



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
AND TRANSPORT**

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

Date: 18 May 2023

Non-Key Decision request

Form D

TRANSPORT FOR LONDON (TFL) LOCAL IMPLEMENTATION PLAN (LIP3) 2023/24 – 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 Friday 26 May 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.

Liz Penny
Democratic Services Officer

Title of Report: Transport for London (Tfl) Local Implementation Plan (Lip3) 2023/24 – 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 Finance / Cabinet Member for Property, Highways and Transport

TRANSPORT FOR LONDON (TFL) LOCAL IMPLEMENTATION PLAN (LIP3) 2023/24 – RELEASE NO 1

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 approval to recommendation to accept additional Grant Allocations from Transport for London (TfL) and approval for £1,683k to be released for specific projects and their associated capital funds provided from grant funding from Transport for London (TfL) via the Local Implementation Plan (LIP) funding.
Putting our Residents First Delivering on the Council Strategy 2022-2026	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. This report supports our commitments to residents of: Safe and Strong Communities. 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).
Financial Cost	This report seeks the release of £1,683k of capital budget from the 2023/24 TfL LIP programme to undertake the programme of works 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 of 31 st March 2024; any funds unspent after the deadline will need to be returned to TfL.
Relevant Select Committee	Property, Highways & Transport Select Committee
Ward(s) affected	All

RECOMMENDATIONS

That the Cabinet Member for Property, Highways & Transport and Cabinet Member for Finance:

1. Accepts the following additional Transport for London Grant 2023/24 allocations for:

- **Cycleways Network Development £165k**
- **Bus Priority £170k**
- **Cycle Training £90k**
- **Additional Cycle Parking £30k**

2. Approve the projects and capital release request of £1,683k from the 2023/24 TfL LIP Programme (Appendix A).

Reasons for recommendations

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 recommendations 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 outlined within this report. Such a decision would adversely affect the delivery of the TfL LIP allocation and funds being returned.

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. A total of £138m was made available to boroughs as part of the TfL's funding deal with the government for 2022/23 and 2023/24, of which £59m was invested by boroughs in 2022/23, £63m has been allocated to boroughs for 2023/24.

Of the remaining £16m, a proportion will be within carried forward grant allocations and the remaining amounts will be allocated to boroughs during 2023/24.

1.2 On 27 September 2022, TfL announced Hillingdon's LIP grant provisional funding package for 2023/24 would be as follows:

- Safer Corridors and Neighbourhoods £1,202k.
- Cycle Parking £36k

1.3 On 27 March 2023 TfL announced Hillingdon's LIP actual grant funding package for 2023/24 would be as follows:

- Safer Corridors and Neighbourhood £1,192k (a reduction of £10k from the provisional announcement).
- Cycleways Network Development £165k
- Bus Priority £165k
- Crossrail Complimentary Measures £834k
- Cycle Training £90k
- Cycle Parking £36k
- Additional Cycle Parking £30k.

1.4 On 4 April 2023 TfL confirmed a further £5k Bus Priority Funding to complete the 2022/23 Falling Lane Bus Priority project, to convert the zebra crossing on Falling Lane to signals to allow better coordination with nearby signals to improve bus journey time.

1.5 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 2023/24 allocation up to 31 March 2024 of £834k; of which £816k has been released in prior years.

1.6 The above allocations total £2,517k.

Scope of Works - Transport for London 2023/24

Table 1: Transport for London Funding 2023/24

2022/23 LIP Scheme Headings	Total Budget £'000	Previous/ Pending Release £'000	Seeking Release £'000	Balance £'000
Safer Corridors and Neighbourhoods	1,192	0	1,192	0
Borough Cycle Training	90	0	90	0
Cycle Parking	66	0	66	0

Cycleways Network Development	165	0	165	0
Green and Healthy Streets	0	0	0	0
Local Transport Fund	0	0	0	0
Bus Priority	170	0	170	0
Bridge Assessment and Strengthening	0	0	0	0
Principal Road Renewal	0	0	0	0
West Drayton Crossrail Complementary Measures	834	816	0	18
Grand Total	2,517	816	1,683	18

1.7. 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.

1.8. This is the first TfL LIP Capital Release Decision Report for 2023/24. It requests the release of £1,683k from the TfL funding from a 2023/24 annual total allocation of £2,512k.

2. Cycle Training

2.1 Cycle Training: Release requested: £90k (Scheme Costs: £4k, Staff Cost: £86k)

2.1.1 Transport for London have allocated a ringfenced fund to all London boroughs to enable the delivery of cycle training to both adults and children across Hillingdon.

