



## Democratic Services

**Location:** Phase II

**Ext:** 7655

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**CMD No:** 1432

**To: COUNCILLOR MARTIN GODDARD  
CABINET MEMBER FOR FINANCE &  
TRANSFORMATION**

**COUNCILLOR STEVE TUCKWELL  
CABINET MEMBER FOR PLANNING, HOUSING &  
GROWTH**

c.c. All Members of the Residents' Services Select Committee

c.c. Sophie Wilmot – Place Directorate

c.c. Karrie Whelan – Corporate Director, Place

c.c. All Ward Councillors

**Date:** 19 May 2025

## Non-Key Decision request

## Form D

### CAPITAL RELEASE REPORT (MAY 2025/26)

**DEPARTMENT:** Transport & Projects

**SERVICE AREA / PROGRAMME:** Transport for London Local Implementation Plan

**RELEASE NO:** 1

Dear Cabinet Members,

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

You should take a decision **on or after Wednesday 28 May 2025** 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.

Anisha Teji  
Democratic Services

**Title of Report:** Transport for London Local Implementation Plan 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 & Transformation / Cabinet Member for Planning, Housing & Growth*

# CAPITAL RELEASE REPORT (MAY 2025/26)

DEPARTMENT: Transport & Projects

SERVICE AREA / PROGRAMME: Transport for London Local Implementation Plan

RELEASE NO: 1

<b>Cabinet Member &amp; Portfolio</b>	Councillor Martin Goddard, Cabinet Member for Finance & Transformation Councillor Steve Tuckwell, Cabinet Member for Planning, Housing & Growth
<b>Responsible Officer</b>	Karrie Whelan, Corporate Director of Place
<b>Report Author &amp; Directorate</b>	Sophie Wilmot, Place
<b>Papers with report</b>	None

## HEADLINES

<b>Summary</b>	To seek approval for £1,587k 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.
<b>Putting our Residents First</b>  <b>Delivering on the Council Strategy 2022-2026</b>	<p>This report supports our ambition for residents / the Council of: Live active and healthy lives</p> <p>This report supports our commitments to residents of: A Green and Sustainable Borough</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>
<b>Financial Cost</b>	This report seeks the release of £1,587k of capital budget from the 2025/26 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 Transport for London (TfL). The funds have a spend deadline of 31 <sup>st</sup> March 2026; any funds unspent after the deadline will need to be returned to TfL.
<b>Relevant Select Committee</b>	Residents' Services Select Committee

Relevant Ward(s)

All

## RECOMMENDATIONS

That the Cabinet Member for Finance & Transformation and Cabinet Member for Planning, Housing and Growth:

1. **Approve the projects and capital release request of £1,587k from the 2025/26 TfL LIP Programme (Appendix A).**
2. **Authorise the Head of Transport & Projects, in consultation with the Cabinet Member for Planning, Housing & Growth, 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 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 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

### Introduction

- 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. Each year, the Borough submits a 'FORM A' submission to Transport for London (TfL) as an application for funding to support the delivery of the Local Implementation Plan 3. The application covers several funding streams as detailed in the report and must be in line with the guidance provided by TfL.
- 1.2** In March 2025, TfL announced Hillingdon's Grant funding package for 2025/26, would be as follows:
- Safer Corridors and Neighbourhoods: £1,216k
  - Bus Priority: £10k *(a further £190k as provisional funding)*
  - Safer Cycle Network Development: £215k *(potential further funding following feasibility stage)*
  - Safer Streets: £5k *(potential further funding following feasibility stage)*
  - Cycle Parking: £65k
  - Cycle Training: £76k
- 1.3** The above allocations total £1,587k. The following table outlines the funding levels being requested via this capital release report.

