

Column Heading	Notes
Package Narrative	Please describe the key components of the scheme
Expected Outcome	Please please refer to the MTS Sol outcomes in Appendix A of guidance for advice on this column
Impact on Olympics	Please see Section 5.27 of guidance for advice on this column
Impact upon Crossrail	Please see Section 5.22 of guidance for advice on this column
No. Of Signal Slots	Please see Section 4.7 - 4.19 of guidance for advice on this column
Indicative Cost (£k)	Please see Section 4.6 of guidance for advice on this column
Comments	Please refer to the Mayoral priorities in para 2.8 of guidance for advice on this column

Borough LB Hillingdon

Programme	Formula funding allocation	Package Total	Reserve Limit	Reserve Package Total
Maintenance	Continue to allocate on the basis of condition survey information. Refer to guidance			
Corridors	1,687	1,687	337	337
Neighbourhoods	1,096	1,096	219	200
Smarter Travel	524	524	105	60
Area Based Schemes	Continue to use bidding process. Refer to guidance			

3,307

Authority LB Hillingdon		Financial year		Formula funding allocation (£k)		Reserve Limit (£k)					
Programme Corridors		2010-11		1,687		337					
				Package Total (£k)		1,687		Reserve Total (£k)		337	
Package Number	Package Name & Location	Package Narrative (please describe the key components of the scheme)	Expected Outcome	Impact on Olympics	Impact upon Crossrail	No. of Signal Slots	Indicative Cost 2010/11 (£k)	Indicative Cost 2011/12 (£k)	Indicative Cost 2012/13 (£k)	Comments (Please refer to the Mayoral priorities in para 2.8)	
01.1	BID 1: BUS PRIORITY CORRIDORS: Mahjacks/Cedars Roundabout Signal Optimisation	Civil works associated with SCOOT introduction to link all signals. Rationalise footpath alignment and minimise street clutter to the absolute minimum. Advanced cycle stop lines will be implemented as a matter of course	Up to date efficiently signalled roundabout on edge of Uxbridge Town Centre with one-part pedestrian crossings, bus priority and most efficient operation for the general traffic built into the new method of control. (Mayoral outcomes: a, b, d, e, f, g, h, i, j, w)	Neutral	Positive 2	1	100	25	5	Progress will be subject to TfL signal funding	
01.2	Bakers Yard, Uxbridge Taxi rank relocation, bus movement rationalisation, footway widening and crossing improvements	A design has been prepared to address pedestrian desire lines and improve bus access to / within Uxbridge Station. The station consists of an underground / bus / taxi interchange and bus garage which is currently operating beyond its useful capacity. Bus and taxi movements conflict with pedestrian desire lines. The location and operation of the taxi ranks exacerbate circulation problems within the station approach / forecourt area.	The taxi rank will be relocated to the northern end of Windsor Street and the station forecourt area will be rationalised to smooth / improve bus circulation, enhance public transport interchange, make it easier for pedestrians to cross on desire lines and provide new bus garage facility. (Mayoral outcomes: a, b, d, e, f, g, h, i, j, o, r, w)	Positive	Positive 2	0	60	9,999	9,999	£40k Section 106 funds will be used to fund the £100k scheme. The access improvements are needed and will be fully compatible with future relocation proposals for the bus garage which are currently being investigated. Improved gateway station access to Wembley Stadium.	
