

# TRANSPORT FOR LONDON, LOCAL IMPLEMENTATION PLAN, NEW THREE-YEAR DELIVERY PROGRAMME 2025/26 to 2027/28

<b>Cabinet Member &amp; Portfolio</b>	Councillor Jonathan Bianco Cabinet Member for Property, Highways and Transport
<b>Responsible Officer</b>	Corporate Director of Place
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<b>Papers with report</b>	<ul style="list-style-type: none"> <li>▪ Appendix A – Safer Corridors &amp; Neighbourhoods – Proposed 3 Year Delivery Plan</li> <li>▪ Appendix B – Bus Priority – Proposed 3 Year Delivery Plan</li> <li>▪ Appendix C – Safer Cycleways Development – Proposed 3 Year Delivery Plan</li> <li>▪ Appendix D – Cycle Parking – Proposed 3 Year Delivery Plan</li> <li>▪ Appendix E – Borough Safer Junctions – Proposed 3 Year Bid</li> </ul>

## HEADLINES

<b>Summary</b>	The purpose of this report is to brief Cabinet on the proposed bid to be set out by LBH Officers regarding the Transport for London Local Implementation Plan (LIP) funding for a new three-year programme covering the financial years 2025/26, 2026/27 and 2027/28. The report also recommends that Cabinet approve the proposed bid as set out in the report and delegate authority to the Cabinet Member for Property, Highways and Transport to agree any changes or additions prior to the submission deadline and to submit the Council's new three-year Local Implementation Plan Delivery Programme bid by the deadline.
<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>
<b>Financial Cost</b>	There are no direct financial costs to the Council.
<b>Select Committee</b>	Corporate Resources & Infrastructure
<b>Relevant Ward(s)</b>	Boroughwide

## RECOMMENDATION

**That the Cabinet approve, in principle, the proposed bid outlined in this report for funds from Transport for London (TfL) to implement the Council's Local Implementation Plan (LIP) and delegate authority to the Cabinet Member for Property, Highways and Transport to agree any changes or additions prior to the submission deadline and to submit the Council's new three-year Local Implementation Plan Delivery Programme bid by the deadline.**

### **Reasons for recommendation**

Transport for London (TfL) require the Council to prepare and submit a proposed programme of works, referred to as 'FORM A', each year which acts as a funding bid for the following financial year. At certain stages in the cycle, TfL require boroughs to submit a three-year programme of funding, often following the publication of new delivery guidance.

The schemes set out need to deliver the Council's Local Implementation Plan (LIP), which is developed to set out how Hillingdon aims to achieve the Mayor of London's Transport Strategy.

A draft 'FORM A' for the three-year programme is to be created and will be submitted in draft to Transport for London for comment by 15<sup>th</sup> November 2024. Any comments made by TfL will be reviewed by Officers and changes made to the 'FORM A' submission prior to the final submission date of 13<sup>th</sup> February 2025. An 'in principle' approval from the Cabinet is being recommended as the exact content of the formally submitted 'FORM A' could be subject to change based on feedback or suggestions from Cabinet and TfL.

The approval of the delegation of authority to the Cabinet Member for Property, Highways and Transport to agree any changes and to submit the document is recommended as there is likely to be a short amount of time to finalise the submission document.

### **Alternative options considered / risk management**

An alternative option would be for full Cabinet to authorise the final Delivery Plan submission, however the deadline of submitting this bid would likely be missed, which will have a negative impact on the award of Local Implementation Plan funding.

### **Democratic compliance / previous authority**

To agree such external funding bids requires Cabinet authority. Cabinet may also delegate such matters to the relevant Cabinet Member.

### **Select Committee comments**

None at this stage.

## SUPPORTING INFORMATION

### Overview

1. The Greater London Authority Act 1999 requires each London borough to prepare Local Implementation Plans (LIP) containing proposals for how they will implement the Mayor of London's Transport Strategy. TfL have published new guidance on developing the latest round of three-year Delivery Plans; this Guidance will be used to help shape the Council's Delivery Plan programme as '*failure to comply with this guidance is likely to have an impact on the award of funding in due course.*'
2. The Guidance requires Delivery Plan programmes to derive from the approved LIP in line with core measures which have been identified for each of the different funding streams. The programmes should plan for the delivery of the Mayor's Transport Strategy priorities for Healthy Streets across the borough. The guidance also requires that Delivery Plan programmes be underpinned by a strong evidence base. To this end, TfL have provided the Council with data sets and maps that highlight priority corridors for a range of modes and themes. These include road safety, buses, walking and cycling. In tandem with these data sets and maps, the Council may also use locally held data, as well as taking into account stakeholder views to support its programme.
3. On 12<sup>th</sup> July 2024, Hillingdon received the final LIP guidance titled '*Guidance for boroughs preparing Delivery Plans 2025-2028*' from TfL. The guidance outlines that draft 'FORM A' submissions need to be submitted by 15<sup>th</sup> November 2024, with final versions being submitted by 13<sup>th</sup> February 2025 once revisions have been made following comments from TfL.
4. In order to create the three-year programme, TfL have advised boroughs to use funding amounts awarded in the previous financial year, 2024/25, as 'guidance'. TfL have also released details of new funding pots, against which Boroughs are able to submit scheme bids or expressions of interest, which are detailed within this report.
5. Members will appreciate that the initial proposals and associated estimates are set out in good faith as part of the process to agree a basis for funding with Transport for London, but the subsequent detailed development, capital allocation approvals and related steps will all be subject to Member guidance and the usual formal approvals. It is entirely conceivable that as the programme reaches the actual development phase, some of the proposals set out here may need to be modified, rescope or abandoned and, if so, new alternatives will be put forward for agreement by both TfL and Members. Without the progression of TfL's 'FORM A', there will be no funding arrangement at all.

