

Report to: Bram Kainth, Executive Director of Place in consultation with Councillor Florian Chevoppe-Verdier, Cabinet Member for Public Realm

Date: 11/03/2026

Subject: Transport for London Local Implementation Plan Funding for 2026/2027

Report of: Russell Trewartha, Assistant Director of Capital Projects & Hinesh Mehta, Assistant Director of Climate Change and Transport

Report author: Ruby Jones, Bid & Project Officer

Responsible Director: Bram Kainth, Executive Director of Place

SUMMARY

Transport for London (TfL) has allocated the Council a total of £1,550,000 in Local Implementation Plan (LIP) funding for 2026/27 to be allocated to the projects outlined in this report, along with conditional approval of an additional £400,000 for Bus Priority Schemes subject to further discussions with TfL.

This report seeks approval from the Executive Director of Place, in consultation with the Cabinet Member for Public Realm, to accept the funding from TfL and to proceed with delivery of the identified projects in accordance with the funding conditions. Approval is also sought to establish the necessary associated income, capital, and revenue budgets.

All projects set out in this report support the outcomes and targets of the Mayor of London's Transport Strategy and contribute to the Council's priorities on local air quality, climate adaptation, economy, public health, safety and sustainable transport.

RECOMMENDATIONS

1. Approve the acceptance of the Transport for London (TfL) funding allocation for 2026/27 and the commencement of the associated programme of works for which the funding is intended.
2. Delegate authority to the Executive Director of Place to amend the programme of works, associated projects, and funding allocations as required, provided these remain within the parameters of the Mayor's Transport Strategy, the Local Implementation Plan (LIP), local policy priorities, and TfL LIP funding conditions.
3. Delegate authority to the Executive Director of Place to accept any additional TfL funding awarded during 2026/27 to further support the development and delivery of schemes.
4. To call off the Council's existing Highways Term Contract and/or other appropriate frameworks to deliver the proposed works within the available funding. Procurement award reports will be prepared as required in line with each project's development.

WARDS AFFECTED

All

Our Values	Summary of how this report aligns to the H&F Values
Building shared prosperity	TfL's LIP funding enables investment in safer, cleaner, and more enjoyable neighbourhoods, supporting economic and social wellbeing for all residents.
Creating a compassionate council	The programme prioritises inclusion and equity, ensuring that active travel and public realm improvements deliver better health, wellbeing and quality of life for all residents, including those with additional access needs.
Doing things with residents, not to them	Successful delivery of the programme depends on meaningful engagement with residents. Community input will continue to shape scheme development, ensuring proposals reflect local needs and aspirations.
Being ruthlessly financially efficient	The programme is fully funded by TfL's LIP allocation, supporting delivery of H&F's transport priorities without requiring additional Council resources. Maximising external funding contributes to efficient and responsible financial management.
Taking pride in H&F	Delivering high-quality public realm improvements and active travel initiatives will enhance the look, feel, and usability of local streets, building places residents can be proud of.
Rising to the challenge of the climate and ecological emergency	LIP-funded schemes support H&F's Climate and Ecology Strategy by promoting active travel, reducing car dependency, improving air quality and contributing to the borough's Net Zero 2030 ambition.

FINANCIAL IMPACT

Transport for London (TfL) has allocated the Council £1,550,000 in Local Implementation Plan (LIP) funding for 2026/27, to be allocated as set out in Table 1. £1,536,000 of this allocation has been formally confirmed in TfL's letter dated 11th February 2026 (see Appendix 1). The remaining £14,000 funding for the Safer Corridors & Neighborhoods (SCN), not included in the original SCN allocation, has been confirmed via email.

All schemes proposed within this report are fully funded through this TfL grant, resulting in no direct financial cost to the Council. The associated expenditure will be incorporated into the Place Department's capital and revenue budgets as appropriate and is expected to be fully utilised within the 2026/27 financial year.

In addition, the Council has had conditional approval of £400,000 through the TfL Bus Priority Programme subject to further discussion with TfL, as set out in Table 2. Acceptance of this funding similarly carries no net cost to the Council, and the grant allocations will be added to the Place Department's capital and revenue budgets for delivery in 2026/27.