Child Cycle Training

2.1.2 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 by 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.

Adult Cycle Skills Training

2.1.3 Adult Cycle Skills Training is provided either on a one-to-one basis or a group setting. Using TfL funding the Council can also offer family sessions for a parent and child to come along and learn to ride a bike together. Again, all training is provided by the Council's casual cycle instructors, paid on a sessional rate.

3. Cycle Parking

3.1 Residential Cycle Parking: Release requested: £66k (Scheme Costs: £59k, Staff Cost: £7k)

3.1.1 Both TfL and the Greater London Authority (GLA) are keen to see residential cycle parking provided to allow people to have more options to own bikes by having a secure place for bikes to be kept. TfL have advised that this funding is ring-fenced to the delivery of secure, residential cycle parking facilities only and must not be used for the delivery of other types of cycle parking infrastructure.

3.1.2 The following sites have been proposed and agreed with Transport for London. Prior to any implementation, all schemes will be discussed and agreed with the Cabinet Member for Property, Highways and Transport.

Dunelin Estate, Yeading Lane, Yeading

3.1.3 Capital release is requested to allow for the opportunity to utilise a disused storage unit as cycle parking which would be more secure than the current facilities at the block of flats. The release of funds will enable secure racks to be purchased and installed as well as funding to allow the facility to be made fit for purpose.

Darrell Charles Court, Uxbridge

3.1.4 Capital release is requested to purchase and install a standard bike hanger to provide six secure cycle parking spaces for those living in the Council managed sheltered accommodation at Darrell Charles Court. The installation of the hanger would require the provision for hard standing, which would be undertaken by the Council's term contractors O'Hara.

Austin Estate, Hayes

3.1.5 Capital release is requested to allow for the opportunity to utilise a disused storage unit as cycle parking which would be more secure than the current facilities at the block of flats. The release of funds will enable secure racks to be purchased and installed as well as funding to allow the facility to be made fit for purpose.

Enfield Close, Uxbridge

3.1.6 Capital release is requested to purchase and install a standard bike hanger to provide six secure cycle parking spaces for those living in the Council managed sheltered accommodation at Darrell Charles Court. The installation of the hanger would require the provision for hard standing, which would be undertaken by the Council's term contractors O'Hara.

4. Cycle Network Development

4.1 Overview

4.1.1 In order to increase cycle infrastructure across London, Transport for London have a ring-fenced Cycle Network Development fund, from which the London Borough of Hillingdon has been allocated a total of £165k to deliver the following schemes:

4.2 Cycleway links to Town Centres Study: Release requested: £15k (Scheme Cost: £15k)

4.2.1 Capital release is sought for funds to engage the Council's term consultants Project Centre Limited (PCL) to undertake a study of key town centres within the Borough and produce a list of potential improvements to key cycle routes to and from the town centres, to encourage local trips by sustainable modes of travel. The outcomes of the study will be agreed by the Cabinet Member for Property, Highways and Transport and will be used to secure future implementation funds such as from future local implementation monies from Transport for London or Section 106 funding from developers.

4.3 Brunel Cycleway – Junction Upgrades: Release requested: £150k (Scheme Cost: £135k, Staff Cost: £15k)

4.3.1 The London Borough of Hillingdon was approached by Brunel University to work on a potential cycle route between West Drayton and the University. The University are keen to fund an off-road route through land they own to connect into existing off-road routes in Hillingdon such as the Grand Union Canal and the Celandine route.

4.3.2 In 2022/23, TfL provided funding for design of a crossing over Pield Heath Road to connect the existing Celandine Route and the proposed route through Brunel University. Capital release is requested to allow implementation of a crossing on Pield Heath Road. Capital release is also sought for funds to begin implementation of improvements to the junction of Falling Lane / Trout Road / High Street Yiewsley to allow the route to connect between the Canal and the Celandine Route and up to the Brunel section of the route. All proposals will be discussed with the Cabinet Member for Property, Highways and Transport prior to implementation, who has nevertheless already agreed the principle.

5. Bus Priority

5.1 Overview

5.1.1 Transport for London are keen to increase bus usage across the capital and have a target of delivering 25km of additional bus lanes by 2025. Due to this TfL have a ringfenced fund for bus priority schemes. The London Borough of Hillingdon has been awarded £165k from this fund for the schemes detailed below.

