



**Democratic Services**

**Location:** Phase II  
**Ext:** 0636  
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**CMD No:** 2026/1716

**To: COUNCILLOR STEVE TUCKWELL  
LEADER OF THE COUNCIL**

**COUNCILLOR EDDIE LAVERY  
CABINET MEMBER FOR FINANCE**

**COUNCILLOR WAYNE BRIDGES  
CABINET MEMBER FOR RESIDENTS SERVICES**

c.c. All Members of the Residents Services Select Committee  
c.c. Dan Kennedy – Corporate Director of Residents Services  
c.c. Sophie Wilmot – Residents Services

**Date:** 19 June 2026

**Non-Key Decision request**

**Form D**

**2026/27 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 Monday 29 June 2026** 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.

Naveed Ali  
Democratic Services

**Title of Report:** 2026/27 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.....

Leader of the Council /Cabinet Member for Finance / Cabinet Member for Residents Services

# CAPITAL RELEASE REPORT (June 2026\_26/27 FY)

DEPARTMENT: TRANSPORT & PROJECTS

SERVICE AREA / PROGRAMME: TRANSPORT FOR LONDON: LOCAL IMPLEMENTATION PLAN

RELEASE NO: 1

<b>Cabinet Member &amp; Portfolio</b>	Councillor Steve Tuckwell, Leader of the Council Councillor Eddie Lavery, Cabinet Member for Finance Councillor Wayne Bridges, Cabinet Member for Resident Services
<b>Responsible Officer</b>	Daniel Kennedy – Corporate Director for Residents Services
<b>Report Author &amp; Directorate</b>	Sophie Wilmot, Residents Services
<b>Papers with report</b>	Appendix A – Capital Release

## HEADLINES

<b>Summary</b>	To seek approval for £1,949k 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) Hillingdon Cycle Strategy (September 2024)</p>
<b>Financial Cost</b>	This report seeks the release of £1,949k of capital budget from the 2026/27 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 2027; any funds unspent after the deadline will need to be returned to TfL.
<b>Relevant Select Committee</b>	Residents' Services
<b>Relevant Ward(s)</b>	All

## RECOMMENDATIONS

**That the Leader of the Council, in consultation with the Cabinet Member for Finance and the Cabinet Member for Resident Services:**

- 1. Approve the projects and capital release request of £1,949k from the 2026/27 TfL LIP Programme (Appendix A).**
- 2. Authorise the Director of Planning and Sustainable Growth, in consultation with the Cabinet Member for Residents Services, 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

### 1. 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 2026, TfL announced Hillingdon's Grant funding package for 2026/27, would be as follows:

- Safer Corridors and Neighbourhoods: £1,253k
- Bus Priority: £10k
- Safer Cycle Network Development: £125k
- Safer Streets: £250k
- Cycle Parking: £60k
- Cycle Training: £77k
- Principal Road Renewal: £81k
- Bridge Assessment & Strengthening: £93k

1.3 The above allocations total £1,949k. The following table outlines the funding levels being requested via this capital release report.

<b>Table 1: Transport for London Funding 2026/27</b>				
<b>2026/27 LIP Scheme Headings</b>	<b>Total Budget £'000</b>	<b>Previous/ Pending Release £'000</b>	<b>Seeking Release £'000</b>	<b>Balance £'000</b>
Safer Corridors and Neighbourhoods	1,253	0	1,253	0
Bus Priority	10	0	10	0
Safer Cycleways Network Development	125	0	125	0
Safer Streets	250	0	250	0
Cycle Parking	60	0	60	0
Cycle Training	77	0	77	0
Bridge Assessment and Strengthening	93	0	93	0
Principal Road Renewal	81	0	81	0
<b>Grand Total</b>	<b>1,949</b>	<b>0</b>	<b>1,949</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 2026/27. It requests the release of £1,949k from the TfL funding, which is currently the full approval grant allocation for 2026/27.

## 2. Safer Corridors & Neighbourhoods – funding stream

### Overview

- 2.1 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**.
- 2.2 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.

### **Cycle training contribution: Release requested: £102k** (Capital: £5k / Revenue: £97k)

#### Child Cycle Training

- 2.3 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

- 2.4 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.

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

- 2.5 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.

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

School Wide Road Safety Promotion

2.6A 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)

2.7 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.

2.8 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.