In line with the Council's financial regulations, the Executive Director of Finance and Corporate Services is authorised to approve the receipt of external grants and establish the corresponding budgets where there is no net budgetary impact on the Council. These funded projects will be added to the Council's capital programme and revenue budgets as appropriate.

Carmen Lomotey, Principal Accountant (Place) 17th February 2026.

Kellie Gooch, Head of Finance (Place), 2 March 2026

Verified by James Newman, AD Finance, 10 March 2026

LEGAL IMPLICATIONS

The payment of grant to the Council by TfL is made pursuant to section 151 of the Greater London Authority Act 1999. It is confirmed that there are no legal impediments to the Council accepting the grant and to carrying out the works proposed in the report.

Joginder Singh Bola, Senior Solicitor (Contracts & Procurement), 17/02/2026

BACKGROUND PAPERS USED IN PREPARING THIS REPORT

None

DETAILED ANALYSIS

Proposals and Analysis of Options

The projects and funding allocated as part of the grant conditions are set out below –

Table 1 – Summary of LIP Funding

Item	TfL Programme	Project	£000
1	TfL Cycle Training	Cycle Training	77
2	TfL Cycle Parking	Borough-wide Cycle Parking	60
3	TfL Micromobility Parking	Borough-wide Micromobility Bays	112
4	TfL Safer Streets	Transformation of Shepherds Bush Green	100
5	Safer Corridors & Neighbourhoods	Borough Wide Road Danger Reduction	125
6	Safer Corridors &	Walking Routes & Pedestrian Accessibility	100

	Neighbourhoods	Schemes	
7	Safer Corridors & Neighbourhoods	Schools - Travel for Life, Training & Road Safety	95
8	Safer Corridors & Neighbourhoods	School Streets Plus Programme	100
9	Safer Corridors & Neighbourhoods	King Street C9 Cycleway Junction Safety Improvements	100
10	Safer Corridors & Neighbourhoods	Behaviour Change Programme Activities	80
11	Safer Corridors & Neighbourhoods	Neighbourhood Improvement Schemes	50
12	Safer Corridors & Neighbourhoods	Active Travel Network Route Development	25
13	Safer Corridors & Neighbourhoods	Safer Corridors & High Streets	90
14	Safer Corridors & Neighbourhoods	Cycle Permeability Programme	100
15	Safer Corridors & Neighbourhoods	Transport Strategy & Kerbside Strategy Development (includes additional £14k for SCN)	114
16	Cycleway Network Development	C34 link to King Street - Worlidge St / Hammersmith Bridge Road / Bridge Avenue / A4 crossing	60
17	Cycleway Network Development	South Fulham Active Travel Routes - Fulham FC to Putney Bridge	70
18	Cycleway Network Development	South Fulham Active Travel Routes: Kings Rd / Britannia Rd / Waterford Rd	50
19	Principal Road Renewal	Highway renewal funding for the Principal Road Network	42
	Total Funding		1,550

Table 2 – Summary of TfL Bus Priority Schemes – Conditional Funding Approval

Item	TfL Programme	Project	£000
20	TfL Bus Priority	Fulham Palace Road Corridor	100
21	TfL Bus Priority	Junction Improvements – Wandsworth Bridge Road, New Kings Road, Bagleys Lane, Harwood Road	200
22	TfL Bus Priority	Du Cane Rd	100
	Total Funding		400

1. Cycle Training (£77,000)

This funding will support delivery of the borough's cycle training programme for school pupils, adults and families. The programme develops cycling confidence, improves road safety skills and encourages a shift from car use to more sustainable travel.

2. Borough-wide Cycle Parking (£60,000)

Funding will expand secure cycle parking across the borough, increasing safe and convenient places for residents to store their bikes and supporting more people to travel actively.

3. Borough-wide Micromobility Bays (£112,000)

This will fund the ongoing rollout of micromobility parking bays across the borough at a density of approximately 250m intervals. The programme includes reviewing existing locations, identifying gaps, and determining where additional bays are required.

4. Transformation of Shepherds Bush Green (£100,000)

This funding will support feasibility and design work for transforming Shepherds Bush Green into a safer, more attractive public space. It will also fund engagement with residents, businesses, and stakeholders, including close collaboration with TfL Safer Streets Sponsors.