Table 1: Transport for London Funding 2025/26				
2025/26 LIP Scheme Headings	Total Budget £'000	Previous/ Pending Release £'000	Seeking Release £'000	Balance £'000
Safer Corridors and Neighbourhoods	1,216	0	1,216	0
Bus Priority	10	0	10	0
Safer Cycleways Network Development	215	0	215	0
Safer Streets	5	0	5	0
Cycle Parking	65	0	65	0
Cycle Training	76	0	76	0
Bridge Assessment and Strengthening	0	0	0	0
Principal Road Renewal	0	0	0	0
<b>Grand Total</b>	<b>1,587</b>	<b>0</b>	<b>1,587</b>	<b>0</b>

- 1.4** 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.
- 1.5** This is the first TfL LIP Capital Release Decision Report for 2025/26. It requests the release of £1,587k from the TfL funding, which is currently the full approval grant allocation for 2025/26.

## **2 Safer Corridors & Neighbourhoods – funding stream**

### **2.1 Overview**

- 2.1.1** The Safer Corridors and Neighbourhoods fund is used by Transport for London (TfL) to fund small scale schemes within Boroughs, which aim 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, with schemes needing to address a 'core measure' with supporting measures. The guidance also states 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.**
- 2.1.2** All schemes to be funded via the Safer Corridors and Neighbourhoods 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 October 2024, 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.

### **2.2 Cycle training contribution: Release requested: £85k** *(Capital: £9k / Revenue: £76k)*

#### **Child Cycle Training**

- 2.2.1** 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**

- 2.2.2** 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.

### **2.3 Pedestrian training: Release requested: £60k** *(Capital: £3k / Revenue: £57k)*

2.3.1 Hillingdon employs a team of seven trainers to deliver practical pedestrian training to school children aged 4 to 11 years old (Nursery to Year six). 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.

## **2.4 STPs & STARS related activities: Release requested: £30k** (Capital: £27k / Revenue: £3k)

### School Wide Road Safety Promotion

2.4.1 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)

2.4.2 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.

2.4.3 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.

2.4.4 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.

## **2.5 Active Travel Promotion: Release requested: £20k** (Capital: £18k / Revenue: £2k)

2.5.1 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.

2.5.2 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 Planning, Housing and Growth.

## **2.6 Road Safety Campaigns: Release requested: £7k** *(Capital: £6k, Revenue: £1k)*

2.6.1 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.’

2.6.2 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 Planning, Housing and Growth, prior to them being launched.

## **2.7 Boroughwide Accessibility Programme: Release requested: £100k** *(Capital: £90k / Revenue: £10k)*

2.7.1 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 Planning, Housing and Growth, prior to implementation.

## **2.8 Grand Union Canal Towpath: Release requested: £100k** *(Capital: £90k / Revenue: £10k)*

2.8.1 The Council have been working with the Canal and River Trust on a programme of upgrading the Grand Union Canal Towpath to Quietway standard. This is 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.

2.8.2 Capital release is being sought to provide match funding with Section 106 funds to continue the upgrade of the Canal towpath in the Hayes area, starting at Printing House Lane. This continues from previously completed upgrade works. The request is based on rates from the Council's Term Contractors, O'Hara who will undertake the works.

**2.9 North Hyde Road, Hayes: Release requested: £160k** (*Capital: £144k / Revenue: £16k*)

2.9.1 North Hyde Road, Hayes is identified in the Council's Air Quality Action Plan as an area with very poor air quality. Using previous grants awarded to the Council, works have been undertaken to widen the footpaths for shared use and plant street trees to help improve the air quality along the link. Due to the length of North Hyde Road, the works have been undertaken in phases, with phases one and two have been completed, from North Hyde Gardens to Hyde Way. Capital release is requested to implement the third and final phase of the works from Hyde Way to Old Station Road.

**2.10 Long Lane, Healthy Streets: Release requested: £150k** (*Capital: £135k / Revenue: £15k*)

2.10.1 Long Lane, Hillingdon is a key link in the borough for all forms of transport and is one of only three links in Hillingdon where motor vehicles can cross the A40. Long Lane connects to several primary and secondary schools and provides access to local services and transport connections.