2.9 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.

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

2.10 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.

2.11 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 Resident Services.

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

2.12 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.'

2.13 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 Resident Services, prior to them being launched.

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

2.14 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 Resident Services, prior to implementation.

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

2.15 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.

2.16 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 Station Road, Hayes and continuing to the borough boundary. 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.

**Long Lane, Healthy Streets: Release requested: £113k** (*Capital: £135k / Revenue: £15k*)

2.17 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.

2.18 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 Resident Services, prior to implementation.

**20mph outside Schools: Release requested: £11k** (Capital: £10k / Revenue: £1k)

2.19 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 Resident Services, prior to implementation.

**Uxbridge Road, Hayes End Close & Newport Road: Release requested: £200k** (Capital: £180k / Revenue: £20k)

2.20 Along the A4020, Uxbridge Road there are a number of slip roads which provide local and pass-by access to a range of shops and services. One such location is between Hayes End Drive and Newport Road. In order to encourage more local travel by walking and cycling, it is proposed to upgrade the public realm along the slip road and improve road safety. It is also proposed to review the safety at the junctions of Uxbridge Road with Hayes End Drive and with Newport Road in order to provide improved access to the shops and services.

2.21 Capital release is requested to allow for design and implementation of public realm improvements in the area based on the healthy streets approach. Measures could include but not be limited to: wider footways, more cycle parking and street trees. All measures will be agreed with the Cabinet Member for Resident Services, prior to implementation.

**Pembroke Road / Park Way, Ruislip: Release requested: £150k** (Capital: £135k / Revenue: £15k)

2.22 Transport for London spatial data and accident data has identified the junction of Pembroke Road and Park Way in Ruislip as a high collision harm priority junction, as well as both the links having a high vision zero need and high pedestrian severance. Due to this it is proposed to review the junction and link to consider ways in which safety could be improved and introduce opportunities to improve continuity for pedestrians. Capital release is requested to provide with review design and potential installation of measures. All measures will be agreed with the Cabinet Member for Resident Services, prior to implementation.

**Newnham Infant & Junior School: Release requested: £30k** (Capital: £27k / Revenue: £3k)

2.23 Newnham Avenue, Ruislip is a residential road with Newnham Infant and Junior School at one end. The schools have a combined capacity of approximately 650 pupils aged from 3 to 11 year olds. Both Newnham Infant School and Newnham Junior School hold Gold Accreditation under TfL's Travel for Life programme, demonstrating their strong commitment to promoting sustainable and safe travel.

2.24 In April 2026, the Cabinet Member for Resident Services heard a petition requesting improved road safety outside the schools. The petition suggested potential for a one way or a school street restriction. The outcome of the petition was for further investigation to be undertaken to identify improvement which could be made to improve safety for those travelling to and from the school. Capital release is requested to allow progression of these considerations and the introduction of any measures. All measures will be agreed with the Cabinet Member for Resident Services, prior to implementation.

**Yeading Infant & Junior School: Release requested: £30k** (Capital: £27k / Revenue: £2k)

2.25 Yeading Infant & Junior Schools are located on Carylon Road. Yeading which is a dead-end road. The infant school caters for around 440m 3 to 7 year olds and the junior school has approximately 450, 7 to 11 year olds. Both schools work with the Council's School Travel & Road Safety Team and have gold TfL accreditation.

2.26 Due to the road being a dead-end it can become extremely congested and unsafe. Capital release is requested to allow review and investigation into the road during school drop off and pick up times. Any resulting measures would also be funded from this budget. All measures will be agreed with the Cabinet Member for Resident Services, prior to implementation.

**Park Academy Secondary School: Release requested: £50k** (Capital: £45k / Revenue: £5k)

2.27 Park Academy Secondary School is located in West Drayton with access points on both Park View Road and Apple Tree Avenue. The school caters for around 850, 11 to 18 year olds, many of whom with travel independently to and from the school. It is proposed to consider speed reduction outside the accesses and consider a formal crossing to improve safety for students. The school currently work with the School Travel and Road Safety team and have gold TfL accreditation.

2.28 Capital release is requested to develop and implement measures to improve safety and travel choice around Park Academy Secondary School. All measures will be agreed with the Cabinet Member for Resident Services, prior to implementation.