01.3	Victoria Road, Ruislip Junction bus priority measures	Implementation of widening scheme at northern end of Victoria Road to include bus priority measures in accordance to design proposals to be prepared in 2009/10	Revised junction layout which will no longer cause delay and inconvenience to buses (Mayoral outcomes: a, b, d, e, f, g, h, i, j, w)	Neutral	Positive 2	1	280	0	0		
01.4	Routes 282, 331, U1, U2, U4, U7, U9	Upgrade programme of bus stop accessibility to improve public transport access to all. Measures typically include guardrail removal, kerb adjustments and lighting improvements.	Improved physical environment at each bus stop giving DDA access and improved user satisfaction.	Neutral	Positive 2	0	375	300	250		
02.1	BID 2: TRAFFIC CALMING CORRIDORS Borough wide Vehicle Activated Signs	Purchase of 5 new Vehicle Activated Signs to supplement existing rotating programme	Additional signs to strengthen borough-wide road safety programme (Mayoral outcomes: d, g, i, p)	Neutral	Neutral 2	0	15	15	15		
02.2	West end Road junction with The Point, South Ruislip Junction Signalisation Scheme	Junction Signalisation Scheme to improve pedestrian crossing facilities and divert HGVs exiting The Point towards the A40 and away from residential roads.	Reduce the numbers of road traffic casualties (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	1	100	5	0		
02.3	Coldharbour Lane Accident Remedial Scheme	Accident reduction measures along the whole length of road	Reduce the numbers of road traffic casualties (Mayoral outcomes: d, g, p)	Neutral	Positive 2	1	100	5	0		
02.4	Northwood Hills, Eastcote, South Ruislip corridor Accident Remedial and pedestrian provision schemes	Traffic calming measures between Long Drive and Whitby Road, South Ruislip. Accident reduction measures along the whole length of Joel Street. Zebra crossing on desire line at Field End Road/ Bridle Road in response to petition	Reduce the numbers of road traffic casualties (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	207	28	0		
02.5	Queens Walk, South Ruislip Pedestrian Crossing	Zebra crossing on desire line in response to petition	Reduce the numbers of road traffic casualties (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	30	10	0		

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Package Number	Package Name & Location	Package Narrative (please describe the key components of the scheme)	Expected Outcome	Impact on Olympics	Impact upon Crossrail	No. of Signal Slots	Indicative Cost 2010/11 (£k)	Indicative Cost 2011/12 (£k)	Indicative Cost 2012/13 (£k)	Comments (Please refer to the Mayoral priorities in para 2.8)
3.1	BID 3: A4020 UXBRIDGE ROAD Corridor Enhancement	Improvements along key corridor including streetscape overhaul, public realm enhancement in shopping parade and phase 1 of generic de-cluttering programme, bus stop accessibility improvements route 427, completion of LCN+ Route 94.	Range of measures to balance road space allocation, improve facilities for pedestrians and bus users and upgrade access to commercial centres for freight movements and business travel. (Mayoral outcomes: a, b, c, d, e, f, g, h, i, j, p, w)	Neutral	Neutral 1	0	260	250	250	Supplementary funding will be sought through Area Based scheme programmes. Potential for increased provision for cyclists including more cycle parking and delivery of the Mayor's cycle hire scheme, cycle highways will be used wherever possible
04.1	Bid 4: Walk/Cycle Corridors Grand Union Canal Tow Path between Hayes and West Drayton, and linked path through Crane Park to A30	Green CRISP stakeholder-led scheme: identification study and outline design studies for a selection of locations to implement and add value to schemes secured through a range of S106 agreements	Report and preliminary outline design sketches enabling S106 funds to be spent and develop implementation of further schemes to improve the greenway's attractiveness (Mayoral outcomes: k, l, m, n,)	Neutral	Neutral 2	0	35	100	100	
04.2	Hayes and West Drayton Creation of nodal points along the Grand Union Canal	Development of outline design into general arrangement drawings in collaboration with Greenways, Green Chain, Capital Ring and Blue Ribbon	General arrangement drawings to enable implementation schemes to improve the greenway's attractiveness within its urban context especially in town centre areas (Mayoral outcomes: k, l, m, n,)	Neutral	Neutral 2	0	25	100	100	
04.3	National Cycle Route 6 Schemes	Part Implementation of NCR6 which has been subject to a Green CRISP Study	Range of cycle facilities as specified in the Green CRISP Report (Mayoral outcomes: k, l, m, n,)	Neutral	Neutral 2	0	50	100	200	Schemes will be prioritised and implemented within the context of local pressures and opportunities taking into account numerous local interests to be addressed