### Funding Streams & Proposals

#### **Safer Corridors and Neighbourhoods – Potential funding allocation: £1,202k per year**

6. The Safer Corridors and Neighbourhoods budget is the main funding provided to boroughs to deliver their LIP, which looks to address the targets set out in the Mayor of London's Transport Strategy. This funding allows boroughs to carry out a range of projects of varying

sizes, including educational based activities, although these can be no more than 20% of the total budget.

7. The new guidance outlines that the majority of projects put forward under this budget should deliver one of the core measures identified by TfL in the guidance. The core measures identified for this fund include but are not limited to schemes which deliver the following:
  - Traffic reduction – modal filters.
  - Safer Town Centres – modal filters, bus gates, pedestrian only spaces, school streets.
  - Speed reduction – 20mph speed limits.
  - Crossings – new formal crossing, pedestrian stages to existing signals, upgrading of existing crossings, introduction.
  - Safer junctions – banning movements, cycle protection, bus gates, traffic filters.
8. The measures submitted for this fund must be underpinned by a strong evidence base as provided by TfL in the borough data sets and maps that highlight priority corridors for a range of modes and themes. These include road safety, buses, walking and cycling.
9. As all scheme details are developed, they will firstly be discussed with the Cabinet Member for Property, Highways and Transport prior to progressing to the consultation and implementation phases.
10. A note about Staffing Costs: TfL state, in their various guidance in terms of staff cost relating to LIP funding, as follows:

**Staff Costs**

*Subject to available funding TfL currently plans to fund reasonable staff salary costs associated with the delivery of projects and programmes within the LIP three-year plan. However, boroughs are reminded that staff costs can only be booked to schemes with specific deliverables. TfL will not allow a scheme to be created to simply cover the staff costs of an individual or team (headcount) working on the wider LIP programme and staff costs cannot be greater than 10% of the project cost unless agreed in advance with Transport for London.*

11. The costs of project delivery will legitimately **include appropriate and relevant staff costs** (for example, relevant work by highways engineers) within the parameters permitted by TfL (up to a maximum of 10% of the project cost).
12. Based on the criteria for this fund set out by TfL, Officers have put together a proposed draft set of schemes for the three-year programme, which are summarised in Appendix A. The tables in Appendix A outline the details of the proposed schemes and justification as to why these schemes have been suggested along with the benefits the schemes will bring should they be implemented within Hillingdon.

**Cycle Training – Potential funding allocation: £TBC**

13. Transport for London have confirmed that all boroughs will be awarded a ring-fenced grant to facilitate cycle training. The fund is to be used solely on delivery of a Council's Bikeability

and Adult Cycle Skills Training programme. TfL would like a total of 25% of the fund to be used to develop and facilitate adult cycle skills training. Officers will provide further details of the magnitude of this fund when details have been provided by TfL.

#### **Bus Priority – Potential funding allocation: £200k per year**

14. Another ring-fenced grant available from Transport for London is for Bus Priority schemes, which are schemes where improvements are proposed that reduce delays to buses and improve journey times. Again, schemes put forward for this fund should look to deliver a core measure identified by the TfL guidance as well as supporting measures, where appropriate. Core measures identified for this funding stream include the following: new bus lanes, extension to bus lanes, changes to bus lane operating times, bus gates, rationalisation of kerbside activity and bus accessibility enhancements.
15. Based on the criteria for this fund set out by TfL, Officers have put together a proposed set of schemes for the three-year programme, which are provided in Appendix B. The tables in Appendix B outline the details of the proposed schemes and justification as to why these schemes have been suggested and the benefits the schemes will bring should they be implemented within Hillingdon.

#### **Safer Cycle Network Development – Potential funding allocation: £400k per year**

16. Transport for London has a ring-fenced fund for schemes which provide new or improve existing cycleways, which align with the routes defined on the TfL Strategic Cycle Analysis. The guidance looks to direct schemes under this fund to deliver a core measure alongside supporting measures. Core measures identified for this funding stream should align with Cycleway Quality Criteria and include the following: modal filters, protected routes, new crossings, upgrade of crossings; contraflows and access barrier removal or upgrade.
17. Based on the criteria for this fund set out by TfL, Officers have put together a proposed set of schemes for the three-year programme, which are provided in Appendix C. The tables in Appendix C outline the details of the proposed schemes and justification as to why these schemes have been suggested and the benefits the schemes will bring should they be implemented within Hillingdon.

#### **Cycle Parking – Potential funding allocation: £30k per year**

18. Transport for London have made available a ring-fenced fund for provision of cycle parking in a borough. The guidance outlines that this fund can be utilised to deliver cycle parking in the following locations: residential areas, at schools, in town centres and around public transport hubs.
19. Based on the criteria for this fund set out by TfL, Officers have put together a proposed set of schemes for the three-year programme, which are provided in Appendix D. The tables in Appendix D outline the details of the proposed schemes and justification as to why these schemes have been suggested and the benefits the schemes will bring should they be implemented within Hillingdon.

