



Democratic Services

Location: Phase II
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**To: COUNCILLOR IAN EDWARDS
LEADER OF THE COUNCIL**

**COUNCILLOR MARTIN GODDARD
CABINET MEMBER FOR FINANCE**

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

c.c. All Members of the Corporate Resources and
Infrastructure Select Committee
c.c. Sophie Wilmot – Place Directorate
c.c. Karrie Whelan – Place Directorate

Date: 06 June 2024

Non-Key Decision request

Form D

TRANSPORT FOR LONDON (TFL) LOCAL IMPLEMENTATION PLAN (LIP3) 2024/25 – 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 14 June 2024** 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.

Ryan Dell
Democratic Services

Title of Report: Transport for London (TfL) Local Implementation Plan (LIP3) 2024/25 – 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.....

*Leader of the Council / Cabinet Member for Finance / Cabinet Member for Property,
Highways and Transport*

TRANSPORT FOR LONDON (TFL) LOCAL IMPLEMENTATION PLAN (LIP3) 2024/25 - RELEASE NO 1

Cabinet Members	Councillor Ian Edwards Councillor Martin Goddard Councillor Jonathan Bianco
Cabinet Portfolios	Leader of the Council Cabinet Member for Finance Cabinet Member for Property, Highways and Transport
Officer Contact	Sophie Wilmot – Place Directorate
Papers with report	Appendix A – Capital Release Requests for Approval

HEADLINES

Summary	To seek acceptance of additional Transport for London Grant Allocations and approval for £1,488k 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	<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 release of £1,488k of capital budget from the 2024/25 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 2025; any funds unspent after the deadline will need to be returned to TfL.
Relevant Select Committee	Corporate Resources and Infrastructure Select Committee.

RECOMMENDATIONS

That the Leader of the Council, the Cabinet Member for Finance and the Cabinet Member for Property, Highways and Transport:

1. **Accept the following Transport for London 2024/25 additional grant allocation**
 - **Cycle Networks Development Allocation £400k**
 - **Principal Road Renewal Allocation £200k**
 - **Bridge Assessment and Strengthening £30k**
2. **Approve the projects and capital release request of £1,488k from the 2024/25 TfL LIP Programme (Appendix A); and**
3. **Authorise the Head of Transport and Projects, in consultation with the Cabinet Member for Property, Highways and Transport, to action scheme change requests where agreed schemes cannot be undertaken for any reason, and/ or if new funding is made available for such purposes, in pursuit of the Transport for London grant budget being fully utilised within the financial year.**

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

1.1 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.

1.2 In February 2024, TfL announced Hillingdon's LIP actual grant funding package for 2024/25 would be as follows:

- Safer Corridors and Neighbourhood £1,202k
- Cycleways Network Development £400k (allocated incrementally as schemes progress)
- Bus Priority £210k
- Cycle Training £76k
- Cycle Parking £30k

1.3 In April 2024, Officers and TfL Sponsors discussed the Cycle Network Development Allocation and clarified the allocation of the £400k. TfL Sponsors clarified the approved Safer Corridors and Neighbourhood Plan which amounted to £1,192k, a reduction of £10k from the announcement in February 2024.

1.4 In April 2024, TfL confirmed a further £200k for Principal Road Renewals.

1.5 In May 2024, TfL confirmed funding of £30k for Bridge Assessment and Strengthening

1.6 The above allocations total £2,138k.

Scope of Works - Transport for London 2024/25

Table 1: Transport for London Funding 2024/25

2024/25 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	76	0	76	0
Cycle Parking	30	0	0	30
Cycleways Network Development	400	0	0	400
Bus Priority	210	0	210	0
Bridge Assessment and Strengthening	30	0	0	30
Principal Road Renewal	200	0	0	200
Grand Total	2,138	0	1,478	660

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 2024/25. It requests the release of £1,478k from the TfL funding from a 2024/25 annual total allocation of £2,138k.

2. Cycle Training

2.1 Cycle Training: Release requested: £76k

(Staff Cost: £76k)

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 in 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: £30k

(Scheme Costs: £27k, Staff Cost: £3k)

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 Capital Release is requested for the development and implementation of residential cycle parking across Hillingdon. It is proposed to work with the Council's Chrysalis and Housing teams to identify possible sites for cycle parking provision. All sites will be discussed and approved by the Cabinet Member for Property, Highways and Transport prior to any implementation.