2.10.2 Capital release is requested to progress measures along Long Lane to improve conditions based on the TfL healthy streets approach. The measures could include but not be limited to the implementation of street trees, improved crossing over side / access roads and improved lighting to increase safety. All schemes will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

**2.11 Walking & cycling Links to / around Northwood Hills Town Centre: Release requested: £125k** (*Capital: £113k / Revenue: £12k*)

2.11.1 Northwood Hills is the most northerly local centre within the London Borough of Hillingdon and contains, two large secondary schools and a busy London underground station. In order to reduce the use of the private motor vehicle in and around the town centre, works are proposed to improve the walking and cycling provision for all.

2.11.2 Capital release is being requested to implement measures to improve walking and cycling connections to and through Northwood Hills town centre. The works could include but not limited to dropped kerbs with tactile paving; continuous footways over side roads; waiting restrictions; tightening junctions and providing cycle lane provision. All schemes will be agreed with the Cabinet Member for Planning, Housing and Growth prior to implementation.

**2.12 Colham Manor Primary School: Release requested: £10k** (*Capital: £9k / Revenue: £1k*)



2.12.1 Colham Manor primary school is located along Violet Avenue, West Drayton and caters for around 630 pupils, ages between three and 11 years old. The school will be encouraged to work with the Council's School Travel and Road Safety (STARS) team on measures towards their school travel plan.

2.12.2 Proposals are being put forward to create a 20mph zone on Colham Green Road, along the school to improve safety further, with Violet Avenue already having a 20mph zone. Consideration will also be given to improving the walking and cycle connections around the school and to the provision of an informal / formal crossing point to replace the vacant school crossing patrol post and to future proof safety at the site.

**2.13 Harefield Junior School: Release requested: £15k** *(Capital: £14k / Revenue: £1k)*

2.13.1 Harefield Junior School is in the heart of the village with accesses from both Park Lane and the High Street, itself. The school has around 220 pupils on the roll, between seven and 11 years old.

2.13.2 Capital release is being requested to undertake improvements to road safety and support active travel outside the school. The works could include but not be limited to installation of new parking restrictions; extend and enhance the 20mph to reduce speeds on approach to crossings and install measures to slow down the exit from the alley to reduce the possibility children could run out of the alley into the road. All measures will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

**2.14 Botwell House Primary School: Release requested: £30k** *(Capital: £28k / Revenue £2k)*

2.14.1 Botwell House is a Catholic primary school located in Hayes Town Centre. The school caters for around 700 pupils, aged from 4 to 11 years old. The school already work well with the Council's STARS team and have currently achieved Bronze level travel accreditation from TfL.

2.14.2 In order to support more active travel to and from the school and improve road safety, considerations are being given to improve crossing facilities and accessibility outside of the school, this could include the possibility of providing an at grade crossing at the pelican crossing and traffic calming in the area.

**2.15 Field End Junior School: Release requested: £25k** *(Capital: £23k / Revenue: £2k)*

2.15.1 Field End Junior school has a couple of access potentials along Field End Road, Ruislip. The school has around 325 pupils from ages seven to 11 years old. The school will be encouraged to work with the Council's School Travel and Road Safety (STARS) team on other measures towards their school travel plan.

2.15.2 Capital release is being requested to allow investigation into, and provide, reduced speed limits and 20mph zones around the school. Consideration of a combination of physical measures will be undertaken to ensure compliance of the new restrictions. All measures will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

**2.16 20mph outside Schools: Release requested: £50k** *(Capital: £45k / Revenue: £5k)*

2.16.1 In order to improve road safety and encourage more people to travel by active modes to and from school, the Council proposes to review current speeds outside schools and implement 20mph zones outside schools, where possible. The speed limit changes could be accompanied by a variety of measures, including but not limited to: signage, road markings, gateway features and physical traffic calming. All measures will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

**2.17 St Andrew's Primary School: Release requested: £50k** *(Capital: £45k / Revenue: £5k)*

2.17.1 St Andrew's Primary School is located along Nursey Way, Uxbridge. It caters for around 215 pupils ages three to 11. The school is plagued by access issues as Nursery Way is an on through road. The school works well with the Council's STARS team and have gold accreditation.