### **Borough Safer Streets – Potential funding allocation: £TBC (new fund)**

20. The Borough Safer Streets fund is a new fund recently launched by TfL for larger schemes at locations / links that are shown to have high accident levels. The TfL guidance outlines some scheme types which could be considered:
- Lowering speed limits: large scale speed reduction schemes, boroughwide 20mph.
  - Modal filters: single or large modal filters to reduce traffic and enable a move to increased active travel and public transport.
  - Safer High Streets: removal of motor traffic; space reallocation; traffic calming.
  - Safer Borough Junctions: reducing traffic; reallocating road space; removing / separating movements; cyclist segregation and upgrades to pedestrian facilities.
21. Based on the criteria for this fund set out by TfL, Officers have put together a proposed set of schemes for the three-year programme, which are provided in Appendix E. The tables in Appendix E outline the details of the proposed scheme and offer justification as to why these schemes have been suggested and the benefits the scheme will bring should they be implemented within Hillingdon.

### **Better Bus Partnerships – Potential funding allocation: £TBC (new fund)**

22. TfL have announced £30 million in funding for a new programme called Better Bus Partnerships. It is proposed that £10 million will be available for three successful boroughs to deliver transformational bus infrastructure and operational improvements. This includes new bus priority measures to improve journey times, better management of road works to reduce delays to buses, improvements to stops and stations to make it easier to change between buses and other modes of transport, and improvements to streets to make it easier to walk to bus stops and stations.
23. At this stage, TfL are asking boroughs to put forward expressions of interest for this fund by detailing locations and scheme ideas. Officers suggest that the Cabinet may wish to submit an expression of interest for improvements to buses around Uxbridge Town Centre as there has been a long-standing desire to improve the conditions for users of the bus station and connection to the town centre and the London Underground services. In addition, Officers are looking at potential changes to St Andrew's roundabout which could result in changes to bus movements.

### **Next Steps**

24. The next steps are draft submission of 'FORM A' in November 2024 and final submission of the new three-year programme by the February 2025 deadline following feedback from TfL and the Cabinet.

### **Financial Implications**

This report is requesting permission for the preparation and the submission of a new three-year delivery programme, spanning from 2025/26 to 2027/28, which is in line with new guidance published by Transport for London.

The guidance published by TfL will be used to help shape the Council's Delivery Plan programme as '*failure to comply with this guidance is likely to have an impact on the award of funding in due course*'. The guidance requires the Delivery Plan programmes to derive from the approved LIP and follow the 'core measures' and data analysis set out by TfL for each funding stream, which have been detailed in the body of this report.

TfL have stipulated that they will now only fund a limited number of studies each year. Similarly, the amount of funding that may be allocated to non-infrastructure behaviour change initiatives is now capped. Taken together, studies and activation measures must now be no greater than 20 per cent of the borough's total allocation. Further to this, TfL have stated that they will fund reasonable staff salary costs associated with the delivery of projects and programmes within the LIP, however staff costs can only be booked to schemes with specific deliverables and costs cannot be greater than 10% of the project unless agreed in advance with TfL.

The final funding allocation from TfL for each year of the new three-year programme is still to be determined. Due to this, TfL have informed boroughs that submissions should be made in line with funding amounts awarded in the 2024/25 financial year for the existing funding streams. For new funds, TfL are asking for bids which will be considered on a case by case basis, with no indicated funding limits for boroughs being outlined. For the financial year 2024/25, the actual funding allocated for the schemes mentioned above total to £1,908k as at month 5. Any changes to this amount and any future additional TfL funding awards will be reported to Cabinet.

The approved capital programme submitted to Cabinet in February 2024 assumes baseline TfL LIP grant funding of £1,458k for each year from 2025/26 to 2028/29. The budget will be refreshed once TfL confirm the final funding position following the submission.

## RESIDENT BENEFIT & CONSULTATION

### **The benefit or impact upon Hillingdon residents, service users and communities**

By submitting the new three-year Delivery Plan programme via 'FORM A' to TfL the Council can hope to receive funding for investment in a range of transport schemes that will make improve mobility and accessibility, air quality, personal health, reduce road danger and ease the flow of traffic.

### **Consultation carried out or required**

No consultation has been carried out at this stage.

## CORPORATE CONSIDERATIONS

### **Corporate Finance**

Corporate Finance has reviewed the report and concurs with the Financial Implications set out above, noting that the submission for the three-year delivery plan for 2025/26 to 2027/28 is based on the amount of £1,908k which has been awarded by TfL in 2024/25, along with

additional bids for the new funding streams available for 2025/26, in which TfL will review on a case-by-case basis.

The approved capital programme submitted to Cabinet and Council in February 2024 assumes a baseline TfL LIP grant funding of £1,458k for each year from 2024/25 to 2028/29, which was set at the agreement between DFT and TfL funding levels. The budget will be refreshed once TfL confirm the final funding position for 2025/26 to 2027/28.

## 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, which were last updated effective 11<sup>th</sup> July 2024.

## Infrastructure / Asset Management

None at this stage.