4. Bus Priority

4.1 Overview

4.1.1 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 £210k from this fund for the schemes detailed below.

4.2 Mahjacks Roundabout Study: Release requested: £200k

(Scheme Cost: £180k, Staff Cost £20k)

4.2.1 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.

4.2.2 During the 2023/24, funds were received from TfL to allow the Council's term consultants to be engaged to undertake a study of the area and provide measures, which could be

implemented to improve bus journey times and the experience of bus users. The measures include but are not limited to:

- Provision of more space at bus stops
- Installation of parking controls to remove restricted parking
- Improvements of crossing points
- Removal of redundant bus infrastructure

4.2.3 Capital release of £200k, is requested to allow detailed consideration and implementation of measures which have been identified through the study. All measures will be agreed with the Cabinet Member for Property, Highways and Transport prior to any works being undertaken. The implementation of schemes would be undertaken by the Council's term contractors O'Hara (civils) and McCanns (lighting).

5.3 Superloop Seed Funding: Released requested: £10k

(Scheme Cost: £10k)

5.3.1 In order to help mitigate the impact of the expansion of the ULEZ, TfL introduced enhanced bus routes, referred to as the Superloop; some routes were new with others being rebranded. In Hillingdon, the former '607' was re-numbered to become the 'SL8'. The 'SL9' bus (formerly X140) also runs in Hillingdon between Harrow and Heathrow via Hayes. TfL have provided funds to allow boroughs to look at pinch points along this route, with a view of making these routes more efficient and viable alternatives to the private car.

5.3.2 Capital release is requested to allow the term consultants Project Centre Ltd to undertake a study of these two routes and development proposals to improve bus priority and journey times on these routes. The completion of the study will be used to request future implementation funding from TfL. Any schemes that arise will of course be the subject of further reports and decision requests to Members.

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 2023, 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 in 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 Early Years Foundation Stage (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: £50k

(Scheme cost: £45k, Staff 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. In the 2023/24 financial year, TfL provided funding to look at potential design and signal modifications. The initial works have been completed and potential designs have been agreed in principle, which now need to be assessed within modelling.

6.5.2 Capital release is requested to allow for the modelling to be undertaken to assess the impact of the proposals and implement the changes. The modelling work will be undertaken by consultants and any subsequent implementation will be undertaken by the Council's term

contractors. The results of the modelling and any subsequent proposals will be agreed with the Cabinet Member for Property, Highways and Transport prior to any implementation.

6.6 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 in the areas, 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 – 2024/25 areas in the TfL Programme

- Northwood
- West Drayton
- Yiewsley
- Hayes
- Hillingdon
- Ruislip Manor
- Northwood Hills

6.7 School Travel Plans & STARS related activities: Release requested: £30k

(Scheme cost: £27k, Staff costs: £3k)

School Wide Road Safety Promotion

6.7.1 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)

6.7.2 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.

6.7.3 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.

6.7.4 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.

6.8 Active Travel Promotion: Release requested: £30k

(Scheme cost: £27k, Staff cost: £3k)

6.8.1 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.

6.8.2 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,

6.9 School Engineering Schemes: Release requested: £125k

(Scheme cost: £113k, Staff cost: £12k)

6.9.1 Due to the removal of school crossing patrol officers across the Borough, capital release is requested to allow works to be undertaken outside schools to improve road safety for those travelling to and from school. The works could include, but not limited to, 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
Holy Trinity Primary School	New waiting restrictions alongside the 'School Keep Clear' markings.
Hayes Park Primary School	Improvements to crossing facilities and new waiting restrictions to control parking new the school.
Dr Triplett's Primary School	Replace single yellow lines on the south side opposite the entrance to the school with 'School Keep Clear' restriction.

Hillside Primary School	Introduce more signage for the 20mph zone; replace current Belisha Beacons with Zebrites; refresh all road markings surrounding the crossing.
Oak Farm Primary School	Resurface carriageway up to 50m in either direction to the crossing and re-apply high friction surfacing and carriageway road markings; replace current Belisha Beacons with Zebrites.
Pinkwell Primary School	Resurface the carriageway and improve accessibility with dropped kerbs and tactile paving.
Charville Primary School	Extend existing School Keep Clear restriction southwards; provide school warning sign for southbound traffic; introduce additional bus friendly traffic calming in the form of a raised table.

6.10 Boroughwide Accessibility Programme: Release requested: £80k

(Scheme Cost: £72k, Staff cost: £8k)

6.10.1 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.