2.17.2 Capital release is being requested for funds to investigate and implement a 'School Street' outside St Andrew's Primary School in Uxbridge. The proposals will improve road safety outside the school and encourage more trips by active travel modes. It is proposed to accompany the works with improvements to the environment on the school street and to provide the school with more scooter/cycle parking.

**2.18 Queensmead Academy & Deanesfield Primary School: Release requested: £50k** *(Capital: £45k / Revenue: £5k)*

2.18.1 Queensmead Academy is a large secondary school of around 1,450 students, aged 11 to 18. Deanesfield Primary School caters for around 600 pupils from ages 3 to 11 years old. Both schools are located on a small section of Queens Walk, Ruislip between Victoria Road and Long Drive, resulting in many movements in school drop off and pick up times.

2.18.2 Both schools have an excellent relationship with Council's STARS team, and both have achieved gold travel plan status but still suffer from road safety issues on Queens Walk daily.

2.18.3 Capital release is being requested for funds to investigate and implement a 'School Street' on the section of Queens Walk, between Victoria Road and Long Drive. The proposals will improve road safety outside the school and encourage more trips by active travel modes. It is proposed to accompany the works with improvements to the environment on the school street and to provide the school with more scooter/cycle parking.

## **2.19 Rabbsfarm Primary School: Release requested: £50k** *(Capital: £45k / Revenue: £5k)*

2.19.1 Rabbsfarm Primary School is located along Gordon Road, Yiewsley. It caters for around 650 pupils ages three to 11. The school is plagued by access issues as Gordon Road is an on through road. The school will be encouraged to work with the Council's School Travel and Road Safety (STARS) team on measures towards their school travel plan.

2.19.2 Capital release is being requested for funds to investigate and implement a 'School Street' outside Rabbsfarm Primary School on Gordon Road. The proposals will improve road safety outside the school and encourage more trips by active travel modes. It is proposed to accompany the works with improvements to the environment on the school street and to provide the school with more scooter/cycle parking.

## **2.20 New Pond Parade: Release requested: £85k** *(Capital: £78k / Revenue: £7k)*

2.20.1 New Pond Parade is a local shopping parade along West End Road, Ruislip near Ruislip Gardens Underground station and Ruislip High School. The parade offers several shops and services, including but not limited to local convenience stores; takeaways; dry cleaners; bakery and café.

2.20.2 Capital release is request for fund to investigate and implement works to improve the public realm in the area and consider part pedestrianisation of the slip road. The removal of some of the parking would provide a nicer and safer environment for those accessing the local shops, the station and nearby secondary school.

2.20.3 The project would also include reviewing the safety at the junction of Sidmouth Drive. Supporting measures will be brought forward based on the healthy streets approach. All proposed changes will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

## **2.21 Delivering the Cycle Strategy: Release requested: £14k** *(Capital: £13k / Revenue: £1k)*

2.21.1 The Hillingdon Cycle Strategy not only contains, large-scale infrastructure schemes but smaller scale measures and 'softer' educational measures to encourage more people to consider cycling rather than using the private car. Capital release is requested for progressing elements of the cycle strategy. Proposals will be discussed with the Cabinet Member for Planning, Housing and Growth, prior to being taken forward.

## **3 Bus Priority funding stream**

### **3.1 Overview**

3.1.1 Each year, TfL offer the Boroughs the opportunity to bid for funding under the discretionary 'Bus Priority' funding. The schemes within this programme should look to deliver ambitious bus schemes where the data suggests that buses are underperforming, this could be where buses are suffering delays impacting on journey times or where buses are unable to access certain areas due to road layout.