## BACKGROUND PAPERS

['Guidance for boroughs preparing Delivery Plans for 2025-2028 – Delivering Borough Local Implementation Plans'](#) – Transport for London, July 2024



## APPENDIX A: SAFER CORRIDORS & NEIGHBOURHOODS - PROPOSED 3 YEAR DELIVERY PLAN

### 2025/26 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Cycle training contribution & Cycle events	£85k	Additional funding to support the delivery of both child and adult cycle training, over & above the ring-fenced amount. Funds to allow Dr Bikes to be carried out across the Borough and to support other Council initiatives such as the 'Re-use, Repair, Recycle' days and the disability cycle hub at Pield Heath School.	The ring fenced sum is not sufficient to sustain the high demand on cycle training and events that are requested via the Council's highly regarded Cycle Instructors. Additional funds will allow more events and courses to be run and for support to be given to other Council initiatives to reach a wider audience with cycle promotion.
Pedestrian Training	£60k	Delivery of practical pedestrian training to all schools within Hillingdon via the Council's casually employed Pedestrian Trainers.	The Council initiative has been running very successfully for a number of years with a large number of primary school aged children benefiting from the training each year.
School Travel Plan & STARS related activities	£30k	Funds to support work in schools to create student travel ambassadors to promote road safety and active travel to other members of their school community. An example of the use of the funds could be providing hi-vis vests for a walking bus.	The Council's School Travel & Road Safety Team, work with a number of schools across the borough on Travel Plans via the TfL Travel for Life initiative. The works allow collaboration with schools and for schools to take ownership of travel issues associated with their school.
Active Travel Promotion	£20k	Funds to support and encourage residents, businesses and schools to consider active travel modes to travel to and from school.	This will allow campaigns to support infrastructure improvements proposed. This is particular important for the cycle infrastructure going forward and the supporting promotional measures outlined in the Hillingdon Cycle Strategy.
Road Safety Campaigns	£7k	Funds to allow road safety campaigns to be run across the Borough such as the young driver safety initiatives or drink/ drive campaigns. This will also include campaigns associated with safety improvements across the borough such as introduction of more advance stop lines or changes to junction movements.	This will allow campaigns to support infrastructure improvements proposed.
Boroughwide Accessibility – Mini Programme	£100k	Delivery of small-scale accessibility schemes across the borough such as dropped kerbs. All sites are identified and assessed by the Council's Principal Accessibility Officer and generated from the Mobility and Older Person's Forums.	A package of schemes to improve accessibility around the borough in particular for those with mobility difficulties.
Contribution to the upgrade of the Grand Union Canal towpath and access points	£100k	Funds to upgrade the towpath and access points to Quietway standard to provide a better link for cycling and walking for both commuting and leisure purposes.	There is a large amount of S106 and other grant funding currently available to support this upgrade and this funding will allow further sections to be completed. The continued upgrade of the Grand Union Canal is part of the Hillingdon Cycle Strategy and a key ambition of the Canal & Rivers Trust.
Minor Cycle Schemes – Mini Programme	£100k	Funds to progress a programme of small upgrades and improvements to the existing cycle infrastructure in Hillingdon. The current provision has been audited by consultants and a list of minor improvements have been detailed in order to create better and joined up links for cycling and fill in any 'missing gaps' in provision which have been identified.	This programme of works will allow for benefit to be realised from existing provision and easily create routes that will encourage more people to consider walking and cycling in Hillingdon.
North Hyde Road Phase 3 greening works	£160k	Funds to progress the third and final phase of the pedestrian and cycle improvements along North Hyde Road which are accompanied by the installation of green infrastructure.	This scheme completes works already undertaken on North Hyde Road to improve conditions for active travel and improvements to air quality / protecting people from areas of poor air quality.

Long Lane, Hillingdon – Healthy Street	£150k	Funds to progress measures along Long Lane to improve conditions based on the healthy streets approach. The measures could include but not be limited to: implementation of street trees, improved crossing over side / access roads and improved lighting to increase safety.	Long Lane is a busy road through the borough and provides connections to a number of schools and local services. Improving the environment along Long Lane will make a better travel experience for all in the area and look to encourage more active modes of travel. This work will compliment proposals to improve cycle provision and the reliability of bus services along the link.
Walking & cycling Links to / around Northwood Hills Town Centre	£125k	Funds 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.	The data from TfL shows that there is high pedestrian severance in the area, improvements to the pedestrian environment would make connections better for those wishing to access the station and the two large local secondary schools. Improvement works can also encourage more people to use the local services by active travel modes.
Colham Manor Primary School	£10k	Funds to create a 20mph zone outside Colham Manor School and improve the walking and cycle connections around the school. Consideration of an informal / formal crossing point to replace the vacant school crossing patrol post and to future proof safety at the site.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Harefield Junior School	£15k	Funds to improve 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 10mph 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.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Yeading Primary School	£40k	Funds to raise the existing zebra on Yeading Lane to slow traffic and provide an at grade crossing. In addition, the existing belisha beacons will be upgrade to 'Zebrites' and illuminated poles to improve safety further.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Botwell House Primary School	£30k	Funds to improve crossing facilities and accessibility outside of the school. Considerations to be given to the possibility of providing an at grade crossing at the pelican crossing and traffic calming in the area.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Cranford Park Junior School	£10k	Funds to upgrade the guardrail to Visirail and improve accessibility to the school by providing a more comprehensive network of dropped kerbs and tactile paving.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Dr Triplett's Primary School	£15k	Funds to upgrade the belisha beacons at the zebra crossing on Church Road, with 'zebrites' and illuminated poles to improve safety.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Field End Junior School	£25k	Funds to install 'wig-wag' school warning lights and related signage on the approaches to the school entrance.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
U100 footpath – Vine Lane to Long Lane	£70k	Funds to upgrade and improve the footpath which runs between Long Lane and Vine Lane by upgrading the surface and providing a link to Angel Close to make it accessible for more people. Consideration will be given to provide protection to stop fly-tipping and anti-social behaviour.	The proposals will improve opportunities for active travel in the area. The route is close to St Andrew's Park and Uxbridge Town Centre as well as on routes to local schools.
20mph outside schools	£50k	Funds to introduce 20mph zones outside schools across Hillingdon where they do not currently exist. Measures could include but not limited to: signage, road markings, physical traffic calming and engagement with schools.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.



