



Democratic Services

Location: Phase II
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**To: COUNCILLOR MARTIN GODDARD
CABINET MEMBER FOR FINANCE**

**COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
& TRANSPORT**

c.c. All Members of the Property, Highways &
Transport Select Committee
c.c. Sophie Wilmot – Place Directorate
c.c. Perry Scott – Corporate Director of Place

Date: 09 March 2023

Non-Key Decision request

Form D

CAPITAL RELEASE REPORT (March 2023)

SERVICE AREA / PROGRAMME: Transport for London (TfL) Local
Implementation Plan 3 (LIP3) 2022/23 Reallocation Report -
RELEASE NO: 8

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 Friday 17 March 2023** 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.

Steve Clarke
Democratic Services Officer

Title of Report: Transport for London (TfL) Local Implementation Plan 3 (LIP3) 2022/23
Reallocation Report - Release No: 8

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 Finance / Cabinet Member for Property, Highways & Transport

CAPITAL RELEASE REPORT (March 2023)

SERVICE AREA / PROGRAMME: Transport for London (TfL) Local Implementation Plan 3 (LIP3) 2022/23 Reallocation Report - **RELEASE NO: 8**

Cabinet Members	Councillor Martin Goddard Councillor Jonathan Bianco
Cabinet Portfolios	Cabinet Member for Finance Cabinet Member for Property, Highways & Transport
Officer Contact	Sophie Wilmot - Place Directorate
Papers with report	Appendix A - Capital Release Requests for Approval

HEADLINES

Summary	To seek Cabinet Member approval for the reallocation of previously released capital funds.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: An efficient, well-run, digital-enabled council working with partners to deliver services to improve the lives of all our residents.</p> <p>This report supports our commitments to residents of: Safe and Strong Communities.</p> <p>The report also supports the following policy documents: 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).</p>
Financial Cost	This report seeks the reallocation of £171k of previously released capital budget from the 2022/23 TfL LIP programme of work detailed in this report. The funds being requested to be released have been awarded to the Council to enable the delivery of specific schemes in agreement with TfL. The funds have a spend deadline; any funds unspent after the deadlines will need to be returned to TfL.
Relevant Select Committee	Property, Highways & Transport Select Committee
Ward(s) affected	All

RECOMMENDATION

That the Cabinet Member for Finance and the Cabinet Member for Property, Highways & Transport approve the following capital reallocation requests of £171k of previously released capital budget the 2022/23 TfL LIP programme (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 Local Implementation Plan (LIP) 3 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

The Cabinet Members could decide not to deliver the programme of measures already approved by Cabinet. Such a decision would adversely affect the delivery of the TfL approved LIP allocation.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The London Borough of Hillingdon's LIP3 ('Local Implementation Plan 3') submission which covers the period from 2019 to 2041 was approved by the Mayor of London on 10 June 2019.

1.1 Transport for London's (TfL) financial position was subsequently severely impacted by the decline in public transport use due to the Covid-19 pandemic; this resulted in TfL making changes to the annual Local Implementation Plan allocation.

1.2 On 23 March 2022, TfL announced Hillingdon's LIP grant interim funding package for 2022/23 up to 24 June 2022 would be as follows:

- Corridors, Neighbourhoods and Supporting Measures
 - £51k for Staff Costs
 - £162 for Schemes

1.3 On 30 March 2022 TfL confirmed a grant of £20k for Borough Cycle Training to cover Quarter 1 of 2022/23.

1.4 On 24 June 2022, TfL announce a further LIP grant interim funding package for 2022/23 up to 13 July 2022 of £40k to meet costs for core staffing and existing projects.

1.5 On 15 July 2022, TfL confirmed a grant of £172k from the Green & Healthy Streets Programme for the delivery of the North Hyde Road Air Quality Focus Scheme.

1.6 On 27 September 2022, TfL announced Hillingdon's LIP grant funding package for the remainder of 2022/23 up to the 31 March 2022

- Safer Corridors and Neighbourhoods £1,034k
- Cycleways Network Development £10k
- Bus Priority £250k
- Crossrail Complimentary Measures £860k
- Cycle Training £56k
- Cycle Parking £34k

1.7 On 18 October 2022, TfL confirmed an allocation for Bridge Assessment and Strengthening of £23k.

1.7 On 6 December 2022, TfL confirmed an allocation for Principal Road Renewals of £200k.

1.8 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 2022/23 allocation up to 31 March 2023 of £860k; of the £860k £842k has been released in prior years.