- 3.1.2 TfL offer several examples of measures which could be considered as part of the Bus Priority funding including but not limited to new bus lanes, new bus gates; bus stop accessibility and rationalisation of kerbside activity.

### **3.2 Long Lane: Release requested: £10k** *(Capital: £0k / Revenue £10k)*

- 3.2.1 Following a review of the bus data provided, the section of Long Lane between Court Drive and Freezeland Way suffers delays to buses. Any work on Long Lane will also complement other proposals on Long Lane for new cycle infrastructure and healthy street measures.
- 3.2.2 Initially, a review will be undertaken to consider why the buses are suffering in this section, whether it is parking, junction issues or other factors. Following this, proposals will be put together for measures to resolve the problems, which could include things such as: implementation of waiting restrictions and creation of inset parking provision at high demand locations. It is proposed that any measures could be supported by works to infill layby bus stops where possible and to provide improved lighting around bus stops to increase safety and security.
- 3.2.3 TfL have provided an initial £10k for feasibility and design works, for which Capital Release is being sought. A further £190k, has 'in principle' approval to allow delivery of identified measures once they have been agreed internally and with TfL themselves. This fund will be subject to Capital Release, at a later date.

## **4 Safer Cycle Network Development – funding stream**

### **4.1 Overview**

- 4.1.1 TfL are keen to expand the cycle network across the whole of London, in particular in line with the strategic cycle analysis and based on cycle opportunity data provided by TfL. The guidance outlines measures which could be considered as part of this programme; these include but not limited to modal filters, protected routes and new/upgraded cycle crossings.

### **4.2 Brunel Cycle Route: Release requested: £5k** *(Capital: £0k / Revenue: £5k)*

- 4.2.1 Brunel University has a large campus in the heart of Hillingdon which includes on site student residential facilities. Brunel also has a cycle hire scheme for students and local residents to use. Previous travel surveys showed that several staff and students travel between the site and West Drayton station. Many of those trips are undertaken by bus but to reduce overcrowding on local bus services, there is opportunities to improve cycle connections to encourage active travel modes.
- 4.2.2 Hillingdon have been working with Brunel University about the potential of connecting sections of the celandine route through the University. A new zebra crossing and parallel tiger crossing has already been installed on Pield Heath Road to assist in the development of the new route.

4.2.3 Capital release is requested for an initial £5k to undertake detailed design of the Brunel Route. There is further funding for implementation agreed 'in principle' with TfL subject to the outcome of the design works.

#### **4.3 Celandine Route Upgrades: Release requested: £10k** *(Capital: £0k / Revenue: £10k)*

4.3.1 The Celandine Route is a 16-mile route between the north and south of the borough. Hillingdon have been working with TfL on design options for junctions along the Celandine Route to improve road safety and cycle options to make the Celandine Route a viable and safer route for walking and cycling.

4.3.2 Capital release is requested for the initial £10k to complete detailed design and consultation. The measures to be considered could include but not be limited to cycle lanes, advanced cycle stop lines, measures to slow traffic, improved lighting and new cycle crossings. There is further funding for implementation agreed 'in principle' with TfL subject to the outcome of the design works.

#### **4.4 Long Lane: Release requested: £200k** *(Capital: £185k / Revenue: £15k)*

4.4.1 Long Lane, Hillingdon is a key link in the borough for all forms of transport and is one of only three links in Hillingdon where motor vehicles can cross the A40. Long Lane connects to several primary and secondary schools and provides access to local services and transport connections. Funds have also been secured for bus priority measures and healthy streets measures along Long Lane.