## 2026/27 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Cycle training contribution & Cycle events	£85k	Additional funding to support the delivery of both child and adult cycle training, over & above the ring-fenced amount. Funds to allow Dr Bikes to be carried out across the Borough and to support other Council's initiatives such as the 'Re-use, Repair, Recycle' days and the disability cycle hub at Pield Heath School.	The ring fenced is not sufficient to sustain the high demand on cycle training and events that are requested via the Council's highly regarded Cycle Instructors. Additional funds will allow more events and courses to be run and for support to be given to other Council initiatives to reach a wider audience with cycle promotion.
Pedestrian Training	£60k	Delivery of practical pedestrian training to all schools within Hillingdon via the Council's casually employed Pedestrian Trainers.	The Council initiative has been running very successfully for a number of years with a large number of primary school aged children benefiting from the training each year.
School Travel Plan & STARS related activities	£30k	Funds to support work in schools to create student travel ambassadors to promote road safety and active travel to other members of their school community. An example of the use of the funds could be providing hi-vis vests for a walking bus.	The Council's School Travel & Road Safety Team, work with a number of schools across the borough on Travel Plans via the TfL Travel for Life initiative. The works allow collaboration with schools and for schools to take ownership of travel issues associated with their school.
Active Travel Promotion	£20k	Funds to support and encourage residents, businesses and schools to consider active travel modes to travel to and from school.	This will allow campaigns to support infrastructure improvements proposed. This is particular important for the cycle infrastructure going forward and the supporting promotional measures outlined in the Hillingdon Cycle Strategy.
Road Safety Campaigns	£7k	Funds to allow road safety campaigns to be run across the borough such as the young driver safety initiatives or drink/ drive campaigns. This will also include campaigns associated with safety improvements across the borough such as introduction of more advance stop lines or changes to junction movements.	This will allow campaigns to support infrastructure improvements proposed.
Boroughwide Accessibility – Mini Programme	£100k	Delivery of small-scale accessibility schemes across the borough such as dropped kerbs. All sites are identified and assessed by the Council's Principal Accessibility Officer and generated from the Mobility and Older Person's Forums.	A package of schemes to improve accessibility around the borough in particular for those with mobility difficulties.
Contribution to the upgrade of the Grand Union Canal towpath and access points	£100k	Funds to upgrade the towpath and access points to Quietway standard to provide a better link for cycling and walking for both commuting and leisure purposes.	There is a large amount of S106 and other grant funding currently available to support this upgrade and this funding will allow further sections to be completed. The continued upgrade of the Grand Union Canal is part of the Hillingdon Cycle Strategy and a key ambition of the Canal & Rivers Trust.
Minor Cycle Schemes – Mini Programme	£100k	Funds to progress a programme of small upgrades and improvements to the existing cycle infrastructure in Hillingdon. The current provision has been audited by consultants and a list of minor improvements have been detailed in order to create better and joined up links for cycling and fill in any 'missing gaps' in provision which have been identified.	This programme of works, will allow for benefit to be realised from existing provision and easily create routes that will encourage more people to consider walking and cycling in Hillingdon.
Uxbridge Road, Healthy Streets	£350k	Funds to improve Uxbridge Road in line with the healthy streets indicators. Measures could include but not be limited to: more street trees to provide shade and to help improve air quality in the area; provision of areas where people are able to stop and rest and continuous crossings over side roads along Uxbridge Road.	The proposals will improve conditions for active travel along the Uxbridge Road as well improve the environment and encourage more people to access the local shops and services along the Uxbridge Road. The works will compliment proposed measures to improve cycle provision along the link as well as road safety at key junctions.

Cycle Links to Ruislip & Ruislip Manor	£125k	Funds to improve cycle links to Ruislip and Ruislip Manor town centres by cycle. Measures could include but not be limited to: segregated / protect cycle provision, cycle improvements at junctions and cycle parking at the town centres.	The proposals will improve active travel opportunities to local shops and services. Transport for London data suggests that there is high active travel potential in the area and in particular the route from the White Hart Roundabout to Ruislip has high cycle opportunity potential.
H26 footpath – behind Beck Theatre, Hayes	£45k	Funds to improve the quality of the H26 footpath which runs behind the Beck Theatre through the grassy meadows area and to the facilities on the Uxbridge Road.	The upgrade of the footpath will improve opportunities for active travel in an area with high active travel potential, as well as improve connections between residents and the shops / services which are located on Uxbridge Road. The works will tie into other proposals for upgrades along Uxbridge Road, itself.

