



Democratic Services

Location: Phase II
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To: COUNCILLOR MARTIN GODDARD
CABINET MEMBER FOR FINANCE

COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
& TRANSPORT

c.c. All Members of the Property, Highways &
Transport Select Committee
c.c. Sophie Wilmot, Place Directorate
c.c. Perry Scott, Corporate Director for Place

Date: 16 May 2022

Non-Key Decision request

Form D

CAPITAL RELEASE REPORT: MAY 2022

SERVICE AREA / PROGRAMME: Transport for London (TfL) Local Implementation
Plan 3 (LIP3) 2022/23 - RELEASE NO: 1

Dear Cabinet Member

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

You should take a decision **on or after Tuesday 24 May 2022** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Anisha Teji
Democratic Services Officer

Title of Report: Property of Works Programme 2022/23: Contingency Works Programme – Flood Protection Works at Riverside Caravan Park. Release No 3

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

SignedDate.....
Cabinet Member for Finance and Cabinet Member for Property, Highways and Transport

CAPITAL RELEASE REPORT: MAY 2022

SERVICE AREA / PROGRAMME: Transport for London (TfL) Local Implementation Plan 3 (LIP3) 2022/23 - **RELEASE NO: 1**

Cabinet Members	Councillor Martin Goddard Councillor Jonathan Bianco
Cabinet Portfolios	Cabinet Member for Finance Cabinet Member for Property, Highways & Transport
Officer Contact	Sophie Wilmot – Place Directorate
Papers with report	Appendix A with capital release requests for approval

HEADLINES

Summary	To seek Cabinet Member approval for the release of capital funds.
Putting our Residents First	This report supports the Council objective of <i>strong financial management</i> . It 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).
Financial Cost	This report seeks the release of £233k from the 2022/23 TfL LIP programme of work detailed in this report. The funds being requested to be released have been awarded to the Council to enable the delivery of specific schemes in agreement with TfL. The funds have a spend deadline; any funds unspent after the deadlines will need to be returned to TfL.
Relevant Select Committee	Property, Highways & Transport
Ward(s) affected	All

RECOMMENDATION

That the Cabinet Members approve the following capital release requests of £233k from the 2022/23 TfL LIP programme budget (Appendix A).

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 recommendation 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 already approved by Cabinet. Such a decision would adversely affect the delivery of the TfL approved LIP allocation.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The London Borough of Hillingdon's LIP3 ('Local Implementation Plan 3') submission which covers the period from 2019 to 2041 was approved by the Mayor of London on 10 June 2019.

1.1 Transport for London's (TfL) financial position was subsequently severely impacted by the decline in public transport use due to the Covid-19 pandemic; this resulted in TfL making changes to the annual Local Implementation Plan allocation.

1.2 On 23 March 2022, TfL announced Hillingdon's LIP grant interim funding package for 2022/23 up to 24 June 2022 would be as follows:

- Corridors, Neighbourhoods and Supporting Measures
 - £51k for Staff Costs
 - £162 for Schemes

1.3 On 30 March 2022 TfL confirmed a grant of £20k for Borough Cycle Training to cover Quarter 1 of 2022/23.

1.4 The above allocations total £233k.

Scope of Works - Transport for London 2022/23

Table 1: Transport for London Funding 2022/23

2022/23 LIP Scheme Headings	Total Budget £'000	Previous/ Pending Release £'000	Seeking Release £'000	Balance £'000
Transport Interchange & Healthy Streets	100	0	100	0
North South Links and Supporting Growth	0	0	0	0
Vision Zero School Travel Plan and Local Road Safety Schemes	17	0	17	0
Accessibility and Mobility for all	40	0	40	0
Parking Management Schemes	0	0	0	0
Public Footpaths and Cycleways	0	0	0	0
Transport Impacts	0	0	0	0
Road Safety Education Training and Publicity and Travel Awareness	56	0	56	0
Corridors Neighbourhoods and Supporting Measures Sub Total	213	0	213	0
Borough Cycle Training	20	0	20	0
Local Transport Fund	0	0	0	0
Bus Priority	0	0	0	0
Bridge Assessment and Strengthening	0	0	0	0
Principal Road Renewal	0	0	0	0
West Drayton Crossrail Complementary Measures	0	0	0	0
Grand Total	233	0	233	0

1.5. 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.