5.2 Cowley Road Bus Priority: Release requested: £125k (Scheme Cost: £113k, Staff Cost: £12k)

5.2.1 The existing 222 bus service offers an easy connection between the new Elizabeth Line services at West Drayton Station and Uxbridge Town Centre. However, this route regularly suffers delays due to traffic travelling between the two destinations. Capital release is requested for the detailed design and implementation of measures to improve the journey time of the 222 bus. It is intended that a side benefit of this scheme will be improved crossing arrangements which will benefit the separate project to create a new largely off-highway cycle route which is being co-developed with Brunel University; parts of which are to be funded and undertaken by them.

5.2.2 During the 2022/23 financial year funds were provided for detailed design which was undertaken by the Council's term consultants Project Centre. These plans include the infill of bus

stops and a bus lane along section of Cowley Road where there is current two lanes of traffic in both directions.

5.2.3 Capital release is requested of funds to allow public consultation and implementation of bus priority measures to be progressed. The proposals will be subject to the outcome of the consultation and measures will be discussed and agreed with the Cabinet Member for Property, Highways and Transport prior to implementation; he has nevertheless already agreed the principle. All works associated with the proposals would be undertaken by the Council's term contractor, O'Hara.

5.3 Stockley Park Study: Release requested: £20k (Scheme Cost: £20k)

5.3.1 The Stockley Park Estate is a large business park which is home to offices of a number of large businesses such as Canon, IBM and Sharp Corporation. The site is located equi-distance between Hayes and West Drayton Crossrail stations and has three bus services through the park:

- A10 service from Uxbridge to Heathrow Central
- 350 service from Station Road, Hayes to Heathrow Terminal 5
- U5 service from Hayes to Uxbridge

5.3.2 The Stockley Park Estate management has on a number of occasions raised concern about delays leaving the estate during the PM peak which delays buses leaving and results in employees working at the park being reluctant to use a bus. Previously, Stockley Park have been keen for a left turning lane out of the park to help traffic flow but the costs of such provision are high. There have been some S106 allocations taken to improve the roundabout junction at Stockley Park; improvements have yet to be determined.

5.3.3 Capital release is sought for the funds to engage the Council's term consultants Project Centre Limited (PCL) to undertake a study of the bus delays and safety to buses entering and leaving Stockley Park and produce proposals which could be implemented to reduce bus delay and improve safety around Stockley Road roundabout especially for vulnerable road users. The study will be discussed and approved by the Cabinet Member for Property, Highways and Transport.

5.4 Mahjacks Roundabout Study: Release requested: £20k (Scheme Cost: £20k)

5.4.1 The majority of bus services into and out of Uxbridge town centre do so via the large signalised Mahjacks roundabout which is connected to Vine Street by bus priority signals. The bus priority system has been in place for some time and delays can often occur around the roundabout in peak times, delaying the bus services trying to enter and exit the town centre.

5.4.2 Capital release is sought for the funds to engage the Council's term consultants Project Centre Limited (PCL) to undertake a study of the bus delays and safety to buses entering and leaving Uxbridge Town Centre and produce proposals which could be implemented to reduce bus delay and improve safety around Stockley Road roundabout especially for vulnerable road users. The study will be discussed and approved by the Cabinet Member for Property, Highways and Transport.

5.5 Falling Lane: Release requested: £5k (Scheme cost: £5k)

5.5.1 In the 2022/23 financial year work was undertaken, using funds from TfL, to convert the zebra crossing on Falling Lane to signals to allow better coordination with nearby signals to improve bus journey time. Due to unforeseen circumstances, the works were unable to be completed within the financial year, with a small amount still required. TfL have agreed to fund the remaining works from the 2023/24 bus priority budget.

5.5.2 Capital release is requested for the further funding to allow the Council's term contractor O'Hara to complete the works on Falling Lane to improve bus priority.

6. Safer Corridors and Neighbourhoods

6.1 Overview

6.1.1 The Safer Corridors and Neighbourhoods fund is used by Transport for London to fund small scale schemes within Borough which look to achieve the Mayor's Transport Strategy including Vision Zero and Healthy Streets. There are criteria within the TfL LIP guidance on the type of scheme which will be funded, that no more than 20 percent of the total fund can be for behavioural change measures, and no more than 10 percent of a scheme (where applicable) can be used to cover staff costs / fees.

6.1.2 All schemes to be funded via the Safer Corridors and Neighbours budget is required to be bid for via TfL's 'FORM A' process; individual schemes are bid for and reviewed by TfL and any that do not fit the criteria are rejected or revisions requested. The schemes submitted in 'FORM A' were approved by Cabinet in December 2022, prior to being submitted to TfL. All schemes under Safer Corridors and Neighbourhood fund, for which capital release is being sought, have been approved by TfL.