1.9 The above allocations total £2,912k.

Scope of Works - Transport for London 2022/23

Table 1: Transport for London Funding 2022/23

2022/23 LIP Scheme Headings	Total Budget £'000	Previous/ Pending Release £'000	Allocation Request £'000	Seeking Release £'000	Balance £'000
Safer Corridors Neighbourhoods and Supporting Measures	1,287	1,287	0	0	0
Borough Cycle Training	76	76	0	0	0
Cycle Parking	34	34	0	0	0
Cycleways Network Development	10	10	0	0	0
Green and Healthy Streets	172	172	0	0	0

Local Transport Fund	0	0	0	0	0
Bus Priority	250	250	0	0	0
Bridge Assessment and Strengthening	23	23	0	0	0
Principal Road Renewal	200	200	0	0	0
West Drayton Crossrail Complementary Measures	860	842	0	0	18
Grand Total	2,912	2,894	0	23	18

1.10. 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.

1.11. This is the eighth TfL LIP Capital Release Decision Report for 2022/23. It requests the reallocation of £171k of previously released capital budget from the TfL funding from a 2022/23 annual total allocation of £2,912k.

2. Safer Corridors and Neighbourhoods

2.1 Grand Union Canal Towpath Upgrade: Reallocation Request: £(150)k

2.1.1 The Council have been working with the Canal and River Trust on a programme of upgrading the Grand Union Canal Towpath to Quietway standard where the canal towpath is widened to 2m, where possible, and finished with a bound resin surface. To date, over 2km of towpath has been upgraded using a combination of developer funding and funds from Transport for London.

2.1.2 Capital release was previously sought to continue the upgrade in the towpath in the Uxbridge area, however due to restrictions as to when works can take place due to bird nesting season and the need for works to be undertaken within warm weather, the scheme has not been able to progress within the required timeframe of funds being spent by 31st March 2023. Reallocation of funds is requested to projects which were able to be completed.

2.2 Informal Crossing point – Rickmansworth Road: Reallocation Requested: £(21)k

2.2.1 The Council has received a petition from Hall Drive residents asking for road safety signs to be put in as you drive into Harefield from Rickmansworth. They would also like to see the 'Welcome to Harefield' sign to be moved back for a better view of getting out of Hall Drive and a 30mph flashing vehicle activated sign. The residents have also raised concerns about safety crossing Rickmansworth Road and have asked whether an informal crossing with an island between Hall Drive and Chapel Close; this would stop cars overtaking pedestrians when turning right into Hall Drive coming out of Harefield.

2.2.2 A proposal for the provision of an informal crossing and island has been designed and agreed in principle with the Cabinet Member for Property, Highways and Transport. Capital release was requested for the detailed design and implementation of the crossing to improve road safety in the area for residents. However, officers have been able to source funding from the HS2 Road Safety to implement this scheme, allowing this previously release TfL LIP funding can be reallocated to support new schemes.

2.3 Footway Upgrades Vine Street, Uxbridge: Reallocation Request: £72k

2.3.1 The Council's Town Centre Improvements Team worked on an upgrade of Uxbridge Town Centre to provide measures including upgraded footways; new street furniture and more street trees. At the time the works were undertaken, the former Randall's department store was under redevelopment with significant scaffolding on the footway, meaning works could not be done to the footway that time.

2.3.2 The development works have now finished, allowing for the town centre works to be completed. The total cost of the upgrade of the remaining footway areas on Vine Street and improvements to the street furniture in the area is estimated at £151k, based on rates from O'Hara the Council's term contractor who will undertake the works. A total of £79k has already been released from S106 for the works. Allocation of £72k is requested to all the scheme to be completed in full.