1.6. This is the first TfL LIP Capital Release Decision Report for 2022/23. It requests the release of £233k of the TfL funding from an 2022/23 annual total allocation of £233k.

2. Staff Costs

2.1 Borough Cycle Support Officer: Release Requested: £8k

2.1.1 Funds to be utilised to cover the salary of the Council's Borough Cycle Support Officer. The Borough Cycle Support Officer works with the Council's Cycle Instructors to help encourage and enable cycling in Hillingdon. They oversee the organisation of all cycle training for adults and children; help organise cycle promotional events and use their knowledge and experience to carry out audits of cycle routes and working with businesses to encourage their staff to cycle to work.

2.2 Cycle Training: Release Requested: £27k

Child Cycle Training

2.2.1 The nationally recognised standard for child cycle training is known as 'Bikeability'. The cycle trainers who deliver the training are casual employees and paid per session worked. The trainers take children out on the highway and teach them to cycle safely in real life situations. The offer is open to all schools in the Borough. 'Bikeability' trainers are funded in full from TfL grant allocations. Without this funding, 'Bikeability' training could not be provided as the Council does not have any other resources to deliver this programme.

Adult Cycle Skills Training

2.2.2 Adult Cycle Skills Training is provided either on a one-to-one basis or a group setting. Using TfL funding the Council can also offer family sessions for a parent and child to come along and learn to ride a bike together. Again, all training is provided by the Council's casual cycle instructors, paid on a sessional rate.

2.3 Pedestrian Training: Release Requested: £12k

2.3.1 Hillingdon employs a team of seven trainers to deliver practical pedestrian training to school children aged 4 to 11 years old (Nursery to Year 6). The budget is used to fund the trainers who will teach the rules of the road as a pedestrian, educate them on safer crossings, the green cross code and distractions that could affect their decisions when crossing the road. Training takes place indoors for EYFS and KS1 pupils using pretend road setups and outside on-road training for KS2 pupils. This budget estimate is based upon the trainers' hourly rate and the time taken to train groups of pupils across all schools.

2.4 Other Cycle Activities: Release Requested: £4k

2.4.1 Capital Release is being requested for funds to allow Cycle Instructors to engage in a variety of activities to support and encourage cycling in the Borough. These activities include, but are not limited to:

Dr Bike Sessions

2.4.2 A Dr Bike session is an initiative that gives people the opportunity to have their bicycle checked over free of charge by an experienced mechanic and if necessary, adjustments are made, or advice given. All these sessions are currently run by our casually employed Cycle Instructors.

School Cycle Days/Guided Rides

2.4.3 Encouraging and assisting schools to run guided bike rides during the summer months to encourage families to ride together around the local area. Providing knowledge of local cycle routes close to the school may further encourage cycling to school as a mode of transport for both parent and child.

Information Events

2.4.4 The Borough's Cycle Instructors have a wealth of knowledge in regard to cycling and the London Borough of Hillingdon and often support events by other Council's departments such as the Community Safety Team, where they provide advice on securely locking bikes and provide a secure bike marking service.

Disability Cycle Hub Support

2.4.5 The Council's Wellbeing Team are currently working on setting up a Disability Cycle Hub at Field Health School to allow those with disabilities or other illnesses such as dementia come and experience cycling in a safe environment. The Cycle Instructors will offer support, basic training and maintenance of the hub during sessions.

