial year has been utilised to carry out small accessibility schemes to improve travel around the Borough by those with mobility impairments. These schemes can include, but are not limited to, measures such as installation of dropped kerbs, provision of tactile paving and footpath improvements.

10. Crossrail Complementary Measures: Release Requested: £120k

The Elizabeth Line service will be serving two stations in Hillingdon, as well as Heathrow Airport. The works at Hayes and Harlington Station are covered by the Major Scheme public realm upgrades being undertaken. Transport for London have provided further monies to allow measures to be provided at West Drayton station to improve the environment outside the station and provide better transport interchange.

Project cost breakdown of TfL LIP for Release one

Table 2: Cost Plan for Schemes Where Reallocation and New Release is Requested

TfL Scheme	Internal Fees / Staffing £000's	Services / Works £000's	Seeking release £000's
<u>Transport Interchange & Healthy Streets</u> : Ickenham Station 20mph Zone	0	11	11
<u>North South Links & Supporting Growth</u> : A4020 Uxbridge Road Cycle Way	2	15	17
<u>North South Links & Supporting Growth</u> : Kingshill Avenue Shopping Parade	6	55	61
<u>North South Links & Supporting Growth</u> : Oak Farm Area Healthy Streets	0	6	6
<u>Vision Zero Local Road Safety Schemes</u> : Eastcote Road / Windmill Hill Improvements	12	110	122
<u>Vision Zero Local Road Safety Schemes</u> : Ladygate Lane 20mph zone feasibility	0	12	12
<u>Accessibility & Mobility for All</u> : Elm Avenue, Ruislip	0	5	5
<u>Public Footpaths</u> : Fairfield Road to Falling Lane, Yiewsley	2	17	19
<u>Public Footpaths</u> : Cranford Park: Watersplash Lane to M4 to St Dunstan's subway	1	14	15
<u>Public Footpaths</u> : Dawley Road / Princes Park Road feasibility	0	5	5
<u>Public Footpaths</u> : Footpath R150	2	16	18
<u>Transport Impacts</u> : AQFA Implementation: Long Lane	0	3	3
<u>Road Safety, Training & Travel Awareness</u> : Cycle Parking Infrastructure	0	8	8
<u>Road Safety, Training & Travel Awareness</u> : Cycle Scheme Delivery	24	0	24
<u>Road Safety, Training & Travel Awareness</u> : School Sustainable Travel & Road Safety Projects	0	51	51
<u>Local Transport Funding</u> : Local Transport Funding	2	14	16
Total	51	342	393

Financial Implications

Transport for London Total Confirmed 2021/22 Grant Award £513k, Previously Released £120k, Release Requested £393k – Appendix A

The 2021/22 Transport for London funding programme is set out in the table below.

CAPITAL Funding 2021/22	Confirmed Grant Allocation £000's	Previous released/ Pending release £000's	Capital release request £000's	Balance Confirmed Grant £'000's
Corridors, Neighbourhoods & Supporting Measures	377	0	377	0
Bridge Assessment and Strengthening	0	0	0	0
Bus Priority	0	0	0	0
Cross Rail Complementary Measures (West Drayton)	120	120	0	0
Local Transport Fund	16	0	16	0
Sub Total TFL Grant	513	120	393	0
Section 106 Contribution	0	0	0	0
Total Capital	513	120	393	0

The 2021/22 Transport for London capital programme original budget, approved by Council in February 2021, amounted to £3,178k based on the LIP grant settlement from previous years prior to the Covid-19 Pandemic. In June 2021, Cabinet approved re-phasing of £878k funding, including West Drayton Crossrail Complementary Measures (£848k) from 2020/21, and £30k Section 106 funding in relation to West Drayton Crossrail Complimentary Measures.

However, Transport for London's financial position has been severely impacted by the decline in public transport use due to the Covid-19 pandemic, and this has resulted in TfL suspending the traditional Local Implementation Plan.

On the 12th April 2021 TfL announced Hillingdon's LIP grant interim funding package for 2020/21 up to 18th May 2021 as follows:

- £312k for Corridors, Neighbourhoods and Supporting Measures
- £13k for Local Transport Fund
- £99k re-profiled grant for West Drayton Crossrail Complimentary Measures (please refer to paragraph 1.4)

On the 18th May 2021 TfL announced Hillingdon's LIP grant further interim funding package for 2020/21 covering the period of the 19th May to the 28th May 2021 as follows:

- £65k for Corridors, Neighbourhoods and Supporting Measures
- £3k for Local Transport Fund
- £21k re-profiled grant for West Drayton Crossrail Complimentary Measures (please refer to paragraph 1.4)

In November 2014, there was confirmation of a total allocation of £1,600k for Crossrail Complementary Measures in West Drayton, covering the years 2015/16 to 2018/19, to improve the environment outside the station and provide better transport interchange, in conjunction with the Elizabeth Line service; however, due to delays with Network Rail in delivering this programme, this allocation has been re-profiled. The 2021/22 Allocation up to the 28th May 2021 is £120k; these funds have been released in prior years.