6.2 Cycle training contribution: Release requested: £77k (Scheme cost: £4k; Staff Costs: £73k)

Child Cycle Training

6.2.1 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 by 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.

Adult Cycle Skills Training

6.2.2 Adult Cycle Skills Training is provided either on a one-to-one basis or a group setting. Using TfL funding the Council can also offer family sessions for a parent and child to come along and learn to ride a bike together. Again, all training is provided by the Council's casual cycle instructors, paid on a sessional rate.

6.3 Dr Bike: Release requested: £8k (Scheme cost: £1k, Staff cost: £7k)

6.3.1 A Dr Bike session is an initiative that gives people the opportunity to have their bicycle checked over free of charge by an experienced mechanic and if necessary, adjustments are made, or advice given. All these sessions are currently run by our casually employed Cycle Instructors. Capital release is requested for the funds to cover staff costs of running the Dr Bike sessions as well as for spares and other materials required for the events.

6.4 Pedestrian training: Release requested: £50k (Scheme Cost: £3k, Staff Cost: £47k)

6.4.1 Hillingdon employs a team of seven trainers to deliver practical pedestrian training to school children aged 4 to 11 years old (Nursery to Year 6). The budget is used to fund the trainers who will teach the rules of the road as a pedestrian, educate them on safer crossings, the green cross code and distractions that could affect their decisions when crossing the road. Training takes place indoors for EYFS and KS1 pupils using pretend road setups and outside on-road training for KS2 pupils. This budget estimate is based upon the trainers' hourly rate and the time taken to train groups of pupils across all schools.

6.5 Rickmansworth Road / Green Lane Study: Release requested: £5k (Scheme cost: £5k)

6.5.1 The Cabinet Member for Property, Highways and Transport heard a petition requesting consideration of a pedestrian crossing at the signalisation junction of Rickmansworth Road / Green Lane, Northwood due to there being no safe places to cross for those walking in the area.

6.5.2 All traffic signals within Greater London, are owned, operated and maintained by Transport for London. Any incorporation of a pedestrian facility at the signalised junction would need to be considered for feasibility by Transport for London. London Boroughs are able to request TfL to review the signals and the feasibility of providing a crossing. Capital release is sought for the funds to engage Transport for London to undertake the review.

6.6 Access onto the Grand Union Canal Study: Release requested: £5k (Scheme Cost: £5k)

6.6.1 The Council has been working with the Canal and Rivers Trust (CRT) to upgrade the towpath to Quietway standard to encourage more walking and cycling along this route. In order to support this upgrade, the Council and CRT are looking into improving and signing the access points onto the Canal. A key access for improvement is at Horton Road / High Street Yiewsley as it is the closest access to West Drayton Station and is on a section of upgraded towpath.

6.6.2 Capital release is requested to engage the Council's term consultants Project Centre Ltd to undertake a study and design on the access on the towpath at Horton Road / High Street Yiewsley. This will allow S106 from nearby developments to be released to fund implementation.

6.7 Botwell Bridge, Hayes Boardwalk: Release requested: £350k (Scheme Cost: £315k, Staff cost: £35k)

6.7.1 Over the last few years, major works have been undertaken in Hayes Town Centre to improve access and facilities for those travelling to and around the town centre. The area has also seen a new station be built for the introduction of the Elizabeth Line service. A part of this upgrade is a new facility for pedestrians and cyclists over the canal between the station and town centre.

6.7.2 Capital Release is request for a contribution to the total cost of the installation of improved pedestrian / cycle provision at the existing Botwell Bridge over the grand union canal. The aim is to create a boardwalk along the existing bridge to provide walking and cycling provision. It will include better connection onto the Grand Union Canal and provide a better view and enjoyment of the Grand Union Canal. This will add to the 1km of continuous cycle lane provided through Hayes Town Centre. Elements will allow designing out of crime in this notorious hot spot.

6.8 Parking Management Schemes: Release requested: £120k (Scheme cost: £108k, Staff cost: £12k)

6.8.1 The Cabinet Member for Property, Highways and Transport heard a number of petitions requesting consideration of parking management schemes on roads throughout Hillingdon. These are a combination of formal permit schemes and yellow line restrictions to stop unwanted parking in residential areas.

6.8.2 Capital release is requested for funds to allow for the development and implementation of the parking management schemes listed below. The design and consultation works will be undertaken by Officers in the Transport and Projects team and will be implemented by the Council's term contractors O'Hara. All proposals and outcomes of consultations will be shared with the Cabinet Member for Property, Highways and Transport prior to installation.