2.4 Cycle Training: Reallocation Request: £10k

2.4.1 The nationally recognised standard for child cycle training is known as 'Bikeability'. The cycle trainers who deliver the training are casual employees and paid per session worked. The trainers take children out on the highway and teach them to cycle safely in real life situations. The offer is open to all schools in the Borough. 'Bikeability' trainers are funded in full from TfL grant allocations. Without this funding, 'Bikeability' training could not be provided as the Council does not have any other resources to deliver this programme. Allocation of a further £10k to support the undertaking of cycle training across the borough.

2.5 A408 Stockley Road Cycleway: Reallocation Request: £63k

2.5.1 The A408 Stockley Road is a busy dual carriageway road linking to junction 4 of the M4 motorway, it also provides access to the Stockley Business Park. The Stockley Park Estates team are active in the implementation of the travel plan for the site and encouraging travel to and from the site by active travel modes. It has been identified that a key barrier to active travel in the Stockley Road.

2.5.2 In order to provide a safe route for cyclists, it is proposed to upgrade an existing off-road path alongside the dual carriageway to a shared use footpath. Capital release has recently been approved for a £100k contribution for the works between West Drayton Road and the 'A' bridge, the cost is based on rates from the Council's term contractor, O'Hara who will undertake the works. Allocation of a further £63k towards the scheme is requested to allow

the cycle way improvements to be extended along West Drayton Road up to the junction with Hubbards Close.

2.6 Contribution to Hayes Legible London Upgrade: Reallocation Request: £26k

- 2.6.1 Transport for London have a long-established wayfinding system called Legible London which shows maps and directional information of a local area to help those navigating particularly by foot or cycle. A Legible London wayfinding scheme has been in Hayes Town Centre for some time, but the scheme is no longer fit for purpose and requires upgrading.
- 2.6.2 Due to recent significant investment in the redevelopment of Hayes Town Centre to open up the high street and a new station to accommodate Crossrail, previous mapping and directions on existing Legible London signage does not reflect the changes to the highway or new developments such as the redevelopment of the former Nestles factory site. There is also a need to upgrade some signs to larger signs to allow more information to be accommodated.
- 2.6.3 The Legible London mapping is controlled by Transport for London who have designed the new requirements with input from Hillingdon Officers. Transport for London have a sole supplier for the manufacture and installation of Legible London signs, Trueform, who have provided the quote for the upgrade works and would carry out all works associated with the scheme.
- 2.6.4 The upgrade of the Legible London signage in Hayes involves a total of 13 locations and will consist of the following works:
- Update and enhance maps and directions at six locations;
 - Upgrade miniliths at three locations;
 - Upgrade monolith at one location;
 - Upgrade a finger post to minilith sign at one location;
 - Relocate one existing sign to a better location.
- 2.6.5 The sole supplier Trueform have provided a quote of £62k for manufacture and installation of the upgrades detailed above. There is a total of £36k of funding available from S106 contribution, which have been released and allocated. Allocation of £26k to allow the scheme to proceed is being requested.

Project cost breakdown of TfL LIP for Release Five

Table 2: Cost Plan for Schemes Reallocation is Requested

TfL Scheme	Internal Fees / Staffing £000's	Services / Works £000's	Seeking release £000's
Grand Union Canal Towpath Upgrade	(15)	(135)	(150)
Informal crossing point Rickmansworth Road	(2)	(19)	(21)
Footway upgrade Vine Street, Uxbridge	7	65	72
Cycle Training	10	0	10
A408 Stockley Road Cycleway	6	57	63
Contribution to Hayes Legible London	0	26	26
	6	(6)	0

Financial Implications

Transport for London Total Confirmed 2022/23 Budget £3,309k, Previously Released £2,894k, Reallocation Requested £171k – Appendix A

The 2022/23 Transport for London funding programme is set out in the table below.