**Vyners Secondary : Release requested: £50k** (Capital: £45k / Revenue: £5k)

2.29 Vyners Secondary School is located on Warren Drive, Ickenham and currently has around 1500, 11 to 18 year olds on roll. The school is actively engaged with the Council's School Travel and Road Safety team and have TfL gold accreditation. Due to the large volume of pupils, the area of Warren Drive and surrounding roads can become very congested as well as this some pupils as the school will have to cross the large Swakeleys Roundabout.

2.30 Capital Release is requested to design and implement measures that will improve road safety and active travel for the pupils accessing the school, many of whom will be doing so independently. All measures will be agreed with the Cabinet Member for Resident Services, prior to implementation.

**Rickmansworth Road/Green Lane: Release requested: £200k** (Capital: £180k / Revenue: £20k)

2.31 The Rickmansworth Road/ Green Lane junction at Northwood is a large, signalised junction which provides access to a large nursery and a number of schools and other services. Currently, the junction does not provide a pedestrian phase to allow safe passage of pedestrians in the area and across an extremely busy road. The Council has received a number of correspondences in regard to this issue and whether a solution can be found.

2.32 Due to this, Hillingdon Officers worked with TfL to review and remodel the junction to see if a pedestrian phase could be accommodated. The outcome identified that with some changes to the highway network and timing of the lights, this can be achieved with little impact on the network.

2.33 Capital Release is requested to implement both the changes to the highways and the signals at the junction to allow pedestrian crossing provision to be realised.

### 3. Bus Priority - funding stream

#### Overview

3.1 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.

3.2 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.

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

3.3 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.

3.4 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.

3.5 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

#### Overview

4.1 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.

#### **Celandine Route Upgrades: Release requested: £125k** (Capital: £113k / Revenue: £12k)

4.2 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 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.

## 5. Safer Streets – Funding Stream

### Overview

5.1 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.

5.2 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.

### **North Hyde / Station Road: Release requested: £200k** *(Capital: £180k / Revenue £20k)*

5.3 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.

5.4 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. Due to this, a study of the junction has been undertaken to consider options to improve the junction in particular for walking and cycling. This work was completed by specialist consultants who were funded via the 25/26 grant.

5.5 Officers are now reviewing the outcome of the study to consider what measures could be implemented at the junction. Capital release of £200k, is being requested for the implementation of measures to improve the junction. All proposed measures will be agreed with the Cabinet Member for Resident Services, prior to any works being undertaken.

**St Andrews Roundabout: Release requested: £50k** (Capital: £3k / Revenue £47k)

5.6 St Andrews Roundabout is a large roundabout junction in the heart of Uxbridge which currently acts as a significant barrier between the town centre and the large redevelopment of the former RAF Uxbridge site which includes: residential properties, a primary school, park, and the Battle of Britain bunker museum. In order, to improve connection between the two sites, Officers have already been working with consultants on the potential conversion of the roundabout into a signalised junction with better pedestrian and cycle provision as well as increased public realm which will be improved to create a better sense of place.

5.7 In order to progress the required detailed design and modelling at the junction, TfL have provided an initial £50k funding to continue engagement with consultants and other stakeholders on this scheme, capital release of £50k for this is requested. TfL have confirmed 'in principle' further funding for the implementation stage, subject to the outcome of the design and modelling works.

## **6. Cycle Parking – funding stream**

### **Overview**

6.1 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.

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

6.2 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 Resident Services, prior to implementation.

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

6.3 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 Resident Services 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.

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

6.4 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 Resident Services for implementation.

## 7. Cycle Training – Funding Stream

### Overview

7.1 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.

**Cycle Training: Release requested: £77k** (*Capital: £0k / Revenue: £77k*)

7.2 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

7.3 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

7.4 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.

## 8. Principal Road Renewal – Funding Stream

## Overview

8.1 Following a period of not offering this funding, Transport for London have not allocated funds for Council's to undertake maintenance work on the carriageway to improve conditions for road users, not only for private vehicles but also for public transport users and cyclists. This fund is ring-fenced to be used on only the following: condition surveys, borough principal road network maintenance and support State of the City works.

### **Stockley Road Carriageway: Release requested: £81k** *(Capital: £74k / Revenue: £7k)*

8.2 The A408 Stockley Road is a major distributor road in the Borough running between its junction with the M4, jct 4 and Park View Road. The road carries a considerable amount of traffic, including a large number of heavy vehicles due to businesses located off of this main road. There is no bus service which operates along its entire length but a number of services either cross or access a small section of Stockley Road.