Parking Management schemes – 2023/24 TfL Programme

- Northwood Hills Area
- Tollgate Drive, Hayes
- Dawson Close, Hayes
- Heath Road, Uxbridge
- Cranmer Road, Hayes
- Hyde Way, Hayes
- Drayton Gardens, West Drayton
- Kirby Close, Northwood
- Harefield Road, Uxbridge
- Whitstable Close, Ruislip
- Bedford Road, Ruislip
- Eastcote Town Centre

6.9 School Travel Plans & STARS related activities: Release requested: £30k (Scheme cost: £27k, Staff costs: £3k)

School Wide Road Safety Promotion

6.9.1 A package of measures to allow promotion of road safety messages to schools and the wider community. Schemes will include but not be limited to the successful 'Be Safe Be Seen' campaign. This looks to promote ways to make yourself seen when travelling actively in the darker months. Capital Release is requested for funds to secure resources and promotional materials to allow the schemes to be progressed.

Travel Ambassadors

- Infant and Junior Travel Ambassadors - (JTA)
- Youth Travel Ambassadors - Secondary Schools (YTA)

6.9.2 The above projects are peer-led schemes where pupils themselves take up the lead for promoting road safety and school travel within their school. Projects originate from and are promoted by TfL itself; as LIP funding is provided by TfL, there is an expectation that the boroughs take part.

6.9.3 Along with the support from officers, TfL and relative literature designed specifically for these schemes, the role of JTA and YTAs is to get their fellow pupils and school community thinking about road safety issues and the opportunities for active travel around their school. Projects and campaigns available for implementation have been designed to suit the school calendar along with road safety concerns that arise in and around school areas. The initiative also connects closely with the School Travel Plan and the accreditation opportunities altogether streamlining the process.

6.9.4 Capital Release is being sought to support the schools with these projects including the purchase of resources and funds to allow engagement with schools for the purchase of equipment to support schemes devised by the school officers and the Travel Plan accreditation process.

6.10 Active Travel Promotion: Release requested: £30k (Scheme cost: £27k, Staff cost: £3k)

6.10.1 Active Travel and Public Health events and campaigns are an effective means of raising public awareness of the impact that road traffic growth is having on the economy, the environment and public health. They encourage residents to consider the alternatives to driving alone in a private car by for example highlighting the health benefits of walking or the money that could be saved on petrol if they car shared instead.

6.10.2 In previous years, the funds have been used to run various promotional events across the Borough, including the highly successful annual 'Bikespiration on Tour' event. Other activities include, but are not limited to, participation in other Council events such as Re-use, Re-cycle days; promotional events in school and work with businesses around the Borough. Capital Release is sought to take these activities forward. All events will be discussed and agreed with the Cabinet Member for Property, Highways and Transport.

6.11 **School Engineering Schemes: Release requested: £115k (Scheme cost: £103k, Staff cost: £12k)**

6.11.1 Due to retirement of a number of school crossing patrol officers, there has been a natural decline in the service at schools around the Borough. In order to secure safety at these sites and all schools across the Borough to improve safety capital release is requested to allow works to be undertaken outside schools such as remarking lines, additional signage and zebrites at existing zebra crossing points. The table below shows the schools already identified for improvements. Schemes will be agreed with the Cabinet Member for Property, Highways and Transport prior to implementation.

Proposed School Engineering Schemes

School Name	Proposed Works
Cherry Lane Primary School	Proposals to provide a zebra crossing and improved signage close to the school.
Wood End Park Academy	Proposals to upgrade the zebra crossing and footway accessibility. The works will include but not be limited to: upgrade of the belisha beacons to 'zebrites'; build out the informal crossing to reduce crossing distance and upgrade tactile paving.
Hermitage Primary School	Proposals to upgrade the existing zebra crossing and protect pedestrians on the footway close to the school. The works will include but not be limited to: upgrade of the belisha beacons to 'zebrites'.
Minet Infant & Junior Schools	Proposals to upgrade the existing zebra crossing and protect pedestrians on the footway close to the school. The works will include but not be limited to: upgrade of tactile paving at dropped kerbs; realign the belisha beacons with the crossing and upgrade the belisha beacons to 'zebrites'.
St Catherine's Primary School	Proposals to upgrade the existing zebra crossing and protect pedestrians on the footway close to the school. The works will include but not be limited to: upgrade of the belisha beacons to 'zebrites'; brighten the poles of the belisha beacons to increase visibility of the crossing and provision of a school warning sign.
Grange Park Primary School	Proposals to extend school keep clear markings, improve crossing by tightening the junction.
St Bernadette's Primary School	Proposals to upgrade accessibility including but not limited to the provision of dropped

	kerbs. The works will include but not be limited to: provision of tactile paving on the dropped kerbs. Consideration will be given to the opportunity to provide a continuous crossing to give pedestrians priority.
Hewens Primary School	Proposals to provide a zebra crossing and improved signage close to the school.