4.4.2 Proposals are being considered to provide protected cycle provision on Long Lane, where possible. This could include but not be limited to a segregated path, utilisation of slip roads and shared spaces. All proposed changes will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

## **5 Safer Streets**

### **5.1 Overview**

5.1.1 The Safer Streets budget is a new initiative from TfL which targets the delivery of schemes which will have the greatest road safety benefit at the highest priority locations for road danger in a bid to achieve vision zero by 2041. TfL envision that these would be large scale schemes which would be constrained by the funding in the Safer Corridors and neighbourhood budgets.

5.1.2 Again, TfL have suggested scheme types which could be considered under this budget which includes but is not limited to lowering speed limits; modal filters; safer high streets and safer bough junctions.

## **5.2 North Hyde / Station Road: Release requested: £5k** *(Capital: £0k / Revenue £5k)*

- 5.2.1 The junction of North Hyde Road and Station Road, Hayes is a large, signalised junction which is highly used by vehicles, including several bus services. The area also has high pedestrian demand with people looking to access the nearby Hayes and Harlington Station as well as local shops and services, such as a large ASDA supermarket on the corner of Station Road with Dawley Road.
- 5.2.2 The spatial data provided by TfL identified this junction as a top priority for improvements due to a high collision risk. The data also further identifies that the junction has high bus underperformance which could impact the Superloop services operating through it, as well as this, there is a medium level of pedestrian severance even with crossing provided and the junction is on the strategic cycle network.
- 5.2.3 Capital release for an initial £5k, granted by TfL, for feasibility is being request. The Council has a further £450k of funding 'in principally' agreed with TfL, subject to the outcome of the feasibility works. The outcome of the feasibility and the proposed next steps will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to seeking the further implementation funding from TfL. Any additional funding from TfL, would be subject to a future capital release report.

## **6 Cycle Parking**

### **6.1 Overview**

- 6.1.1 A further fund available from TfL is for the delivery of cycle parking across Hillingdon. The funding is to allow for delivery of cycle parking at residential areas, schools, town centre and public transport. All cycle parking provided should look to meet TfL cycle quality criteria and be safe and secure.

### **6.2 Station Cycle Parking: Release requested: £20k** *(Capital: £18k / Revenue: £2k)*

- 6.2.1 In order to encourage more people to use active travel to connect with London Underground services, it is proposed to provide improved cycle parking provision at Northwood, Northwood Hills and Ruislip Gardens Stations. Capital Release is requested for the implementation of station cycle parking across Hillingdon. All proposed changes will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

### **6.3 School Cycle Parking: Release requested: £30k** *(Capital: £30k / Revenue: £0k)*

- 6.3.1 In previous years, to aid sustainable travel to schools, the Council has offered schools the opportunity to apply for 'grants' to bring forward cycle and scooter parking facilities for staff and pupils. It is proposed to again, offer these grants for the 2025/26 financial year. The Cabinet Member for Planning, Housing and Growth, will be asked to approve the grants before they are issued to the schools. The schools will be required to provide evidence to demonstrate the improved facilities to the Council's STARS team and it will count towards the school's travel plan accreditation.

#### **6.4 Town Centre Cycle Parking: Release requested: £5k** *(Capital: £5k / Revenue: £0k)*

6.4.1 It is proposed to upgrade and expand the cycle parking provision in Yiewsley and West Drayton town centres to provide more opportunities for people to access local shops and services by cycling. All suggested changes will be agreed with the Cabinet Member for Planning, Housing and Growth, prior to implementation.

#### **6.5 Residential Cycle Parking: Release requested: £10k** *(Capital: £9k / Revenue: £1k)*

6.5.1 Many people do not consider cycling as a viable travel mode as they are unable to safely store a bicycle at their home. Funds have been made available to consider and review suggestions made by residents for provision of secure cycle parking in and around residential areas. These suggestions will initially be reviewed by Officers before seeking approval from the Cabinet Member for Planning, Housing and Growth for implementation.