04.4	Uxbridge - Brunel LCN+ Link 93 Whitehall Road Scheme Implementation	LCN Route implementation of a selection of schemes along Links 93, 94 and 88 which have been subject to CRISP Studies	Range of cycle facilities as specified in the CRISP Reports (Mayoral outcomes: k, l, m, n,)	Neutral	Neutral 2	0	50	100	200	Schemes will be prioritised and implemented within the local context of travel plans especially in the Brunel University / Uxbridge area
							TOTAL £1687k	TOTAL £11037k	TOTAL £11119k	
Reserve Package Number	<i>Maximum of 20% above allocation</i>									
R01.1	RESERVE CORRIDOR BID: ACCIDENT REMEDIAL SCHEME IMPLEMENTATION	Implementation of accident remedial schemes for which design has been prepared. 1) Charville Lane, Langdale Drive & Grosvenor Avenue, Hayes End 2) Park Avenue/Kings College Rd, Ruislip 3) Victoria Avenue, Merton Avenue, Hillingdon 4) Sedley Grove/Church Hill, Harefield; 5) Green Lane Station Approach, Northwood 6) Falling Lane/Royal Lane, Yiewsley; 7) Long Lane Sweetcroft Lane, Hillingdon.	Schemes on site which reduce the numbers of road traffic casualties (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	337	0	0	
R01.2	ACCIDENT REMEDIAL SCHEME IMPLEMENTATION	Harlington Road/Judge Heath Lane, Cowley Road/Cowley Mill Road, Kingshill Avenue/Lansbury Drive, High Street Uxbridge/Park Road (St Andrews roundabout), Bury Street/Ladygate Lane, Royal Lane and Northwood Road. Implementation of accident remedial schemes	Schemes on site which reduce the numbers of road traffic casualties (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	0	400	50	Total value of accident remedial schemes is £400k. Shortlist will be tailored to available budget. Accident remedial schemes will be incorporated within wider schemes wherever such initiatives are being developed. Use of road humps will be avoided as a matter of principle
R01.3	ACCIDENT REMEDIAL DESIGN	New design for future accident remedial schemes to be implemented in 2012/13	Scheme designs to reduce the numbers of road traffic casualties (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	0	50	350	
							TOTAL	TOTAL	TOTAL	

Authority LB Hillingdon		Financial year		Formula funding allocation (£k)		Reserve Limit (£k)				
Programme Neighbourhoods		2010-11		1,096		219				
				Package Total (£k)		Reserve Total (£k)		200		
Package Number	Package Name & Location	Package Narrative <i>(please describe the key components of the scheme)</i>	Expected Outcome	Impact on Olympics	Impact upon Crossrail	No. of Signal Slots	Indicative Cost 2010/11 (£k)	Indicative Cost 2011/12 (£k)	Indicative Cost 2012/13 (£k)	Comments <i>(Please refer to the Mayoral priorities in para 2.8)</i>
01.1	BID 1: SPECIAL BOROUGH WIDE MANAGEMENT Uxbridge, other town centres and stations - Secure Cycle Parking	Assessment of need and preparation of strategy for secure cycle parking provision. Clear demands for cycle parking to be addressed with urgency.	Range of cycle parking facilities tailored to demand in terms of quantity and quality (Mayoral outcomes: k, l, m, n,)	Positive	Neutral 2	0	10	50	100	Anecdotal site observations have revealed that demand for cycle parking exceeds existing capacity at key desitinations within the borough. A pragmatic approach will be adopted to address the obvious demand as a matter of urgency whilst a secure cycle parking strategy study will be commissioned to address demand for cycle parking in a systematic vision-led manner which will be particularly responsive to school and business travel plan initiatives.
01.2	WestTrans HGV initiatives	South Ruislip Station Bridge: Repair infra-red low bridge detector as part of West London Freight Quality Partnership; South Ruislip: Implement signage improvements - West London Freight Quality Partnership initiative; HGV Routing to reduce illegal movements: contribution towards West London Freight Quality Partnership West Drayton / Yiewsley Town Centre Freight Study: contribution to West London Freight Quality Partnership	Direction and Traffic signs encouraging HGV movements to divert to main transport corridors (classified road network) rather than local roads (Mayoral outcomes: c, d, u)	Neutral	Neutral 2	0	93	78	33	Measures have been submitted as part of WestTrans partnership work, joint-funded by West London boroughs
01.3	Hillingdon, Pinkwell, Abbotsfield/Swakeleys, Frithwood & Oak Farm Primary Schools in 2010-11 - all other schools to follow thereafter School Travel Plan Schemes Implementation.	Implementation of priority measures on school routes as designed as part of school travel plans to date, including pedestrian crossings. Schemes for 2010-11 have been designed. Others will be designed for implementation in good time.	Measures on school routes as designed as part of school travel plans (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	190	200	200	