6.11 Grand Union Canal Towpath: Release requested: £100k

(Scheme cost: £90k, Staff cost: £10k)

6.11.1 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.

6.11.2 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.

6.12 Road Safety Campaigns: Release requested: £7k

(Scheme cost: £6k, Staff cost: £1k)

6.12.1 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'.

6.12.2 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.

6.13 North Hyde Road, air quality focus area: Release requested: £50k

(Scheme cost: £45k, Staff cost: £5k)

6.13.1 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 detail designed 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.

6.14 Local Shopping Parades – Mulberry Parade, West Drayton: Release requested: £80k

(Scheme cost: £72k; Staff cost: £8k)

6.14.1 Hillingdon benefits from a number of local shopping parades where residents can easily access services without the need for a private vehicle. In order to encourage more local use and to make local shopping parades healthier and more accessible upgrade works are proposed at the parade to encourage more usage of local services. The works to be undertaken at Mulberry Parade include, but are not limited to, footway works; new zebra crossing; street lighting upgrades; pavement features and car parking improvements.

6.14.2 Capital release of £80k is requested as a contribution to the scheme, which is currently proposed to be fully funded by Council Capital. This will allow council funds to be repurposed to other schemes which do not align with Transport for London criteria.

6.15 Signal review at Willow Tree Lane/ Yeading Lane junction: Release requested: £5k

(Scheme cost: £5k)

6.15.1 Council officers have had a growing number of concerns about the operation of the junction of Willow Tree Lane/ Yeading and that there is no safe filter for some of the turning traffic. It is therefore proposed to engage Transport for London to review and propose changes to the signal configuration and improve the operation of the junction including for cycling and walking. Capital release is requested to allow the engagement of TfL to review the junction.

6.16 Delivery of the Hillingdon Cycle Strategy: Release requested: £250k

(Scheme cost: £225k, Staff cost: £25k)

6.16.1 The London Borough of Hillingdon will shortly be publishing its first boroughwide cycle strategy, which outlines a programme of small and large cycle measures which aims to improve the cycle infrastructure and encourage more cycling in Hillingdon. Capital Release is requested for a fund to allow the detailed development and implementation of the strategy.

6.16.2 The detail design work will be undertaken by Hillingdon Highways Engineers and resultant implementation will be undertaken by the Council's term contactors O'Hara (Civils) and McCanns (Lighting). All schemes will be discussed and agreed with the Cabinet Member for Property, Highways and Transport prior to implementation.

6.17 Pedestrian & Cycle Safety at major junctions: Release requested: £100k

(Scheme cost: £90k, Staff cost: £10k)

6.17.1 The London Borough of Hillingdon has a number of large junctions which carry a large amount of traffic on a daily basis which are a barrier to pedestrian and cycle movement throughout the Borough. A fund has been identified to allow large junctions to be reviewed and minor improvements made to make walking and cycling safer and easier. The measures could include but not be limited to: dropped kerbs, advanced cycle stop lines; tactile paving; footway upgrades and cycle lanes. The major junctions to be considered will be identified with Highways and be based on concerns raised by Local Ward Members and residents.

6.17.2 The detailed design work will be undertaken by Hillingdon Highways Engineers and resultant implementation will be undertaken by the Council's term contactors O'Hara (Civils) and McCanns (Lighting). All schemes will be discussed and agreed with the Cabinet Member for Property, Highways and Transport prior to implementation.

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	76	0	76
<u>Cycle Parking</u> : Residential Cycle Parking	3	27	30
<u>Bus Priority</u> : Mahjacks Roundabout, Uxbridge	20	180	200
<u>Bus Priority</u> : Superloop Bus Priority measures	0	10	10
<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 junction improvements	5	45	50
<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	113	125
<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> Road Safety Campaigns	1	6	7
<u>Safer Corridors and Neighbourhoods:</u> North Hyde Road	5	45	50
<u>Safer Corridors and Neighbourhoods:</u> Local Shopping Parade Improvements	8	72	80
<u>Safer Corridors and Neighbourhoods:</u> Signal Review – Willow Tree Lane / Yeading Lane	0	5	5
<u>Safer Corridors and Neighbourhoods:</u> Delivery of Hillingdon Cycle Strategy	25	225	250
<u>Safer Corridors and Neighbourhoods:</u> Pedestrian & Cycle Safety at major junctions	10	90	100
	328	1,150	1,478

Financial Implications

Transport for London Total Confirmed 2024/25 Budget £2,138k, Previously Released £0k, Release Requested £1,478k – Appendix A

The 2024/25 Transport for London funding programme is set out in the table below.