6.12 Boroughwide Accessibility Programme: Release requested: £80k (Scheme Cost: £72k, Staff cost: £8k)

6.12.1 The Boroughwide Accessibility budget is used each year to implement small scale schemes which will be used to improve the ease and convenience with which people with disabilities as well as the elderly and frail can move around the Borough. The money is typically invested in facilities to help people cross busy roads such as dropped kerbs, pedestrian footways, and pedestrian refuges. The programme of schemes is prepared by the Council's Principal Mobility Officers in consultation with the Hillingdon Mobility Forum and from residents' requests. Capital release is requested to engage the Council's term contractor O'Hara to undertake the civil works required to achieve the improvements. All the schemes will be discussed with the Cabinet Member for Property, Highways & Transport prior to implementation.

6.13 Grand Union Canal Towpath: Release requested: £100k (Scheme cost: £90k, Staff cost: £10k)

6.13.1 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.

6.13.2 Capital release is being sought to provide match funding with Section 106 funds to resurface the canal towpath between Rockingham Road and Oxford Road, a distance of approximately 830m. This will complement the section upgraded between Cowley Mill Road and Rockingham Road during the last financial year. The request is based on rates from the Council's Term Contractors, O'Hara who will undertake the works.

6.14 Ruislip Town Centre: Release requested: £75k (Scheme cost: £68k, Staff cost: £7k)

6.14.1 Ruislip Town Centre is a busy local shopping location and a busy link for vehicles and buses in the area. Currently the town centre operates a confusing 'tidal parking' system with parking only permitted on certain times of the day, on a particular side of the road. A number of complaints have been received following penalty charge notices being issued and from businesses who say they are suffering as people cannot easily stop when they are passing by. The primary reason for the tidal parking was to reduce congestion and delay for the bus services

6.14.2 In order to improve the viability of Ruislip Town Centre and the ease of use for all, last year funds were provided by Transport for London for engagement of the Council's term consultants

Project Centre Ltd to review and design proposals to improve the High Street and bus movements in the area. The options have been discussed with the Cabinet Member for Property, Highways and Transport.

6.14.3 Capital Release is being requested for the engagement of the Council's term contractor, O'Hara for the implementation of the agreed new parking option for the area and to inset the loading bays to ensure that two-way bus movement can be maintained. This will be matched funding with available Section 106 from developments in the Ruislip area.

6.15 Legible London Uxbridge: Release requested: £50k (Scheme cost: £45k, Staff cost: £5k)

6.15.1 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 Uxbridge Town Centre for some time, but the scheme is no longer fit for purpose and requires upgrading and extending to include new developments most notably the Battle of Britain Bunker.

6.15.2 The Legible London mapping is controlled by Transport for London who will design 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 will be engaged to carry out all the works associated with the scheme.

6.15.3 Capital release is requested to engage both Transport for London and Trueform to undertake design and installation of new mapping and sites within Uxbridge Town Centre. All maps and new locations will be agreed with the Cabinet Member for Property, Highways and Transport prior to installation.

6.16 Oak Farm Healthy Streets: Release requested: £50k (Scheme cost: £45k, Staff cost: £5k)

6.16.1 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. During the last financial year funds from TfL were used to redevelop and redesign the scheme along Clifton Gardens, Snowden Avenue and Burleigh Road. The objective of this scheme is to improve road safety and address 'rat running'.

6.13.2 Capital release is now sought to implement the measures in the area to benefit those living in the Oak Farm Estate. The works will be carried out by the Council's term contractor O'Hara and all schemes will be agreed with the Cabinet Member for Property, Highways and Transport prior to installation.

6.17 Road Safety Campaigns: Release requested: £7k (Scheme cost: £6k, Staff cost: £1k)

6.17.1 The Council's School Travel and Road Safety Team work on promoting road safety education through a variety of means such as local competitions and campaigns or working on promoting national campaigns run such as 'Don't Drink and Drive.'

6.17.2 Capital release is requested to allow the team to purchase materials to assist and facilitate these campaigns. All campaigns will be discussed and agreed with the Cabinet Member for Property, Highways and Transport prior to them being launched.