01.4	Lees Road/Uxbridge Road, King College Road/Eastcote Road and Station Road/Swan Road Implementation of accident remedial schemes	Implementation of accident remedial schemes (3x in first year) for which designs have+C21 been prepared on annual basis	Accident remedial schemes (Mayoral outcomes: d, g, p) Lees Road/Uxbridge Road 11KSI Accidents Kings College Road 11KSI Accidents Station Road/Swan Road 6 KSI Accidents	Neutral	Neutral 2	0	130	150	150	Accident remedial schemes will be incorporated within wider schemes wherever such initiatives are being developed
01.5	South Ruislip, Cowley, Uxbridge South, Hillingdon Hill, Hillingdon Hospital, Heathrow & West Drayton	Parking Management Scheme Reviews / Extensions	Up to date and extended parking management scheme (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	50	50	50	
01.6	Northwood Hills; Ruislip Manor, Ickenham, Hayes, West Ruislip, Coldharbour Lane, Newdigate Road	New Parking Management Schemes and New "Stop and Shop" Schemes	Up to date and extended parking management scheme and new shopping centre parking facilities (Mayoral outcomes: c, d, g, p, s)	Neutral	Neutral 2	0	97	110	120	
02.1	BID 2: TRAFFIC CALMING MEASURES Cheney Street, Eastcote Traffic Calming Measures	Whole length scheme design and implementation in response to petition	Range of traffic calming measures which are responsive to observations made by local residents (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	125	0	0	

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Package Number	Package Name & Location	Package Narrative <i>(please describe the key components of the scheme)</i>	Expected Outcome	Impact on Olympics	Impact upon Crossrail	No. of Signal Slots	Indicative Cost 2010/11 (£k)	Indicative Cost 2011/12 (£k)	Indicative Cost 2012/13 (£k)	Comments <i>(Please refer to the Mayoral priorities in para 2.8)</i>
02.2	The Avenue, Northwood Traffic Calming Measures	Whole length scheme design and implementation in response to petition	Range of traffic calming measures which are responsive to observations made by local residents. 85th percentile vehicle speed is 32mph 1KSI Accident (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	80	0	0	
02.3	Townfield/Botwell Traffic Calming Measures	Programme of underpinning Automatic Traffic Counts and Traffic Order making. Formalisation of area-wide 20mph zone in all streets between Central Avenue and Church Road (inclusive) if justified	Evidence base of traffic speeds. Traffic order making and supporting low cost traffic calming measures to supplement existing area-wide traffic scheme so that a 20mph zone can be introduced in response to demands from local residents. 16 KSI Accidents (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	25	25	25	
02.4	Bridgewater Road Traffic Calming Measures	Programme of underpinning Automatic Traffic Counts and Traffic Order making. Formalisation of area-wide 20mph zone along whole road length in response to demand from local residents	Evidence base showing traffic speeds at 20mph. Traffic orders 1 KSI Accident (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	15	0	0	
02.5	Traffic Calming Measures Rickmansworth Road, Northwood	Traffic calming measures to address the speed problem and severance the road is causing. Traffic Order making will be involved to reduce the speed regime from 40mph to 30mph.	Traffic calming measures to support new speed regime in response to local observations (petition) 85th percentile vehicle speed is 35mph 29 KSI Accidents (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	0	80	0	0	
02.6	Ducks Hill / Bridle Way interchange, Ruislip Pegasus crossing	Pegasus Crossing to assist horseriders in crossing a busy road at a critical location on bridle way	Signalled crossing at location where bridle way crosses a busy road 85th percentile vehicle speed is 47mph 4KSI Accidents (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	1	100	5	0	
03.1	BID 3: BOROUGH WIDE ENVIRONMENTAL MONITORING Environmental Area Noise Studies.	Continued modelling and implementation of local road traffic noise action plan.	Monitoring data and mitigation measures addressing high road traffic noise levels affecting residential properties to achieve reductions in outdoor road traffic noise levels. Improving perceptions and reducing impacts of noise (Mayoral outcomes: l, m, v, w)	Neutral	Neutral 2	0	55	55	55	Hillingdon is one of the worst affected London boroughs for road traffic noise. Our local road traffic noise action plan is to mitigate high road traffic noise levels affecting residential properties by achieving reductions in outdoor road traffic noise levels. This work will integrate with the borough's obligations arising under the EU's environmental noise directive aimed at controlling and reducing environmental noise. Previous LIP funding has been used to carry out initial work in preparing the action plan, and to pay for some road re-surfacing with low noise material. It is important that we are able to use LIP funding to continue with these road traffic noise initiatives.