8.3 The section of most concern is the northbound section from Holloway Lane to Prologis roundabout which has a 'poor' condition rating in recent surveys. The carriageway in this section is exhibiting significant deterioration and is no longer suitable for patching. The recent winter has further exacerbated the condition due to the repeated freeze-thaw cycles. The Council Highway's team has already allocated some maintenance budget to this repair, therefore capital release of the ringfenced £81k is being sought as a contribution to the works. The works would be undertaken by the Council's term contractor, O'Hara.

## 9. Bridge Assessment & Strengthening – Funding Stream

### Overview

9.1 Transport for London provide a yearly budget to Boroughs to all maintenance of high priority bridges on the network. Boroughs have bridges which are either owned by themselves or by TfL. This fund allows bridges to be maintained and do not pose risks to users and those living in areas around the bridges.

### **Yeading Lane Bridge: Release requested: £80k** *(Capital: £72k / Revenue: £8k)*

9.2 Yeading Lane Bridge is on the TfL approved Bridge Strengthening Programme. The bridge is on an important route, an alternative to A312. When there is congestion on A312 or during emergency road closures it takes traffic to and from Heathrow Airport. It is on a busy bus route carrying routes 140, 696, 56 and 697 over the bridge.

9.3 Capital release of £80k is being requested to allow the progression of the detailed design stage including agreeing traffic management, consultation with stakeholders and obtaining permission from the environment agency. As well as to prepare preconstruction and contract documentation.

### **Sector Leader Duties: Release requested: £13k** *(Capital: £0k / Revenue: £13k)*

9.4 London Bridges Engineers Group (LoBEG) is a London-wide technical advisory group that supports boroughs and Transport for London on bridge and highway structure engineering, promoting best practice and the sharing of expertise. It advises on bridge assessment, maintenance, strengthening, and refurbishment, and manages prioritisation and funding recommendations for TfL's Bridge Assessment and Strengthening Programme, helping to coordinate consistent bridge management across all London authorities.

9.5 Hillingdon Council's Structures and Watercourses Manager is a Sector Leader for LoBEG and due to this funding is available to support this role. Capital Release of £13k is being requested as a contribution to the work by the sector lead,

### 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	97	5	102
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
Long Lane, Hillingdon – Healthy Streets	11	102	113
Uxbridge Road, slip road (Hayes End to Newport Road)	20	180	200
Pembroke Road & Park Way – road safety improvements	15	135	150
Newnham Infant & Junior Schools	3	27	30
Park Academy Secondary School	5	45	50

Vyners Secondary School	5	45	50
20mph outside schools	1	10	11
Rickmansworth Road / Green Lane	20	180	200
<b>SUB TOTAL (£000's)</b>	<b>285</b>	<b>968</b>	<b>1,253</b>
<b>Bus Priority</b>			
Long Lane, Hillingdon	10	0	10
<b>Safer Cycle Network Development</b>			
Celandine Route Upgrades	12	113	125
<b>Safer Streets</b>			
North Hyde Road / Station Road, Hayes	20	180	200
St Andrews Roundabout	47	3	50
<b>SUB TOTAL (£000's)</b>	<b>67</b>	<b>183</b>	<b>250</b>
<b>Cycle Parking</b>			
Cycle Parking	6	54	60
<b>Cycle Training</b>			
Cycle training – refenced	77	0	77
<b>Principal Road Renewal</b>			
Stockley Road Carriageway	7	74	81
<b>Bridge Assessment &amp; Strengthening</b>			
Yeading Lane Bridge	8	72	80
Sector Leader Duties	13	0	13
<b>SUB TOTAL (£000's)</b>	<b>21</b>	<b>72</b>	<b>93</b>
<b>TOTAL (£000's)</b>	<b>485</b>	<b>1,464</b>	<b>1,949</b>

## Financial Implications

**Transport for London Total Confirmed 2026/27 Budget £1,949k, Previous/Pending Release £0k, Capital Release Requested £1,949k – Appendix A**

The 2026/27 Transport for London capital programme original budget, approved by Council in February 2026, amounted to £1,458k based on previous year's allocations. As at Month 1, the 2026/27 Transport for London capital programme revised budget is £1,949k, 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 2027, any underspends against these allocations are to be returned to the Transport for London. As the scheme is grant funded, there is no direct impact on the Council's General Fund capital resources.