CAPITAL Funding 2022/23	Confirmed Grant Allocation £000's	Previous released/ Pending release £000's	Allocation request £000's	Capital release request £000's	Balance Confirmed Grant £'000's
Corridors, Neighbourhoods & Supporting Measures	1,287	1,287	0	0	0
Borough Cycle Training	76	76	0	0	0
Cycle Parking	34	34	0	0	0
Cycleways Network Development	10	10	0	0	0
Green and Healthy Streets	172	172	0	0	0
Bridge Assessment and Strengthening	23	23	0	0	0

Bus Priority	250	250	0	0	0
Principal Road Renewal	200	200	0		
Cross Rail Complementary Measures (West Drayton)	860	842	0	0	18
Local Transport Fund	0	0	0	0	0
Sub Total TFL Grant	2,912	2,894	0	0	18
Section 106 Contribution	0	0	0	0	0
Network Rail Funding towards West Drayton Cross Rail	397	0	0	0	397
Total Capital	3,309	2,871	0	0	415

The 2022/23 Transport for London capital programme original budget, approved by Council in February 2022, amounted to £2,673k based on the LIP grant settlement from previous years prior to the Covid-19 Pandemic. In July 2022, Cabinet approved the re-phasing of £872k, including £842k of West Drayton Crossrail Complementary Measures funding and £30k Section 106 funding from 2021/22. In December 2022, Cabinet agreed to enter into a funding agreement with Network Rail of up to £397k for the Council to undertake essential carriageway reconstruction on land owned by Network Rail in relation to West Drayton Crossrail. Cabinet also agreed the re-profiling of £856k into 2023/24 financial year, including £826k of West Drayton Complementary Measures funding and £30k Section 106 funding.

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 changes to the annual Local Implementation Plan allocation. In March, June and July 2022 TfL secured with Central Government interim funding deals. In August 2022, TfL reached an agreement with Central Government on a funding settlement until the 31st of March 2024, which has now enabled TfL to reinstate the LIP funding at the level provided in 2021/22; however, this funding is still lower than pre-pandemic levels. In October funding was announced for Bridge Assessment and Strengthening. In December funding was announced for Principal Road Renewals. As noted in the body of the report, total confirmed TfL allocations for 2022/23 amount to £2,912k and confirmed contribution from Network Rail towards West Drayton Cross Rail Complimentary Measures as set out in the above table.

The allocations awarded through the LIP Corridors funding stream for the period 1 April to 24 June are to be committed by 25 June; the allocations awarded for the period 25 June to 13 July are to be committed by 13 July and the allocation awarded through the Borough Cycle Training Quarter 1 funding stream is to be committed by the 24 June. All the aforementioned funding awards are to be spent by 31 March 2023. The allocations awarded on the 27 September and 6 December along with the Bridge Assessment and Strengthening and Principal Roads are to be spent by 31 March 2023. Any underspends against these allocations are to be returned to

Transport for London. The Green and Healthy Streets funding is available to be spent by the 31 December 2023.

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

This report requests the reallocation of £171k of previously released capital budget TfL Safer Corridors, Neighbourhoods and Supporting Measures funding award. The specific schemes / projects that are being requested for reallocation from the above funding awards are detailed above within the report and in Appendix A.

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 concurs with the financial implications above, noting that the recent funding agreement between Central Government and TfL in August 2022 has now enabled TfL to reinstate the LIP funding for 2022/23 to the level provided in 2021/22, and allocated further funds for Principal Roads and Bridge Assessment and Strengthening, whilst still below the grant funding prior to the pandemic, is an improvement on the previously reported position.

The reallocation of the previously released capital will enable officers to maximise the TfL LIP funding allocated, through the schemes detailed above which are deliverable by the 31st of March.

Legal

Legal Services 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 A – CAPITAL RELEASE REQUESTS FOR APPROVAL

Transport for London 2022/23: Funding Reallocation Release 8

<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>
Uxbridge	Grand Union Canal Quietway	Funds to support the resurfacing of the Cabal towpath between Rockingham Road and Oxford Road	(150)			
Rickmansworth Road, Harefield	Informal crossing	Installation of an informal traffic calming island	(21)			
Vine Street, Uxbridge	Footway Upgrades	Improvements to footway outside the former Randell's store and related developments.	72			
Borough wide	Cycle Training	Contribution to cycle training and Bikeability Programme.	10			
A408	Cycle Path	Construction of a cycle shared use path.	63			
Hayes Town Centre	Legible London	Upgrade of Legible London Signage in Hayes.	26			
Total seeking release			0			
Previously released			2,894			
Budget			3,309			
Remaining budget			415			