6.18 North Hyde Road, air quality focus area: Release requested: £40k (Scheme cost: £36k, Staff cost: £4k)

6.18.1 In the 2022/23 financial year, Hillingdon was awarded funds from a ring-fenced Green and Healthy Streets budget to improve active travel and air quality on streets across the capital. Hillingdon was awarded funds to work on upgrading North Hyde Road in Hayes. Currently the section between Roseville Road and Cranford Park Drive is being detailed design to provide improved walking and cycling facilities alongside the introduction of a number of street trees to add in improving air quality on the heavily congested routes. £175k from the fund has already been approved via the capital release process in 2022/23. Capital release for £40k as a contribution to this scheme is requested.

Project cost breakdown of TfL LIP for Release One

Table 2: Cost Plan for Schemes Release is Requested

TfL Scheme	Internal Fees / Staffing £000's	Services / Works £000's	Seeking release £000's
<u>Cycle Training</u> : Child & Adult Cycle Training	86	4	90
<u>Cycle Parking</u> : Residential Cycle Parking	7	59	66
<u>Cycle Network Development</u> : Links to Town Centres	0	15	15
<u>Cycle Network Development</u> : Brunel Cycleway – Junction Upgrades	15	135	150
<u>Bus Priority</u> : Cowley Road	12	113	125
<u>Bus Priority</u> : Stockley Park Study	0	20	20
<u>Bus Priority</u> : Mahjacks Roundabout Study	0	20	20
<u>Bus Priority</u> : Falling Lane	0	5	50

<u>Safer Corridors and Neighbourhoods</u> : Cycle training contribution	73	4	77
<u>Safer Corridors and Neighbourhoods</u> : Dr Bike	7	1	8
<u>Safer Corridors and Neighbourhoods</u> : Pedestrian Training	47	3	50
<u>Safer Corridors and Neighbourhoods</u> : Rickmansworth Road / Green Lane Study	0	5	5
<u>Safer Corridors and Neighbourhoods</u> : Access onto the Grand Union Canal	0	5	5
<u>Safer Corridors and Neighbourhoods</u> : Botwell Bridge, Hayes Boardwalk	35	315	350
<u>Safer Corridors and Neighbourhoods</u> : Parking Management Schemes	12	108	120
<u>Safer Corridors and Neighbourhoods</u> : School Travel Plans & STARS related activities	3	27	30
<u>Safer Corridors and Neighbourhoods</u> : Active Travel Promotion	3	27	30
<u>Safer Corridors and Neighbourhoods</u> : School Engineering Schemes	12	103	115
<u>Safer Corridors and Neighbourhoods</u> : Boroughwide Accessibility Programme	8	72	80
<u>Safer Corridors and Neighbourhoods</u> : Grand Union Canal Towpath	10	90	100
<u>Safer Corridors and Neighbourhoods</u> : Ruislip Town Centre	7	68	75
<u>Safer Corridors and Neighbourhoods</u> : Legible London Uxbridge	5	45	50
<u>Safer Corridors and Neighbourhoods</u> : Oak Farm Healthy Streets	5	45	50
<u>Safer Corridors and Neighbourhoods</u> : Road Safety Campaigns	1	6	7
<u>Safer Corridors and Neighbourhoods</u> : North Hyde Road	4	36	40
	352	1,331	1,683

Financial Implications

Transport for London Total Confirmed 2022/23 Budget £3,309k, Previously Released £816k, Release Requested £1,683k – Appendix A

The 2023/24 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	Capital release request £000's	Balance Confirmed Grant £'000's
Safer Corridors and Neighbourhoods	1,192	0	1,192	0
Borough Cycle Training	90	0	90	0
Cycle Parking	66	0	66	0
Cycleways Network Development	165	0	165	0
Green and Healthy Streets	0	0	0	0
Bridge Assessment and Strengthening	0	0	0	0
Bus Priority	170	0	170	0
Principal Road Renewal	0	0		
Cross Rail Complementary Measures (West Drayton)	834	816	0	18
Local Transport Fund	0	0	0	0
Sub Total TFL Grant	2,517	816	1,683	18
Section 106 Contribution toward West Drayton Cross Rail	30	0	0	30
Network Rail Funding towards West Drayton Cross Rail (To be approved as part of Year End Re-phasing)	397	341	0	56
Total Capital	2,944	1,157	0	104

The 2023/24 Transport for London capital programme original budget, approved by Council in February 2023, amounted to £2,340k based on the provisional LIP announcement in September 2022 and further estimated grant allocations based on the previous year's allocations; this figure

also includes the agreed re-profiling of £856k into 2023/24 financial year, including £826k of West Drayton Complementary Measures funding and £30k Section 106 funding.