This report requests the release of a total of £1,949k as follows:

- Safer Corridors and Neighbourhoods: £1,253k
- Bus Priority: £10k
- Safer Cycle Network Development: £125k
- Safer Streets: £250k
- Cycle Parking: £60k
- Cycle Training: £77k
- Principal Road Renewal: £81k
- Bridge Assessment & Strengthening: £93k

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 concur with the Financial Implications set out above, noting the recommendation to approve the capital release of £1,949k for the schemes detailed within this report, to be fully financed from the confirmed Transport for London (TfL) Grant funding for 2026/27.

Furthermore, it is noted there are no direct financial implications to the General Fund arising from this release, where appropriate sums requested for release include internal fees to ensure all relevant costs are borne by the grant. The funding awards are to be spent by the 31 March 2027, any underspends against these allocations are to be returned to TfL.

The TfL programme budget is held within the capital programme for budget monitoring purposes, although the release request comprises of a combination of capital and revenue expenditure. Any elements of the programme, which upon review do not meet the capitalisation criteria will be treated as revenue expenditure, with the TfL funding correspondingly recognised as a revenue grant for statutory reporting purposes.

The General Fund Capital Programme approved at Cabinet and Council in February 2026 assumed a baseline TFL LIP grant funding of £1,458k for 2026/27, which was estimated at previous TfL funding levels. The budget will be assessed as part of the wider MTFS refresh.

## **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, applicable procurement legislation.

## **Infrastructure / Asset Management**

None.

## **Planning**

None.

## **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 at a later date. 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 Grant / Local Implementation Plan / CR1 (2026/27)*

Location	Project / Expenditure Title	Information	Funds Release Sought £000's	Approve	Hold	More Information Required
Borough wide	Cycle Training	Adult and Child Cycle training contribution	102			
Borough wide	Pedestrian training	Pedestrian training for primary school children	60			
Borough wide	STP & STARS activities	Work on school travel plans and other measures	30			
Borough wide	Active travel promotion	Delivery of measures to encourage active travel.	20			
Borough wide	Road safety campaigns	Introduction of campaigns to promote road safety.	7			
Borough wide	Accessibility	Implementation of mini accessibility measures	100			
Borough wide	Grand Union Canal	Upgrade works to towpath & access points	100			
Long Lane, Hillingdon	Healthy Streets	Works along Long Lane to make walking and cycling better.	113			
Uxbridge Road	Healthy Streets	Improvements to the public realm at the slip road.	200			
Pembroke Road, Ruislip	Junction Improvement	Road safety improvements at junction with Park Way	150			
Newnham School	School Street	Introduction of a school street or alternative measures	30			
Yeading Primary	School Street	Introduction of a school street or alternative measures	30			
Park Academy	Road Safety	Improvements to road safety outside the school	50			
Vyners School	Road Safety	Improvements to road safety outside the school	50			
Borough wide	20mph outside schools	Introduction of 20mph outside schools to improve safety.	11			
Rickmans worth Rd	Pedestrian crossing	Introduction of a pedestrian phase at Green Lane	200			

North Hyde Road	Junction safety	Improvements to the junction with Station Road to help safety.	200			
St Andrews, Uxbridge	Roundabout modification	Funds to progress detailed design on changes to the roundabout junction.	50			
Long Lane, Hillingdon	Bus Priority	Funds to work on measures bus priority considerations.	10			
Celandine route	Cycle upgrades	Works to improve the celandine route for cycling and walking.	125			
Borough wide	Cycle Parking	Cycle Parking provision across Hillingdon.	60			
Borough wide	Cycle Training (ringfenced)	Adult and Child Cycle training contribution	77			
Stockley Road	Carriageway works	Contribution to carriageway renewal.	81			
Yeading Lane	Bridge works	Improvement to the bridge structure.	80			
Borough wide	Sector Duties	Contribution to cost of sector leader role at LOBEG.	13			
<b>Total seeking release</b>			<b>1,949</b>			
<b>Previously released</b>			<b>0</b>			
<b>Budget</b>			<b>1,949</b>			
<b>Remaining budget</b>			<b>0</b>			