5. Borough-Wide Road Danger Reduction (£125,000)

Funding will enable us to develop a Road Danger Reduction Plan to identify priority locations for interventions. Remaining funds will deliver targeted measures such as traffic-calming on residential streets, new zebra crossings, and improvements to pedestrian facilities.

6. Walking Routes & Pedestrian Accessibility Schemes (£100,000)

Borough-wide improvements to walking accessibility and wayfinding, including dropped kerbs for residents with mobility needs, new signage, and measures to reinforce pedestrian priority on shared routes such as the Thames Path.

7. Schools – Travel for Life, Training & Road Safety (£95,000)

This supports school-based travel training, road safety education, bikeability for secondary pupils, and balance-bike training for younger children. It also funds work to increase school participation in the Travel for Life programme.

8. School Streets Plus (£100,000)

This funding will enable us to expand the School Streets Plus programme to make school journeys cleaner and safer. Interventions include timed road closures, greening, public realm improvements, cycle parking, safety upgrades, and behaviour change activities. -change activities.

9. King Street C9 Cycleway Junction Safety Improvements (£100,000)

This scheme will upgrade two hazardous junctions on the C9 King Street Cycleway, Goldhawk Road and British Grove and redesign Weltje Road, recently identified as one of London's most dangerous junctions for cyclists. Programme measures include signal upgrades, junction layout redesign, and traffic reduction improvements.

10. Behaviour Change Programme Activities (£80,000)

Funding will support campaigns and activities promoting safer, more sustainable travel. This includes tackling illegally modified e-bikes, raising awareness of Highway Code changes, encouraging safer driving and riding, and reducing conflicts between pedestrians and cyclists.

11. Neighbourhood Improvement Schemes (£50,000)

This will fund feasibility and delivery of further resident led neighbourhood improvement plans to help make their streets cleaner and quieter, increasing safety for pedestrians and cyclists, working alongside the ongoing Wormholt Neighbourhood trial.

12. Active Travel Network Route Development (£25,000)

This project will identify missing links in the borough's walking and cycling network and develop plans to ensure routes meet LTN 1/20 and TfL design standards, working with key stakeholders and the Active Travel Working Group.

13. Safer Corridors & High Streets (£90,000)

This project will implement speed reduction measures on key corridors with low compliance to 20mph limits. Measures may include raised tables, buildouts, signage and markings. Priority roads include Goldhawk Road, Du Cane Road, Fulham Palace Road, Dawes Road and Askew Road. -reduction measures on key corridors with low compliance to 20mph limits. Measures may include raised tables, build-outs, signage and markings. Priority roads include Goldhawk Road, Du Cane Road, Fulham Palace Road, Dawes Road and Askew Road.

14. Cycle Permeability Programme (£100,000)

The funding will deliver small-scale infrastructure improvements to enhance accessibility and connectivity for pedestrians and cyclists, including schemes identified by the Active Travel Working Group. -scale infrastructure improvements to enhance accessibility and connectivity for pedestrians and cyclists, including schemes identified by the Active Travel Working Group.

15. Transport Strategy & Kerbside Strategy Development (£114,000)

Funds will be used to commission consultants to develop new Transport and Kerbside strategies, setting out policy direction for the borough. This includes engagement, governance and approval processes. The original £100,000 has been topped up by the additional £14,000 funding for SCN provided late in the day by TfL.

16. C34 Link to King Street – Worlidge St / Hammersmith Bridge Road / Bridge Avenue / A4 Crossing (£60,000)

This funding will improve the cycling link between C34 and King Street via Hammersmith Bridge Road and the A4.

17. South Fulham Active Travel Routes – Fulham FC to Putney Bridge (£70,000)

This funding will progress quieter active travel routes as part of the emerging Borough Cycle Network, bringing forward sections currently at different stages of development.

18. South Fulham Active Travel Routes – Kings Rd / Britannia Rd / Waterford Rd (£50,000)

This will continue the development of quieter active travel routes within the Borough Cycle Network, supporting safer and more attractive walking and cycling connections.