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				Package Total (£k)		Reserve Total (£k)		200		
Package Number	Package Name & Location	Package Narrative <i>(please describe the key components of the scheme)</i>	Expected Outcome	Impact on Olympics	Impact upon Crossrail	No. of Signal Slots	Indicative Cost 2010/11 (£k)	Indicative Cost 2011/12 (£k)	Indicative Cost 2012/13 (£k)	Comments <i>(Please refer to the Mayoral priorities in para 2.8)</i>
03.2	Heathrow Airport Area Aircraft Noise Monitoring.	Aircraft noise monitoring to address issues for residents living in the south of the borough who are seriously affected by aircraft noise. Aircraft noise monitoring data is also required for work relating to the proposed third runway at Heathrow and the changes in runway operating practices.	Aircraft noise monitoring data base to prepare informed advice (Mayoral outcomes: l, m, v, w)	Neutral	Neutral 2	0	15	15	15	The requirement for independent monitoring of aircraft noise is clear from the Mayor's Transport Strategy (July 2001). Thus, Policy 4L.1 suggests that international links must be "subject to environmental constraints", and Policy 4L.3 suggests that new runway capacity should be subject to "a balanced assessment of economic and environmental factors".
03.3	Air Pollution Monitoring	Establish a transport baseline for NOx, PM10 and CO2 emissions using developing existing NAOMI, SATURN and other multi-modal network simulation software. Before and after environmental assessments will be carried out for each significant relevant proposal within the LIP bid. A methodology will be established to ensure that emissions savings resulting from implementation of initiatives include the following: 1. Systematic introduction of (area-wide) travel plans (Starting in Heathrow and the Brunel / Uxbridge area) 2. Fast bus (N-S Routes) and Plus Bus schemes (CAT Consultancy report dated June 2009) 3. Free parking for Electric Vehicles at 25 locations (to be developed) 4. Feasibility assessment for provision of hydrogen infrastructure (champion to be identified, scheme to be developed) 5. Champion, development and application of sustainable checklist to quantify emission reduction benefits of transport schemes 6. Further identification and development of target user groups and monitoring techniques including user-friendly website for all modes of transport.	Borough-wide modelling output, based on highest possible specification of transport output for TEEM Model for base case to be updated annually and explicitly demonstrating to what extent specific CO2 reduction surface transport initiatives contribute to the Mayor's carbon reduction aspirations and EU air quality targets. (Mayoral outcomes: l, m, v, w)	Neutral	Neutral 2	0	31	30	30	Projects and monitoring will be carried out as part of Hillingdon Council's commitment to 40% CO2 reduction target by 2015. Hillingdon is keen to become a pilot borough to monitor its carbon footprint and actively develop the necessary software and monitor the effect of dedicated projects to maximise effective reduction. TfL support will be sought for software development and good practice promotion possibly involving CO2 footprint monitoring software development to develop active linkages with area-wide travel plan initiatives. TfL and West London Partnership funding opportunities will be explored as NAOMI and other multi-modal network simulation software may otherwise have to be purchased which could defer start of actual simulation work to year 2.
							TOTAL £1096k	TOTAL £768k	TOTAL £778k	
Reserve Package Number	<i>Maximum of 20% above allocation</i>									
RN1.1	RESERVE NEIGHBOURHOOD BID: Borough wide Programme of Local Accessibility Schemes	Tactile paving, dropped kerbs, seating provision and surface upgrades. Development of programme to supplement before / after scheme design audit especially in Newport Road/Uxbridge Road; Maxwell Road/West Drayton; Station Road, West Drayton; Long Lane, Ickenham; Field End Road, Eastcote; Victoria Road, Ruislip Manor; and High Street, Uxbridge.	More accessible places for people with a mobility impairment over and above what would have been provided through programmed schemes	Neutral	Neutral 2	0	200	200	200	
							TOTAL	TOTAL	TOTAL	

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Programme Smarter Travel		2010-11		524		105				
				Package Total (£k)		Reserve Total (£k)		60		
Package Number	Package Name & Location	Package Narrative <i>(please describe the key components of the scheme)</i>	Expected Outcome	Impact on Olympics	Impact upon Crossrail	No. of Signal Slots	Indicative Cost 2010/11 (£k)	Indicative Cost 2011/12 (£k)	Indicative Cost 2012/13 (£k)	Comments <i>(Please refer to the Mayoral priorities in para 2.8)</i>
01.1	BID 1: BOROUGH WIDE TRAVEL PLANS School Travel Plans	Support schools in travel plan development, implementation and reviews including promotional modal change activities; STP Scheme Feasibility Studies; Signing, Lining, fencing; Annual awards event; Small implementation grants (100 schools); STP Renewals, Reviews and upgrades; WOW; Promotional Prizes; Transition Packs and Active Travel Initiatives	Firm commitments from individual schools, pupils and staff to their respective up to date school plans; Enthusiastic participation in range of activities in each school; demonstrable modal change in line with school travel plan aspirations; increasing awareness of active travel and pride in achieving associated benefits (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	265	265	265	Hillingdon Council is working to improve school environments so that children will be increasingly encouraged to travel to school actively and independently by creating good fun routes on key desire lines by actively involving children, teachers and guardians in the design and implementation process