3. Local Implementation Plan Schemes

3.1 Introduction

3.1.1 As detailed earlier in the report, Transport for London have a short term funding arrangement from the Department for Transport. This funding has allowed TfL to provide the London Borough of Hillingdon a proportion of funding for some of the schemes which were outlined in the Council's Form A submitted to TfL following Cabinet delegating the responsibility for Form A's approval to the previous Cabinet Member for Public Safety and Transport.

3.1.2 Due to the current settlement running up to 24th June 2022, TfL have provided a proportion of the total funding requested for the schemes but the funding will allow works to progress and some elements to be brought forward. All proposals will be discussed with the previous Cabinet Member for Public Safety and Transport prior to being taken forward.

3.1.3 All the schemes were selected by Transport for London for funding and approved by the Active Travel Oversight Group (ATOG), as per the conditions of the settlement. Borough Officer were not involved in the scheme selection process. The funds are required to be spent on the schemes named by TfL, or they will need to be returned.

3.2 Glebe Avenue, Ickenham – Traffic Calming Scheme: Release Requested: £50k

3.2.1 Ickenham station is located along Glebe Avenue, Ickenham and provides connection to the Metropolitan and Piccadilly London Underground services. The main entrance to the station is on the bridge over the railway, although stepped access is provided from the car park. Glebe Avenue is narrow and due to this a footpath is only provided on one side of the road. There is a high level of traffic on Glebe Avenue as it is the only road leading into a large residential area.

3.2.2 As part of the Transport for London targets for step-free access, works are currently underway to provide step free access into the station, including a small mezzanine disabled parking facility, accommodating four vehicles.

3.2.3 Although a mezzanine car parking area is now being provided, initially during the detailed design phase, discussions were undertaken between Transport for London and the Council to discuss how disabled people would access the new step free station as between the car park and the station there was only stepped access proposed. Therefore, in the initial plans, disabled people wishing to use the station would have needed to exit the car park on to Glebe Road, cross the road onto the footpath, cross side roads and then cross back to the station, which was not considered a suitable option.

3.2.4 This disabled access issue has now been resolved for the station; however, improvements are still required on Glebe Avenue to improve road safety and access along the road, which is supported by a petition from local residents requesting traffic calming and footpath improvements. Initial considerations have been developed to provide improved traffic calming along Glebe Avenue as you approach Ickenham Station in each direction. Capital Release is being sought to allow detailed design to be completed, to undertake the statutory required traffic orders and to bring forward the implementation of the scheme using the Council's term contractor, O'Hara.

3.3 Oak Farm Healthy Streets Scheme: Release Requested: £50k

3.3.1 The Oak Farm area has been subject to a successful Healthy Streets Transport Study carried out by the Council's term consultants Project Centre Ltd in 2018. The outcome of this work was a report containing a series of recommendations as to how the Council could improve road safety, address parking issues, encourage and enable active travel and improve accessibility and mobility for all. As part of this work a 'Planning for Real' event was held at Oak Farm Library. By implementing the measures recommended, the Oak Farm area would begin to be characterised by the ten Healthy Streets indicators which are: -

1. Pedestrians from all walks - streets should be welcoming places for everyone to walk, spend time in and engage in community life.
2. People choose to walk, cycle and use public transport - walking and cycling are the healthiest and most sustainable ways to travel.
3. Clean air - improving air quality for the benefit of all residents.
4. People feel safe - the whole community feels comfortable and safe on our streets at all times.

5. Not too noisy - reducing the noise impacts of motor traffic to benefit residents' health, improve the ambience of street environments and encourage active travel and human interaction.
6. Easy to cross - making streets easier to cross is important to encourage more walking and to connect communities.
7. Places to stop and rest - a lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
8. Shade and shelter - providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.
9. People feel relaxed - a wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
10. Things to see and do - people are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street.

3.3.2 Capital release is now sought to implement elements of a proposed traffic calming scheme along Clifton Gardens, Snowden Avenue and Burleigh Road. The objective of this scheme is to improve road safety and address 'rat running'. This scheme is supported by Ward Members. Capital release is requested to cover the cost of the required traffic order making; the carrying out of road safety audits and any civil works undertaken by the Council's term contractor O'Hara.