The funds are the subject of this capital release, and those allocated to the London Borough of Hillingdon, which the Council can make claims for in arrears.

The allocations awarded for the period 1st April to 28th May are to be spent by the 28th May and any underspends against this allocation are to be returned to Transport for London.

This report requests the release of £377k from Corridors, Neighbourhoods and Supporting Measures and £16k for the Local Transport Fund funding awards as shown above and detailed in Appendix A.

Short term arrangements to December 2021 have recently been announced by TFL and officers are in the process of bidding for additional funds for this period. Any future additional TfL funding awards will be reported to Cabinet and included in subsequent capital release reports.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon residents, service users and communities

The various travel awareness projects seek to primarily promote and encourage more sustainable forms of travel for residents and businesses.

Consultation carried out or required

Consultation is to be carried out as part of the submission development, as appropriate.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance notes that TFL confirmed funding remains lower than pre pandemic levels and the £393k seeking release approval in this report covers the awarded amount for the financial year up to 28th May 2021, with funding levels for the remainder of the year to be confirmed.

Legal

The Borough Solicitor confirms that the Council is responsible for carrying out this function pursuant to Section 151 of the Greater London Authority Act 1999. There are no legal impediments to the Council authorising the capital release.

Infrastructure / Asset Management

Infrastructure / Asset Management comments are included within the body of the report.

Capital Release Protocol

The release of all capital funds, and certain revenue funds, held by the Council is to be made by a formal democratic decision. No expenditure can be placed or committed by officers until this formal approval is given by Democratic Services. Release of funds must be for identified projects only and strictly not for the general release of funds for projects to be identified later. No block releases of capital or funding will be allowed, except if authorised by the Leader of the Council in advance to Corporate Finance. The release of funds will only be made if previous Council, Cabinet or Cabinet Member agreement has been given to the project and only if there is an approved budget.

BACKGROUND PAPERS

NIL.

APPENDIX A1

Transport for London 2021/22 Corridors, Neighbourhoods and Supporting Measures and Local Transport Fund Release 1

<i>Location</i>	<i>Project / Expenditure Title</i>	<i>Information</i>	<i>Funds Release Sought £000's</i>	<i>Approve</i>	<i>Hold</i>	<i>More Information Required</i>
Ickenham	Ickenham Station 20mph zone	Commissioning Project Centre Ltd to undertake concept designs for a 20mph around Ickenham Station	11			
A4020 Uxbridge Road	Cycle Way Upgrade	Upgrade and consolidation of cycle infrastructure between Coldharbour Lane and Grange way	17			
Kingshill Avenue, Hayes	Public Realm upgrades	Upgrades to the public realm at the local shopping parade.	61			
Oak Farm Estates	Healthy Streets	Commissioning Project Centre Ltd to undertake works on design of a healthy street scheme.	6			
Eastcote Road, Eastcote	Road Safety Improvements	Road safety improvements at the junction of Eastcote Road / Windmill Hill / Kings College Road junction.	122			
Ladygate Lane, Ruislip	20mph feasibility	Commissioning Project Centre Ltd to design a 20mph zone in the Ladygate Lane area.	12			
Elm Avenue, Ruislip	Accessibility	Dropped kerb and tactile paving at Elm Avenue / Lime Grove	5			
Falling Lane, Yiewsley	Footpath improvements	Upgrade to surface and lighting on the footpath	19			

		between Fairfield Road and Falling Lane.				
Watersplash Lane, Cranford	Footpath improvements	Upgrade to footpath between Watersplash Lane and M4 subway into Cranford Park.	15			
Dawley Road, Hayes	Accessibility	Commissioning Project Centre Limited to design an accessibility scheme at Dawley Road / Princes Park Road.	5			
Ruislip	Footpath 150	Upgrade of footpath 150 behind Bishops Winnington Ingram School	18			
Long Lane, Hillingdon	Air Quality Focus Area	Detailed design of measurers along Long Lane to improve safety and air quality.	3			
Boroughwide	Cycle Parking Infrastructure	Purchase and installation of cycle parking around the Borough to encourage active travel.	8			
Boroughwide	Cycle Scheme Delivery	Support to training and promotion of cycling in the Borough.	24			
Boroughwide	STaRS initiatives	School Sustainability travel and road safety projects	51			
Boroughwide	Local Transport Fund	Accessibility measures around the Borough	16			
Total seeking release			393			
Previously released			120			
Budget			513			
Remaining budget			0			