01.2	Council Staff Travel Plan	Development and introduction of travel plan for Council staff at Civic Centre to follow the example already set by schools and businesses in the borough	Completed assessment of journeys to work and business trips with a phased implementation strategy for the way forward and part-introduction of phase one. (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	15	25	50	
01.3	WestTrans Travel Plan	Funding support for West Trans Travel Planning Staff	Ongoing WestTrans support for voluntary business travel plans and back up for development control travel plans. (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	17	17	17	
01.4	Road Safety Education	Walking Programme/Pedestrian Training; Cycling Programme Bikeability; Adult Cycle Training; The Road Safety Partnership Forum; Campaigns; Theatre in Education; Student Road Safety Officers; Junior Citizen; Junior Road Safety Officers; Special Needs Education; Powered Two Wheelers; Senior Citizens; Secondary Moving On programme	1) Demonstrable modal change in school trips, 2) increased awareness of benefits associated with active travel amongst students and staff, and 3) clear pointers on how to create safer / more attractive school environments (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	120	120	120	Increased provision for cyclists including providing more cycle parking and supporting the delivery of the Mayor's cycle hire scheme, provision of cycle highways and development of cycle hubs.
01.5	Area-wide Travel Plan Partnerships Hillingdon Hospital, Uxbridge College, The Chimes, Brunel University Area-wide Travel Plan Pilot Partnership Scheme Hillingdon Hospital area Parking and Access/integration improvements	The bid aims to deliver tentative outline design proposals, identify specific needs for pedestrian and cycle facilities and support soft sustainable travel initiatives to foster, encourage and develop area-wide business travel plan partnerships. An area bounded by A408 Cowley Road, Falling Lane, B465 West Drayton Road, A437 Harlington Road and A4020 Uxbridge Road is under significant pressure from rat running traffic causing numerous problems. Initiatives will be developed with key institutions in the area to reduce residents' concerns, parking and congestion problems especial those caused by the hospital and university. Implementation is anticipated to start significantly in 2011-12.	Constructive partnership and modal change in accordance with the partners' individual travel plan targets (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	25	50	410	Hillingdon Council is fostering enthusiasm to develop and introduce area-wide travel plan partnerships. Such partnership already exists through the Heathrow Area Transport Forum whilst a new partnership is being formed in the Uxbridge area led by Brunel University. Hillingdon Council's underlying objective is to drastically improve the quality of life in the Hillingdon Hospital area. A next step could be implementation of a people rather than vehicle focused area-wide access review with supporting urban design projects based on a positive framework of objectives to be developed and agreed with residents and businesses in 2011/12
01.6	Borough-wide Highly conspicuous Zebra Crossings	New conspicuous zebra as part of overall programme to substantially improve capacity of pedestrian facilities similar to pilot as introduced at Rockingham Road	Much improved crossing environment making drivers increasingly aware of pedestrians' presence at key locations (Mayoral outcomes: d, g, p)	Neutral	Neutral 2	1	25	25	25	The Council intends to roll out its conspicuous Zebra crossing provision programme across the borough to articulate facilities that support active travel
01.7	Borough-wide Modal Change Promotion	Sustainable travel events such as Try Cycling; Bike to work Breakfast	As Area-wide travel plans above (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	17	15	15	

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02.1	BID 2: SPECIAL NEEDS TRANSPORT PROVISION Borough wide promotional initiatives to encourage use of low-floor buses	Shows and presentations at key destinations such as Bingo and other meeting places promoting low floor buses as accessible public transport. Provision of personal travel advisors to encourage people individually to use mainstream public transport with a view to relieving specialised services from unnecessary demand.	Mobile exhibition material, annual report collating results of individual travel advice, record of change in mode of travel for target individuals and groups (Mayoral outcomes: h, r, s)	Neutral	Neutral 2	0	15	15	15	Hillingdon Council aims to offer a first class door-to-door transport service to all, especially people with a mobility impairment, by encouraging people to use much improved main stream public transport services whilst making dedicated special service more available to people who really need it.