3.4 School Road Safety Engineering Schemes: Coteford Infant & Junior Schools: Release Requested: £5k

3.4.1 Using budget from the 2019/20 TfL LIP3, the Council's term consultants Project Centre Ltd, were commissioned to undertake a review of all school crossing patrol sites and put together a list of interventions required to make them safer for all those crossing. Based on the information provided it is proposed to begin installing measures at various sites across the Borough.

3.4.2 Capital release is being sought for the implementation of these identified measures. The initial scheme to be taken forward in 2022/23 is summarised in the table below. The details of the scheme listed will be discussed with the Cabinet Member for Property, Highways & Transport prior to implementation.

School	Description of works
Coteford Junior School, Fore Street, Eastcote	Replace the current guard railing with Visirail to improve visibility. Improve the footpath on the western side of the current School Crossing Patrol site. Investigate installation of parking restrictions and a zebra crossing, close to the school entrance.

3.5 Boroughwide Accessibility Schemes: Release Requested: £40k

Uxbridge Road / Hewens Road / West Drayton Road

3.5.1 Transport for London are looking to invest £200k, on the modernisation of the signals at the junction of Uxbridge Road / Hewens Road / West Drayton to ensure traffic and pedestrian operations can be maintained and improved at this location. In order to complement the works, the Council proposes to compliment the works with improvements to the accessibility of the junction.

3.5.2 Capital Release of £30k is being requested to improve the refuge island on West Drayton Road as well as improve the align of the dropped kerbs to provide better crossing. Tactile paving will also be provided. The crossing will be increased in width from 2m to 2.4m to improve the standard and accessibility of the crossing. The scheme will be undertaken by the Council's Term Contractor, O'Hara. Following the works, Transport for London will undertake the works to the signals.

Local Accessibility Schemes

3.5.3 The remainder of the Boroughwide Accessibility budget 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 shown in the table below has been prepared by the Council's Principal Mobility Officers in consultation with the Hillingdon Mobility Forum and from resident's 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 listed will be discussed with the Cabinet Member for Property, Highways & Transport prior to implementation.

Location	Description of works
Petworth Gardens, Hillingdon North	Installation of a dropped kerb between the car park and walkway into the park.
St Mary's Walk, Hayes	Installation 2x dropped kerbs and tactile paving.
Kingsway's, Hayes	Installation 2x dropped kerbs and tactile paving.
Whitby Road /	Installation 2x dropped kerbs and tactile paving.
Collings Road, Ruislip	
Botwell Lane, Botwell	Intallation of tactile paving at existing dropped kerbs and traffic island.
Bond Close, Uxbridge	Installation 2x dropped kerbs and tactile paving.

3.6 Hillingdon School Streets: Release Requested: £10k

3.6.1 Following the success of Hillingdon's pilot School Street outside Highfield Primary School, Officers are now working on bringing forward further School Streets to support school travel across the borough.

3.6.2 School Streets are where a section of road outside a school is made a pedestrian and cycle zone for a period of time around the drop off and pick up times. This allows more space for those travelling sustainably to the school; reduces road safety issues and improves air quality. Residents and businesses within the school street would be exempt from the restriction.

John Locke Academy, Bader Way, Uxbridge

3.6.3 The John Locke Academy is located on Bader Way, Uxbridge. The school has a problem with parking directly outside the school and vehicles mounting the footway. There have also been conflicts and accidents outside the school gates. The school street would aim to encourage more people to travel sustainably and improve the poor road safety record outside the school.

Queensmead Academy & Deansfield Primary School, Queens Walk, South Ruislip

3.6.4 Both Queensmead Academy, a large secondary school and Deansfield Primary School are located adjacent to each other on a short section of Queens Walk, South Ruislip. Both of the schools, Ward Councillors and residents have raised concerns over congestion and poor road safety at school drop off and pick up times. There have also been a number of near misses reported with a traffic calming scheme installed to try and reduce speeds in the area. The school street would aim to encourage more people to travel sustainably and improve the poor road safety record outside the school.