Transport for London's (TfL) financial position has been severely impacted by the decline in public transport use due to the Covid-19 pandemic; this has resulted in TfL making changes to the annual Local Implementation Plan allocation. A total of £138m was made available to boroughs as part of the TfL's funding deal with the government for 2022/23 and 2023/24, of which £59m was invested by boroughs in 2022/23, £63m has been allocated to borough for 2023/24, with the remaining £16m a proportion will be within carried forward grant allocations and the remaining amounts will be allocated to boroughs during 2023/24.

As noted in the body of the report, total confirmed TfL allocations for 2023/24 amount to £2,517k with £30k confirmed contribution from Section 106 and £397k from Network Rail towards West Drayton Cross Rail Complimentary Measures as set out in the above table. The afore mentioned funding award from TfL is to be spent by the 31st March 2024, any underspends against these allocations are to be returned to the Transport for London.

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

This report requests the release of a total of £1,683k as follows -

- £1,192k from the Safer Corridors and Neighbourhoods funding award
- £90k from the Borough Cycle Training funding award
- £66k from the Cycle Parking funding award
- £165k from the Cycle Network Development funding award
- £170k from the Bus Priority funding award.

The specific schemes / projects that are being requested for release 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. The remaining £104k of West Drayton Cross Rail funding will be subject to the capital release procedure.

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 funding agreement between Central Government and TfL in August 2022 for the years 2022/23 and 2023/24 has now enabled TfL to reinstate the LIP funding to the level provided in 2021/22, whilst the allocations are still below the grant funding prior to the pandemic, is an improvement on the previously reported position.

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 2023/24: Funding 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>
Borough wide	Cycle Training	Delivery of adult and child cycle training (Bikeability) across the Borough.	90			
Borough wide	Cycle Parking	Installation of a variety of residential cycle parking options across Hillingdon.	66			
Borough wide	Cycle links to town centres	Study to identify and design new and improved cycle links to local town centres.	15			
Pield Heath Road, Cowley	Brunel Cycleway improvement	Works to improve crossing on Pield Heath Road to form part of the cycle route between West Drayton and Brunel University.	150			
Cowley Road	Bus Priority measures	Improvements to bus links between West Drayton and Uxbridge (222 service).	125			
Stockley Park	Bus Priority study	Study and design on measures to improve bus operation in the Stockley Park area.	20			
Mahjacks Uxbridge	Bus Priority study	Study and design on measures to improve bus operation in and around Uxbridge.	20			

Falling Lane, Yiewsley	Bus Priority measures	Funds to complete works to convert a zebra crossing to a signalised crossing.	5			
Borough wide	Cycle Training	Further funds for delivery of adult and child cycle training (Bikeability) across the Borough.	77			
Borough wide	Dr Bike	Funds for delivery of Dr Bike sessions across the Borough.	8			
Borough wide	Pedestrian Training	Delivery of pedestrian training to primary school children across Hillingdon.	50			
Rickmans worth Road, Northwood	Pedestrian crossing feasibility.	Funds to engage TfL to review possibility of a pedestrian crossing.	5			
Horton Road, Yiewsley	Access onto the Grand Union Canal	Design of improved access to the towpath	5			
Botwell Bridge, Hayes	New boardwalk bridge	Contribution to the cost of the proposed boardwalk extension.	350			
Borough wide	Parking Management Schemes	Installation of controlled parking schemes across the Borough.	120			
Borough wide	School Travel Plans & STARS activities	Funds to support schools in travel planning measures.	30			
Borough wide	Active Travel Promotion	Funds to support measures to encourage better use of active travel modes.	30			

Borough wide	School Engineering schemes	Installation of small scale schemes to improve safety outside schools.	115			
Borough wide	Local Accessibility	Installation of small scale schemes to improve movement for all around Hillingdon.	80			
Rockingham Road, Uxbridge	Canal Towpath	Funds for the upgrade of the canal towpath to Quietway standard.	100			
Ruislip Town Centre	Bus & Parking improvement	Installation of measures to improve congestion and parking in Ruislip Town Centre.	75			
Uxbridge Town Centre	Legible London	Funds to upgrade and expand the Uxbridge Legible London signage.	50			
Oak Farm	Healthy Streets	Measures to improve safety and environment for users of the area.	50			
Borough wide	Road Safety Campaigns	Funds to support measures to promote road safety messages.	7			
North Hyde Road	Air Quality Focus Area	Contribution to the green and healthy streets project.	40			
Total seeking release			1,683			
Previously released			1,157			
Budget			2,944			
Remaining budget			104			