## 2027/28 FINANCIAL YEAR

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Cycle training contribution & Cycle events	£85k	Additional funding to support the delivery of both child and adult cycle training, over & above the ring-fenced amount. Funds to allow Dr Bikes to be carried out across the Borough and to support other Council's initiatives such as the 'Re-use, Repair, Recycle' days and the disability cycle hub at Pield Heath School.	The ring fenced is not sufficient to sustain the high demand on cycle training and events that are requested via the Council's highly regarded Cycle Instructors. Additional funds will allow more events and courses to be run and for support to be given to other Council initiatives to reach a wider audience with cycle promotion.
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Boroughwide Accessibility – Mini Programme	£100k	Delivery of small-scale accessibility schemes across the borough such as dropped kerbs. All sites are identified and assessed by the Council's Principal Accessibility Officer and generated from the Mobility and Older Person's Forums.	A package of schemes to improve accessibility around the borough in particular for those with mobility difficulties.
Contribution to the upgrade of the Grand Union Canal towpath and access points	£100k	Funds to upgrade the towpath and access points to Quietway standard to provide a better link for cycling and walking for both commuting and leisure purposes.	There is a large amount of S106 and other grant funding currently available to support this upgrade and this funding will allow further sections to be completed. The continued upgrade of the Grand Union Canal is part of the Hillingdon Cycle Strategy and a key ambition of the Canal & Rivers Trust.

Minor Cycle Schemes – Mini Programme	£100k	Funds to progress a programme of small upgrades and improvements to the existing cycle infrastructure in Hillingdon. The current provision has been audited by consultants and a list of minor improvements have been detailed in order to create better and joined up links for cycling and fill in any 'missing gaps' in provision which have been identified.	This programme of works, will allow for benefit to be realised from existing provision and easily create routes that will encourage more people to consider walking and cycling in Hillingdon.
Improved Crossings – illuminated belisha beacon poles	£60k	Funds to upgrade the belisha beacon poles at existing zebra crossings around the borough. The initial focus will be upgrading those near schools which have not already been completed.	This will allow safer crossing points around the borough, in particular in locations used by more vulnerable people.
Crossing between local shops and Cowley Recreation Ground	£25k	Funds to provide a formal zebra crossing between the local shops at Dellfield Parade and Cowley Recreation Ground. Consideration could be given to installing a parallel tiger crossing.	This area is identified as having a very high pedestrian severance so a formal crossing would help overcome this issue. The provision could help encourage people to use both the local shops and the park. The recreation ground is bounded on one side by the grand union canal so a crossing would improve access to this facility for local residents.
Cycle Links to Uxbridge Town Centre	£125k	Funds to upgrade and provide protected / segregated cycle provision on the links leading into Uxbridge Town Centre. The works could also include improvements and extension of the current cycle hire scheme operating between Brunel University and the town centre.	Uxbridge is on TfL's strategic cycle analysis and is Hillingdon's metropolitan town centre. This work will enhance links being created through Brunel University and connect to developments such as St Andrew's Park.
Y13 footpath – Accommodation Lane to Colnbrook By Pass	£90k	Funds to upgrade and improve safety and user experience of the route by improving the surface.	The improvements will ensure making horse riding, cycling and walking safer and more enjoyable and encourage more active travel in the area. The works will compliment proposed improvements for cycling in the area, in particular on Stanwell Moor Road.
Rosedale College	£15k	Funds to provide wig wag warning signage on the approaches to the school.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Harmondsworth Primary School	£10k	Funds to provide road safety and active travel improvements outside and on key routes to the school.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Minet infant & Junior Schools	£50k	Funds to provide road safety and active travel improvements outside and on key routes to the school.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Belmore Primary Academy	£25k	Funds to provide road safety measures and a 20mph zone outside the school. Consideration to the changing access arrangements to avoid cars parking on the footway and over residents driveways.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Guru Nanak Secondary School	£50k	Funds to improve active travel connections to the school, both through Minet Country Park and connection to the new bridge which is to be installed over the canal into the new development at the former Southall gas works site.	The proposals will improve road safety outside the school and encourage more trips by active travel modes.
Park Road, Uxbridge – cycling & road safety	£250k	Funds to provide protected / segregated cycle provision on Park Road, Uxbridge. Consideration of creating Dutch style roundabout at the junctions. The proposals would look to connect into off road provision in Hillingdon Farm park and across to Vyners secondary school.	The proposals will help encourage active travel and connect into other road safety and active travel schemes proposed in and around Uxbridge Town Centre.

## APPENDIX B: BUS PRIORITY - PROPOSED 3 YEAR DELIVERY PLAN

### 2025/26 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Long Lane – between Court Drive & Freezeland Way	£200k	Funds to allow rationalisation of the kerbside activity along Long Lane, including but not limited to implementation of waiting restrictions and possibility of creating inset parking provision at high demand locations. It is proposed that this would be supported by works to infill layby bus stops where possible and to provide improved lighting around bus stops to increase safety and security.	A large number of bus routes travel along Long Lane including school buses serving local schools which would significantly benefit from journey time improvements. The improvements proposed to the lighting will have benefits, in particular to the large secondary schools in the area where a number of young adults access bus stops and services on a daily basis. This section of Long Lane is identified in the TfL analysis as having very poor bus service underperformance as well as being an area ranked as a top priority for Vision Zero. This will also compliment proposals to look at upgrading cycle provision along Long Lane, Hillingdon.