3.7 Springfield Road, Hayes – Traffic Calming Scheme: Release Requested: £7k

3.7.1 Springfield Road, Hayes accommodates a range of land uses all with different and sometimes competing demands for the limited amount of road space available. Staff parking, customer parking, hot food vans, deliveries and overnight lorry parking are just some examples. Whilst the majority of the land use along Springfield Road are businesses, Springfield Road also provides the only vehicle access to Guru Nanak Sikh Academy, Minet Country Park and Hillingdon Cycle Circuit.

3.7.2 In response to a number of complaints received from residents and businesses in the area the Council implemented two zebra crossings, a mini roundabout and localised improvements for cycling. These have improved the area for those aiming to travel to and from the area by sustainable modes of transport. However, further concerns have been raised by users of Springfield Road and the local Police of the area being used by so called 'boy racers' to speed and drift cars.

3.7.3 In order to discourage the use of Springfield Road in an anti-social manner and reduce speeds close to the school it is proposed to install some speed cushions on Springfield Road

and to raise the existing zebra crossing on Beaconsfield Road. Springfield Road and Beaconsfield Road will also be made a 20mph zone. Capital Release is being sort to engage the Council's term contractor O'Hara to begin some of the civils work related to the scheme.

4. Cycle Training funding

4.1 Cycle Training funding: Release Requested: £20K

4.1.1 Transport for London have awarded the Council ring-fenced funding for cycle training. The funds will be put towards the Council's programme of training activities as detailed in sections 2.2 and 2.4 of this report.

Project cost breakdown of TfL LIP for Release One

Table 2: Cost Plan for Schemes Where New Release is Requested

TfL Scheme	Internal Fees / Staffing £000's	Services / Works £000's	Seeking release £000's
<u>Road Safety Education Training & Publicity & Travel Awareness - Staff Costs:</u> Borough Cycle Support Officer	8		
<u>Road Safety Education Training & Publicity & Travel Awareness - Staff Costs:</u> Cycle Training	27		
<u>Road Safety Education Training & Publicity & Travel Awareness - Staff Costs:</u> Pedestrian Training	12		
<u>Road Safety Education Training & Publicity & Travel Awareness -Staff Costs:</u> Other Cycling Activities	4		
<u>Transport Interchange and Healthy Streets - Schemes:</u> Glebe Avenue, Ickenham – Traffic Calming		50	
<u>Transport Interchange and Healthy Streets - Schemes:</u> Oak Farm Estate – Healthy Streets		50	
<u>Road Safety Education Training & Publicity & Travel Awareness - Schemes:</u> School Engineering Schemes – Coteford Junior School		5	
<u>Accessibility & Mobility - Schemes:</u> Boroughwide Accessibility		40	

<u>Vision Zero and Local Road Safety - Schemes: Hillingdon School Streets</u>		10	
<u>Vision Zero and Local Road Safety - Schemes: Springfield Road – Traffic Calming</u>		7	
<u>Borough Cycle Training: Cycle Training Programme</u>	20		
Total	71	162	233

Financial Implications

Transport for London Total Confirmed 2022/23 Budget £233k, Previously Released £NIL, Release Requested £233k – Appendix A

The 2022/23 Transport for London funding programme is set out in the table below.

CAPITAL Funding 2022/23	Confirmed Grant Allocation £000's	Previous released/ Pending release £000's	Capital release request £000's	Balance Confirmed Grant £'000's
Corridors, Neighbourhoods & Supporting Measures	213	0	213	0
Borough Cycle Training	20	0	20	0
Bridge Assessment and Strengthening	0	0	0	0
Bus Priority	0	0	0	0
Cross Rail Complementary Measures (West Drayton)	0	0	0	0
Local Transport Fund	0	0	0	0
Sub Total TFL Grant	233	0	233	0
Section 106 Contribution	0	0	0	0
Total Capital	233	0	233	0

The 2022/23 Transport for London capital programme original budget, approved by Council in February 2022, amounted to £2,673k based on the LIP grant settlement from previous years prior to the Covid-19 Pandemic.