### **7 Cycle Training**

#### **7.1 Overview**

7.1.1 TfL acknowledges the need for training of both adults and children in safe cycle practices. As a result, each year boroughs are provided an equal level of ring-fenced funding for cycling training. These funds are to be used for both adult and child cycle training, with boroughs asked to aim for at least 25 per cent for the funding being spent on adult cycle training.

#### **7.2 Cycle Training: Release requested: £76k** *(Capital: £0k / Revenue: £76k)*

7.2.1 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**

7.2.2 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**

7.2.3 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.

#### **Project cost breakdown of TfL LIP for Release No. 1**

Table 2: Cost Plan for Schemes Release Requested

TfL Scheme	Internal Fees / Staffing £000's	Services / Works £000's	Seeking release £000's
<b>Safer Corridors &amp; Neighbourhoods</b>			
Cycle training contribution & Cycle events	76	9	85
Pedestrian Training	57	3	60
School Travel Plans & STARS related activities	3	27	30
Active Travel Promotion	2	18	20
Road Safety Campaigns	1	6	7
Boroughwide Accessibility	10	90	100
Grand Union Canal towpath & access points	10	90	100
North Hyde Road, Greening – Phase 3	16	144	160
Long Lane, Hillingdon – Healthy Streets	15	135	150
Walking & Cycling links to / around Northwood Hills	12	113	125
Colham Manor Primary School	1	9	10
Harefield Junior School	1	14	15
Botwell House Primary School	2	28	30
Field End Junior School	2	23	25
20mph outside schools	5	45	50
St Andrew's Primary School	5	45	50
Queensmead & Deanesfield Schools	5	45	50
Rabbsfarm Primary School	5	45	50
New Pond Parade	7	78	80
Delivering the Cycle Strategy	1	13	14
<b>SUB TOTAL (£000's)</b>	<b>236</b>	<b>980</b>	<b>1,216</b>
<b>Bus Priority</b>			
Long Lane, between Court Drive & Freezeland Way	10	0	10
<b>Safer Cycle Network Development</b>			
'Brunel Cycle Route' – link to Pield Heath Road	5	0	5



Celandine Route upgrades	10	0	10
Long Lane – Cycle Lane	15	185	200
<b>SUB TOTAL (£000's)</b>	<b>30</b>	<b>185</b>	<b>215</b>
<b>Safer Streets</b>			
North Hyde Road / Station Road, Hayes	5	0	5
<b>Cycle Parking</b>			
Station Cycle Parking	2	18	20
School Cycle Parking	0	30	30
Town Centre Cycle Parking	5	0	5
Residential Cycle Parking	1	9	10
<b>SUB TOTAL (£000's)</b>	<b>8</b>	<b>57</b>	<b>65</b>
<b>Cycle Training</b>			
Cycle training – refenced	76	0	76
<b>TOTAL (£000's)</b>	<b>365</b>	<b>1,222</b>	<b>1,587</b>

## Financial Implications

### Transport for London Total Confirmed 2025/26 Budget £1,587k, Previous/Pending Release £0k, Capital Release Requested £1,587k – Appendix A

The 2025/26 Transport for London capital programme original budget, approved by Council in February 2025, amounted to £1,458k based on previous year's allocations. As at Month 1, the 2025/26 Transport for London capital programme revised budget is £1,587k, 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 spent by the 31 March 2026, any underspends against these allocations are to be returned to the Transport for London.

This report requests the release of a total of £1,587k as follows:

- £1,216k from the Safer Corridors and Neighbourhoods funding award
- £10k from the Bus Priority funding award
- £215k from the Safer Cycle Network Development funding award
- £5k from the Safer Streets from the funding award
- £65k from the Borough Cycle Parking funding award
- £76k from the Cycle Training 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.

## **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 have reviewed this report and concurs with the Financial Implications set out above, noting the recommendation to approve the capital release of £1,587k, to be fully financed from the confirmed Transport for London Grant funding 2025/26. Where appropriate sums requested for release include internal fees to ensure relevant costs are borne by external grant rather than the Council's own resources.