CAPITAL Funding 2024/25	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	76	0	76	0
Cycle Parking	30	0	0	30
Cycleways Network Development	400	0	0	400
Bridge Assessment and Strengthening	30	0	0	30
Bus Priority	210	0	210	0
Principal Road Renewal	200	0	0	200
Sub Total TFL Grant	2,118	0	0	0
Total Capital	2,138	0	1,478	660

The 2024/25 Transport for London capital programme original budget, approved by Council in February 2024, amounted to £1,458k based on previous year's allocations. As at Month 2, the 2024/25 Transport for London capital programme revised budget is £2,138k based on the actual grant funding confirmed by TfL.

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. The funding awards from TfL are to be spend by the 31 March 2025, any underspends against these allocations are to be returned to the Transport for London.

This report requests the release of a total of £1,478k as follows:

- £1,192k from the Safer Corridors and Neighbourhoods funding award
- £76k from the Borough Cyle Training funding award
- £30k from the Cycle Parking funding award
- £210k 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.

The remaining £660k of the 2024/25 TfL LIP grant will be subject to the capital release procedure. 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 has reviewed the report and concurs with the financial implications set out above, noting that the additional allocations for 2024/25 in relation to Cycle Networks Development, Principal Road Renewal and Bridge Assessment and Strengthening, total £630k, of which require to be spent this financial year.

Furthermore, notes the recommended capital release of £1,478k will be fully financed from confirmed Transport for London grant funding 2024/25, Where appropriate sums requested for release include internal fees to ensure relevant costs are borne by external grant funding rather than the Council's own resources.

Legal

Legal Services confirm that the Council is responsible for carrying out this function pursuant to section 151 of the Greater London Authority Act 1999. Thus, there are no legal impediments to the Council following the recommendations set out in this report, although any contract that the Council enters into must comply with the Council's Procurement & Contract Standing Orders.

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 2024/25: Funding Release 1

Location	Project/ Expenditure Title	Information	Funds Release Sought £000's	Approve	Hold	More Information Required
Boroughwide	Cycle Training	Delivery of adult and child cycle training (Bikeability) across the Borough	76			
Boroughwide	Cycle Parking	Installation of a variety of residential cycle parking options across Hillingdon	30			
Boroughwide	Superloop Funding	Study of measures to improve bus priority of the routes of the two Superloop bus routes	10			
Mahjacks Uxbridge	Bus Priority study	Detailed design and implementation of measures to improve bus operation in and around Uxbridge	200			
Boroughwide	Cycle Training	Further funds for delivery of adult and child cycle training (Bikeability) across the Borough	77			
Boroughwide	Dr Bike	Funds for delivery of Dr Bike sessions	8			

		across the Borough				
Boroughwide	Pedestrian Training	Delivery of pedestrian training to primary school children across Hillingdon	50			
Rickmansworth Road, Northwood	Pedestrian crossing feasibility.	Detailed design and implementation of measures at the junction for pedestrians	50			
Boroughwide	Parking Management Schemes	Installation of controlled parking schemes across the Borough	120			
Boroughwide	School Travel Plans & STARS activities	Funds to support schools in travel planning measures	30			
Boroughwide	Active Travel Promotion	Funds to support measures to encourage better use of active travel modes	30			
Boroughwide	School Engineering schemes	Installation of small scale schemes to improve safety outside schools	125			
Boroughwide	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			
Boroughwide	Road Safety Campaigns	Funds to support measures to promote road safety messages	7			
North Hyde Road	Air Quality Focus Area	Development of phase 2 of the green and healthy streets project	50			
Boroughwide	Local Shopping Parades	Upgrade of local shopping parades across the Borough	80			
Boroughwide	Delivery of the Cycle Strategy	Funds to implement cycle infrastructure measures across Hillingdon	250			
Willow Tree Lane, Hayes	Signal Review	Review of the layout of the junction and signal timing to improve safety	5			
Boroughwide	Pedestrian & Cycle safety at junctions	Improvements to the pedestrian and cycle facilities at major junctions	100			
Total seeking release			1,478			
Previously released			0			
Budget			2,138			
Remaining budget			660			