### 2026/27 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Field End Road – between Kildare Close and Deane Croft Road.	£200k	Funds to possibly provide a bus gate / bus priority measures at the junction of Field End Road with Elm Avenue. It is proposed to support this work by to improve safety at the bus stops by reviewing and upgrading CCTV provision, particularly at those stops by Eastcote station and to improve accessibility between the bus stops and the underground station.	Providing improved journey times in this area could provide benefits to those connecting to the station and encourage more use of the bus to link trips rather than the car. This location is identified in the TfL data analysis as a key area where buses are under performing and an area where there is a top democratic need to improve transport in the area. Providing improved CCTV will the feeling of safety for those and encourage travel by public transport. Improving accessibility between the bus stops and station will support potential improvements to be made to make Eastcote Station step free.

### 2027/28 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Park Road, Uxbridge – between Belmont Road and Swakeleys Road	£200k	Proposal to investigate the potential provision of a bus lane on Park Road, to also act as improved cycle provision. Reallocation of road space, removing the wide central reservation.	The scheme will improve bus journey times and encourage more use of public transport, upgrades will support proposed cycle upgrades to Vyners School via Hillingdon Hill and the proposed improvements to St Andrew's Roundabout. TfL data shows this area is very poor in terms of bus performance and rates very high on the vision zero agenda.

## APPENDIX C: SAFER CYCLEWAYS DEVELOPMENT - PROPOSED 3 YEAR DELIVERY PLAN

### 2025/26 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
'Brunel Cycle Route' – link to Pield Heath Road.	£75k	Funds to allow completion of the proposed 'Brunel Cycle route' on Council owned land. A small section of land on the route down to Pield Heath Road, is land owned by the Green Spaces section of the Council. This link will follow the same design as the Brunel Link to ensure continuity on this section of the route.	This allows for the well supported route to be completed in this section. A new tiger crossing has already been completed on Pield Heath Road to facilitate the route. This route is one of the main eight routes outlined in the Hillingdon Cycle Strategy.
Celandine Route upgrades	£125k	Funds for the upgrade of key junctions on the celandine route, which could include but not be limited to cycle lanes, advanced cycle stop lines, measures to slow traffic, improved lighting and new cycle crossings.	The Celandine Route is a key route running along the north and south of Hillingdon providing a mainly off road route for pedestrians and cyclist. The route also aligns with TfL's Strategic Cycle Analysis. The improvement works will improve road safety for all using this route. This is also a key route identified in the Council's Cycle Strategy.
Long Lane – Cycle Lane	£200k	Funds for works to provided 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.	Long Lane is a key route through the borough and to a large number of local schools and services, so improving conditions for cycling could encourage people to switch from other modes particular personal car. The route is identified in the Hillingdon Cycle Strategy and has been highlighted as a potential route for improvement by a number of local residents. The works would complement proposals for bus improvements and improvements to road safety along this stretch.

### 2026/27 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Celandine Route upgrades	£150k	Funds for the upgrade of key junctions on the celandine route, which could include but not be limited to cycle lanes, advanced cycle stop lines, measures to slow traffic, improved lighting and new cycle crossings.	The celandine route is a key route running along the north and south of Hillingdon providing a mainly off road route for pedestrians and cyclist. The route also aligns with TfL's Strategic Cycle Analysis. The improvement works will improve road safety for all using this route. This is also a key route identified in the Council's Cycle Strategy.
Stanwell Moor Road – cycle provision	£200k	Funds to provide cycle provision on Stanwell Moor Road between Colnbrook By-pass and Bath Road, to connect into Heathrow Airport at terminal 5. Provision of junction improvements at the roundabout junction with Bath Road to protect cyclists and other vulnerable road users. Connection into improvement works to the junction with Colnbrook By-pass	This route would provide improved active travel opportunities for people working at Heathrow Airport. The works would also tie in to and support works being done by Slough Borough Council to provide new cycle provision along the Colnbrook By-pass, which is potentially to be supported by works by TfL at the signalised junction.
Brunel cycle route – link to Hillingdon Hospital	£50k	Funds to provide cycle provision through quiet residential streets between the new cycle link to be provided through Brunel University and Hillingdon Hospital which is due to go through major redevelopment.	This proposed link route would allow people to safety access the new hospital by active travel to reduce the car demand on the local network and the car parks at the redeveloped hospital. It will also provide a good link to Uxbridge and West Drayton for future residents of the residential section of the hospital works.

## 2027/28 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Celandine Route upgrades	£200k	Funds for the upgrade of parts of the footways on the celandine route, to improve surfaces, reduce pinch points and ensure sufficient width for all users to use the link in a safe manner.	The celandine route is a key route running along the north and south of Hillingdon providing a mainly off road route for pedestrians and cyclist. The route also aligns with TfL's Strategic Cycle Analysis. The improvement works will improve road safety for all using this route. This is also a key route identified in the Council's Cycle Strategy.
High Street, Harlington – cycle provision	£150K	Funds for the provision of cycle lanes and improved junctions for cycling (and walking) along High Street, Harlington between Bath Road and Hayes Town Centre.	This would support a bid to National Highways by the authorities surrounding Heathrow to implement cycle improvement schemes to key commuter routes to/from Heathrow Airport. The route will connect into the provision in Hayes Town Centre and beyond into Yeading to create a significant stretch of cycle route to support active travel to and from Heathrow Airport.
Pump Lane – cycle provision	£50k	Funds to act as a contribution towards the provision of cycle improvements along Pump Lane, Hayes.	This would support S106 developer funding which has been secured to provide cycle provision along Pump Lane, connecting into Hayes Town Centre. It will also support connections by bike to Hayes and beyond from the large residential led development known as the 'Green Quarter' at the former gas works site in Southall which is located at one end of Pump Lane.