02.2	Townfield, Yiewsley/ West Drayton and Heathrow Villages area. Plus Bus Needs Assessment Studies	Needs assessment study with a view to introducing a dedicated semi-scheduled Plus Bus service in the area. The service will be funded and maintained by council funds to enable people with a mobility impairment to access main stream public transport.	A full understanding of transport needs (not currently being addressed) to inform operation of second Plus Bus project within the borough (Mayoral outcomes: h, r, s)	Neutral	Neutral 2	0	25	25	25	The Council aims to provide transport responsive to need. Able-bodied people want to travel fast and are prepared to walk a little extra for frequent, fast bus services on main corridors. People also require traditional local bus services and those with a mobility impairment need demand responsive solutions to travel to interchanges and main stream public transport. Plus Bus provides a first step to address the ageing population's changing needs.
							TOTAL	TOTAL	TOTAL	
Reserve Package Number	<i>Maximum of 20% above allocation</i>									
RS1	West Drayton/Townfield and the Heathrow Villages, Plus Bus Service Assessment Study	A recent Hillingdon Community Trust study identified potential for the introduction of a Plus Bus service. A travel needs assessment study is required to introduce a responsive service and justify the operational cost. Subsequent needs assessment studies are proposed to roll out the Plus Bus to areas within the new North - South Express Bus corridor and interchanges being proposed for an upgrade, especially Cross Rail Stations and Uxbridge.	Needs Assessment Studies informing operation of first, second and third Plus Bus projects within the borough (Mayoral outcomes: h, r, s)	Neutral	Neutral 2	0	25	25	25	
RS2	Olympics Active Travel Initiatives	Hillingdon Council is supporting West London Partnership's West London Olympic Stakeholder Executive in his initiative to sponsor Brunel University to enthuse students by involving secondary school children through the school travel plan initiative. One of our travel planning officers will dedicate the majority of his time on the borough's 18 secondary schools with a view to building increasingly significant involvement so that secondary school children will be as actively involved in the Olympics. Sustrans is involved and will be engaged to vitalise Greenways as appropriate.	Range of activities to be conceived and developed at secondary schools to increase walking and cycling in general and along Greenways in particular. Output will include: • Seminars with key stakeholders • Active travel events and promotions • Campus travel guide and map • Online mapping of walking and cycling facilities • Personalised Travel Planning • Campus active travel champions network • Travel behaviour surveys • Attitude surveys • Pedestrian and cycle counts / surveys	Positive	Neutral 1	0	10	25	50	

Package Number	Package Name & Location	Package Narrative <i>(please describe the key components of the scheme)</i>	Expected Outcome	Impact on Olympics	Impact upon Crossrail	No. of Signal Slots	Indicative Cost 2010/11 (£k)	Indicative Cost 2011/12 (£k)	Indicative Cost 2012/13 (£k)	Comments <i>(Please refer to the Mayoral priorities in para 2.8)</i>
RS3	Brunel University Area, Area-Wide Travel Plan pump priming activities including innovative design solutions to encourage modal change	Design and upgrade of Nursery Lane into attractive 24hr pedestrian route between university campus units. Alternatively, conversion of Cleveland Road, a rat run dominated road, into attractive shared people space, forming a focal point in the fountain area by the university main entrance whilst allowing access to buses, cyclists, pedestrians and local traffic only. Students will be actively involved as part of a range of jointly organised events to increase awareness involving students in projects such as direct support for cycling to get people cycling for short trips.	Third party support for schemes to improve the attractiveness of the local area and local programmes to work towards modal shifts amongst staff, students and residents in the university area, actively involving its partners in meeting businesses' respective travel plan targets on an area wide basis (Mayoral outcomes: n, p, q, r)	Neutral	Neutral 2	0	25	25	25	The council is encouraging Brunel University to take an active leading role with its partners Hillingdon Hospital, The Chimes and Uxbridge College to co-ordinate an area-wide travel plan implementation initiative. Support with implementation of more shared space and simplified streetscape projects including de-cluttering, removing unnecessary guard railing and lines and improved streetscape design. Such proposals can be funded through an Area Based Scheme, Corridors or Neighbourhoods programmes
							TOTAL £60k	TOTAL £75k	TOTAL	