Furthermore, it is noted the funding awards from the Transport for London are to be spent by the 31 March 2026, any underspends against these allocations are to be returned to the Transport for London.

### **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 Standing Orders, and, where a contract is above threshold value, the Procurement Act 2023.

### **Infrastructure / Asset Management**

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

### **Planning**

Not applicable at this stage.

### **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

### Transport for London / Local Implementation Plan / Capital Release 1 (2025/26)

Location	Project / Expenditure Title	Information	Funds Release Sought £000's	Approve	Hold	More Information Required
Borough wide	Cycle Training & Cycle Events	Funds to deliver adult and child cycle training plus deliver Dr Bikes.	85			
Borough wide	Pedestrian Training	Funds to deliver child pedestrian training.	60			
Borough wide	School Travel Plans	Funds to support delivery of school travel plans and measures.	30			
Borough wide	Active Travel Promotion	Funds to support encouragement of active travel usage.	20			
Borough wide	Road Safety Campaigns	Funds for supporting road safety campaigns.	7			
Borough wide	Boroughwide Accessibility	Funds to deliver small scale accessibility improvements across the borough.	100			
Borough wide	Grand Union Canal	Funds to support the upgrade of the canal towpath and access points.	100			
North Hyde Rd, Hayes	Shared use footpath	Funds to upgrade footways and provide street trees.	160			
Long Ln, Hillingdon	Healthy Streets	Funds to deliver healthy streets measures along Long Lane.	150			
Northwood Hills	Walking & Cycling	Funds to improve walking and cycling connections around the town centre.	125			

Colham Manor School	20mph Zone	Funds to improve road safety outside the school.	10			
Harefield Junior School	20mph Zone	Funds to improve road safety outside the school.	15			
Botwell House School	Road Safety measures	Funds to improve road safety outside the school.	30			
Field End Junior School	Road Safety measures	Funds to improve road safety outside the school.	25			
20mph outside schools	20mph Zones	Funds to improve road safety outside the school.	50			
St Andrew's Primary	School Street	Funds to consider and install a school street outside the school.	50			
Queens Walk, Ruislip	School Street	Funds to consider and install a school street outside Queensmead and Deanesfield Primary School.	50			
Rabbsfarm Primary	School Street	Funds to consider and install a school street outside the school.	50			
New Pond Parade, Ruislip	Public Realm Improvement	Funds to improve the public realm at the local shopping parade.	85			
Borough wide	Cycle Strategy	Funds to deliver small scale elements of the cycle strategy.	14			
Bus Priority	Long Lane measures	Funds to implement measures to improve bus journey times.	10			
Brunel University	Cycle Improvement	Funds to introduce cycle infrastructure to link to new hospital site.	5			
Borough wide	Celandine Route	Funds to implement upgrades to the celandine route.	10			

Long Ln, Hillingdon	Cycle Improvement	Funds to improve cycle infrastructure.	200			
North Hyde / St Road, Hayes	Road Safety Improvement	Funds to review safety concerns and potential improvements at the jct.	5			
Borough wide	Station Cycle Parking	Funds to implement cycle parking at stations across Hillingdon.	20			
Borough wide	School Cycle Parking	Funds to implement cycle parking at schools in the borough.	30			
Yiewsley / West Drayton	Town Centre Cycle Parking	Funds to implement cycle parking in the town centres.	5			
Bevin Road, Hayes	Residential Cycle Parking	Funds to implement residential cycle parking.	10			
Borough wide	Cycle Training	Funds to deliver cycle training in Hillingdon.	76			
<b>Total seeking release</b>			<b>1,587</b>			
<b>Previously released</b>			<b>0</b>			
<b>Budget</b>			<b>1,587</b>			
<b>Remaining budget</b>			<b>0</b>			