## APPENDIX D: CYCLE PARKING - PROPOSED 3 YEAR DELIVERY PLAN

### 2025/26 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
LUL Station Cycle Parking – Northwood	£7k	Funds to upgrade, expand and protect cycle parking in the vicinity of Northwood London Underground station.	Northwood Station has always been one where cycle parking provision is requested by local residents.
LUL Station Cycle Parking – Northwood Hills	£3k	Funds to upgrade, expand and protect cycle parking in the vicinity of Northwood Hills London Underground station.	This will allow work to the cycle parking to compliment proposed improvements to cycle links into Northwood Hills town centre area.
School Parking	£15k	Funds to install safe and shelter cycle and scooter parking at schools across Hillingdon.	This will allow schools to have provision for encouraging people to scoot and cycle to school.
Yiewsley & West Drayton Town Centre	£5k	Funds to upgrade, expand and protect cycle parking in the Yiewsley & West Drayton Town Centres.	The town centres are either side of the newly upgrade Elizabeth Line station with improved cycle parking encourage linked trips & use of local services. Both centres are within 400m of the TfL strategic cycling analysis.

### 2026/27 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
LUL Station Cycle Parking – Ruislip & West Ruislip	£10k	Funds to upgrade, expand and protect cycle parking in the vicinity of both West Ruislip and Ruislip London Underground station.	Both of the stations are within close proximity to the TfL Strategic Cycle Analysis and close to areas where cycle Infrastructure upgrades are proposed within the Council's Cycle Strategy.
School Parking	£15k	Funds to install safe and shelter cycle and scooter parking at schools across Hillingdon.	This will allow schools to have provision for encouraging people to scoot and cycle to school.
Ruislip Gardens – local shopping parade	£5k	Funds to upgrade, expand and protect cycle parking at the Ruislip Gardens local shopping parade.	The local shopping parade is close to Ruislip Gardens station and Ruislip High School, improved cycle parking will encourage linked trips & use of local services. This local shopping parade is within 400m of the TfL strategic cycling analysis.

### 2027/28 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
LUL Station Cycle Parking – Uxbridge	£10k	Funds to upgrade, expand and protect cycle parking in the vicinity of Uxbridge London Underground station.	The station is close to the Strategic Cycle Network and has been an ongoing programme to try and keep up with cycle parking demand in the town centre. This would also support aspirations set out in the recently completed Uxbridge Masterplan document.
School Parking	£15k	Funds to install safe and shelter cycle and scooter parking at schools across Hillingdon.	This will allow schools to have provision for encouraging people to scoot and cycle to school.
High Street, Harlington – local shopping parade	£5k	Funds to upgrade, expand and protect cycle parking at the local shopping parades along High Street, Harlington.	This local shopping parade is within 400m of the TfL strategic cycling analysis and is current subject to a bid to National Highways to allow cycle improvements to be taken forward. The implementation of cycle parking will allow for people to consider stopping to use the local services as they cycle along the route.

## APPENDIX E: BOROUGH SAFER JUNCTIONS - PROPOSED 3 YEAR BID

### 2025/26 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
North Hyde Road / Station Road, Hayes	£500k	Funds to consider and model changes to the operation of the junction of North Hyde Road / Station Road to improve road safety and movement for active travel modes and buses. It is proposed that the design and modelling could look to the possibility of have ASL on all arms of the junction, having the right turn out of North Hyde Gardens for buses only or removing the right turn out of Dawley Road to reduce conflicts in the centre of the junction.	The junction is identified as a top priority for vision zero improvements and collision harm based on TfL data, so reviewing the operation of the junction and making improvements will look to improve safety and reduce the collisions at the junction. This is also a busy junction for bus movements and measures to prioritise buses will improve journey times and allow buses to better serve Hayes & Harlington station.

### 2026/27 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
Uxbridge Road / Lees Road	£500k	Funds to improve safety and pedestrian movements at the junction of Uxbridge Road with Lees Road. It is proposed to review operation of the junction with a view of providing better and segregated provision for cyclists and pedestrians. Other works which could also been considered at the junction, include but are not limited to: working with TfL to ensure the best signal timings, review issues coming out of the service road; providing antiskid on all of the approaches; upgrading the guard railing provision and installing ASL on all arms.	The junction has been identified as having a very high vision zero need and high Collision harm risk. It is also the site a high collision risk link. The works would also compliment other proposals being considered along the Uxbridge Road. Lees Road is also a key link from this area of Hillingdon to Hillingdon Hospital.

### 2027/28 FINANCIAL YEAR

Scheme Title	Funding requested	Scheme Details	Justification
St Andrew's Roundabout & High Street, Uxbridge	£1m	Funds to support proposed changes to St Andrew's roundabout to reduce traffic and provide better provision for those walking and cycling, especially between St Andrew's development and the town centre. Currently, consultants are looking at options for improvements which in particular aims to remove the unsafe subways under the roundabout and reduce traffic, particular on the link outside of the Civic Centre.	The roundabout is identified as having very high collision risk. There is S106 available to expand the scheme further and make more comprehensive improvements to the area. The works will complement the other proposed works in and around Uxbridge Town Centre.