However, Transport for London's financial position has been severely impacted by the decline in public transport use due to the Covid-19 pandemic, and this has resulted in changes to the annual Local Implementation Plan allocation. As noted in the body of the report, total confirmed allocations amount to £233k as set out in the above table.

The allocations awarded through the LIP Corridors funding stream for the period 1 April to 24 June are to be committed by 25 June, the allocation awarded through the Borough Cycle Training Quarter 1 funding stream is to be committed by the 24 June, both funding awards are to be spent by 31 March 2023. Any underspends against these allocations are to be returned to the Transport for London.

The funds are the subject of this capital release, and those allocated to the London Borough of Hillingdon, which the Council can make claims for in arrears.

This report requests the release of £213k from Corridors, Neighbourhoods and Supporting Measures funding award and £20k from the Borough Cycle Training funding award as shown above and detailed 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 notes that TfL confirmed funding remains significantly lower than pre pandemic levels and the £233k seeking release approval in this report covers the awarded amount for the financial year up to 24th June 2022, with funding levels for the remainder of the year to be confirmed.

Legal

The Borough Solicitor confirms that the Council is responsible for carrying out this function pursuant to Section 151 of the Greater London Authority Act 1999. There are no legal impediments to the Council authorising the capital release.

Infrastructure / Asset Management

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

Capital Release Protocol

The release of all capital funds, and certain revenue funds, held by the Council is to be made by a formal democratic decision. No expenditure can be placed or committed by officers until this formal approval is given by Democratic Services. Release of funds must be for identified projects only and strictly not for the general release of funds for projects to be identified later. No block releases of capital or funding will be allowed, except if authorised by the Leader of the Council in advance to Corporate Finance. The release of funds will only be made if previous Council, Cabinet or Cabinet Member agreement has been given to the project and only if there is an approved budget.

BACKGROUND PAPERS

NIL

APPENDIX A

Transport for London 2022/23: Funding Release 1

<i>Location</i>	<i>Project / Expenditure Title</i>	<i>Information</i>	<i>Funds Release Sought £000's</i>	<i>Approve</i>	<i>Hold</i>	<i>More Information Required</i>
Borough wide	Cycle Support Officer	Officer support for the cycle training and other related activities across the Borough.	8			
Borough wide	Cycle Training	Funds for cycle instructors to carry out Bikeability and adult cycle skills training	27			
Borough wide	Pedestrian Training	Funds for pedestrian trainers to carry out training sessions in schools	12			
Borough wide	Other Cycle Activities	Staff support for cycle schemes such as Dr Bikes and Disability Cycle Hub	4			
Glebe Avenue, Ickenham	Traffic Calming Scheme	Funds to take forward a traffic calming scheme to support step free access at Ickenham Station	50			
Oak Farm Estate	Healthy Streets Improvements	Funds for improvements to the Oak Farm Estate based on TfL Healthy Streets criteria	50			
Coteford Junior School, Northwood	School Road Safety Scheme	Measures to improve safety outside Coteford School to aid sustainable travel.	5			
Borough wide	Accessibility Schemes	Minor schemes such as dropped kerbs and tactile paving to help those with mobility difficulties	40			
Borough wide	School Streets	Funds to take forward school streets at Belmore Primary Academy and Queensmead / Deansfield	10			

Springfield Road, Hayes	Traffic Calming Scheme	Measures to slow traffic near Guru Nanak School and discourage 'Boy Racers' from the area.	7			
Borough wide	Cycle Training	Funding for the delivery of Bikeability and Adult Cycle training	20			
Total seeking release			233			
Previously released			0			
Budget			233			
Remaining budget			0			