19. Principal Road Renewal (£42,000)

This will fund highway renewal works to the Principal Road Network (PRN) in the borough. The level of funding provided by TfL is not adequate for the challenge of maintaining the PRN in the borough and this amount only covers the cost of emergency reactive works.

20. Fulham Palace Road Corridor – Bus Priority Programme – Conditional Approval (£100,000)

To develop improvements at one of the borough's most challenging junction clusters. Funding will support modelling and concept design to enhance bus priority and improve safety for pedestrians and cyclists.

21. Junction Improvements – Wandsworth Bridge Road / New Kings Road / Bagleys Lane / Harwood Road - Bus Priority Programme – Conditional Approval (£200,000)

This will help deliver improvements to reduce bus delays and address pedestrian/cyclist safety issues at one of the borough's most problematic junctions for bus journey times.

22. Du Cane Road - Bus Priority Programme – Conditional Approval (£100,000)

This funding will help us develop improvements to prioritise buses and manage increased traffic volumes expected when HS2's Old Oak Common Station opens, maintaining and ideally improving bus journey times and reliability.

23. Reasons for Decision

The allocated grant funding is now available for use, and the proposed projects are fully aligned with the Council's strategic priorities. Approving the recommendations will enable the Council to progress delivery at pace. Where individual projects require further approvals or detailed decision-making, these will be brought forward separately as the scope and requirements of each scheme are developed.

24. Equality Implications

At this stage, the decision being sought is limited to accepting TfL's Local Implementation Plan (LIP) funding allocation and establishing the associated budgets. As such, no direct equality impacts have been identified at this point.

However, the funded programme includes a wide range of transport, public realm, road safety, active travel and accessibility schemes that have the potential to deliver **positive equality impacts**, particularly for residents with protected characteristics under the Equality Act 2010. These include (but are not limited to):

- **Disabled people** – through schemes improving stepfree access, dropped kerbs, safer crossings, pedestrian priority measures, School Streets, and public realm upgrades that reduce barriers to independent mobility.
- **Older residents** – through safer walking routes, speedreduction measures, trafficcalming, and improvements that support confidence and reduce fear of traffic injury.
- **Children and young people** – via School Streets, road safety education, cycle training, and junction safety schemes that make school journeys safer and

encourage active travel.

- **Women and girls** – who statistically report greater concerns about road danger, personal safety, and cycling safety; improvements to lighting, visibility, junction layouts and traffic speeds can help support greater confidence in walking and cycling.
- **Residents on lower incomes** – who are more likely to rely on walking, public transport and cycling; improvements to local transport and active travel infrastructure can promote fairer access to services, education and employment.

As individual schemes progress to design and implementation stages, officers will complete **projects specific Equality Impact Assessments (EqIAs)** to ensure that potential impacts—positive or negative—are identified, understood and addressed. Engagement and consultation with residents, particularly those with relevant access needs or lived experience of barriers in the public realm, will form part of this assessment process.

Where EqIAs identify opportunities to maximise positive impacts or mitigate unintended adverse impacts, these will be incorporated into scheme development and decision making.

Officers will ensure compliance with the **Public Sector Equality Duty (section 149 of the Equality Act 2010)** throughout the programme.

Yvonne Okiyo, Strategic Lead Equity, Diversity and Inclusion 18th February 2026

25. Risk Management Implications

There are no significant risks associated with accepting this funding. However, it should be noted that there is a risk to the improvement initiatives listed above should funding be withdrawn.

Jules Binney, Risk and Assurance Manager, 17th February 2026

26. Climate and Ecological Emergency Implications

The LIP funding directly supports delivery of the Mayor's Transport Strategy, which prioritises climate action, air quality improvements and the creation of a healthier, low-carbon transport system. The programme of schemes outlined in this report will help accelerate modal shift away from private car use towards walking, cycling and public transport. Reducing transport-related carbon emissions will help improve local air quality and supports the Council's ambition to achieve a net-zero future.

Verified by: Ben Kennedy, Head of Transport & Environment, 17 February 2026

27. Consultation

Officers are committed to undertaking the required consultations (both exploratory and statutory) for each proposal as detailed concepts emerge.

LIST OF APPENDICES

Appendix 1 – LIP Allocation Letter dated 11th February 2026