



11 February 2026

Sharon Lea
Chief Executive
London Borough of Hammersmith & Fulham
(Via email)

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Investment Planning

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Dear Sharon,

Local Implementation Plan (LIP) Funding for 2026/27

I am writing to confirm your LIP funding allocation for 2026/27 following the publication of our five-year Business Plan, which covers the period of 2025/26 to 2029/30.

The improvements delivered by the London Borough of Hammersmith & Fulham are crucial to the success of our transport network. We cannot achieve the aims of the Mayor's Transport Strategy (MTS) without working collaboratively with you and other boroughs to change London's streets.

This year, Londoners will benefit from a range of borough-delivered improvements, including 130 new pedestrian crossings, a further 30km of new cycleway, and 115 new School Streets. Thank you for contributing to this transformational change across our city.

I am happy to inform you that this year, subject to confirmation of our budget, we have allocated over £158m for Healthy Streets, with £94.8m available for London's boroughs to deliver the programmes set out in their approved LIP, an increase of over £7m compared with 2025/26. This letter sets out your borough's allocation, the conditions that apply to funding and how you can access it. More information on the discretionary funds is included in Appendix 1.

The total amount of Safe and Healthy Streets funding, including Transport for London (TfL) schemes, has continued in line with the Mayor's previous commitment. There continues to be substantially more ambition across London than there is available funding for, which means that it has not been possible to fund all compliant schemes that deliver benefits. The table below shows total funding allocations for all boroughs.

Total amount available by programme:

Borough LIP Programme	2026/27 Total Allocation (£m)
Safer Corridors and Neighbourhoods (SCN)	37.4
Cycleways Network Development (CND)	15.0
Bus Priority and Better Bus Partnerships	13.0
Safer Streets	13.0
Liveable Neighbourhoods	5.0
Cycle Training	2.8
Cycle Parking and micromobility bays	4.0
Principal Road Renewal	2.1
Bridge Assessment and Strengthening	2.5
Total	94.8

Safer Corridors and Neighbourhoods

Our Business Plan assumes £115.6m Safer Corridors & Neighbourhoods funding to London Boroughs over the next three years. I am therefore pleased to let you know that your Safer Corridors and Neighbourhoods allocation for 2026/27 is £979,000.

In 2027/28, the final year of your current three-year LIP delivery plan, you will receive £1,008,000 (this allocation is subject to the approved TfL budget for 27/28).

These figures will be released subject to your LIP delivery plan continuing to comply with Local Implementation Plan guidance. Any changes to your plan will need to be approved by TfL as usual. Failure to do this may result in a reduced settlement and/or a requirement for funding to be repaid.

Please note that TfL's financial position is reliant on our revenue, and we retain the right to make amendments to future allocations.

Summary of LIP funding

The table below confirms Hammersmith & Fulham's initial allocations for 2026/27. A full list of the schemes receiving funding, along with any conditions on release, is shown in the attached spreadsheet sent with this letter.

Borough LIP Programme	Borough Allocation (£k)
Safer Corridors and Neighbourhoods (SCN) (released funding)	965
Cycleways Network Development (CND)	180
Safer Streets	100
Cycle Training	77
Micromobility Parking	112
Cycle Parking	60
Principal Road Renewal	42
Total	1,536

Please read Appendix I for a breakdown of individual allocations and any associated requirements or next steps. If you have any questions about your allocations, please contact your LIP sponsor to discuss. Please ensure that you make use of [TfL design guidance](#) when developing schemes.

Funding Conditions

The legal requirements of boroughs in respect of LIPs are set out in the Greater London Authority Act (GLA Act). These requirements are summarised in the Legal Context of LIP funding note included with this letter. Fundamentally, all boroughs are required to have regard to the MTS when they carry out any of their functions. The approval of a LIP means that the schemes and projects within it have been deemed consistent with, and adequate to contribute towards, the MTS, both in substance and with regards to the timetable for

implementation. Any funding allocation for LIP schemes, which is entirely a matter for TfL to decide at its discretion, is made on that basis.

You may be aware of the recent Court of Appeal judgement that the decision by the Mayor of Tower Hamlets to remove a Low Traffic Neighbourhood scheme, funded via its LIP, was unlawful. The court's decision in this case provides clarity on the scope of London boroughs' legal duties to implement and retain schemes funded by TfL to implement the MTS.

This means that any deviation from an approved LIP will have consequences for the payment of funding. Boroughs are advised to keep TfL staff updated of any anticipated changes to proposals contained in their approved LIP as early as possible and we remind you that changes to your LIP must be approved in writing by TfL. If you require TfL's approval to inform a borough decision by a specific date, please ensure you provide your TfL LIP sponsor with adequate notice.

Finance

To secure your allocated funding for projects in the approved LIP for 2026/27, please submit scheme applications onto the TfL Portal by 01 June 2026. The deadline for claiming the current financial year's funding (2025/26) will be 03 July 2026. In line with best practice, we would encourage you to submit claims regularly throughout the year to avoid large amounts being claimed and paid in a short period prior to the 03 July deadline.

We are very grateful for everyone who has attended a TfL office to submit their claims. We are working with our Technology team to develop an alternative solution to enable remote access to the Borough LIP portal and will let you know when this is delivered.

Copies of the LIP Finance and Reporting Guidance, as well as the LIP Guidance for 2025-28 Delivery Plans, can be found on [the TfL website](#). These documents, together with the Legal Context of LIP funding note included with this letter, set out more fully the terms and conditions that apply to LIP funding and the requirements on boroughs. Those terms and conditions include circumstances in which some or all of this grant may be repayable.

Please circulate this letter to any officers who manage your LIP programmes to let them know the outcome of your funding submission. If you require any further information, then please contact your TfL LIP sponsor regarding the individual schemes. If you have any questions at this stage, my team and I will be happy to assist – and thanks again for your ongoing commitment to delivering Safe and Healthy Streets for London.

Yours sincerely,



Helen Cansick
Head of Investment Planning for Safe and Healthy Streets

Appendix I: Available funding

Safer Corridors and Neighbourhoods

We published new [LIP Guidance](#) in August 2024, setting out requirements for Safer Corridors and Neighbourhoods (SCN) schemes. Schemes that have not been allocated funding have been assessed to not be compliant with this guidance. In these circumstances, funding will be held for boroughs to give them an opportunity to bring forward alternate, compliant schemes. We expect to conclude this process by 31 March 2026 after which any remaining funding will be reallocated.

The total SCN allocation is higher than the figure we provided for planning purposes in July. Any additional funding available, above what has been allocated based on your submitted plan, can be allocated to any approved scheme or a new approved scheme (subject to assessment by TfL as per the guidance). Please discuss this with your LIP sponsor.

Some schemes have conditions on release of funding. Where applicable, the funding for these schemes may be partially released until the condition has been discharged by the LIP sponsor.

Your LIP sponsor will be able to provide further guidance and respond to any queries you may have.

Safer Streets

£13m has been allocated to fund the 2026/27 Safer Streets programme. This is the second year of this programme, and no new schemes have been accepted onto the programme. Your Safer Streets sponsor will shortly contact you to confirm your allocation, for continuing schemes, with respect to the Form A submission.

For queries about the Safer Streets programme, please contact JulieClark@tfl.gov.uk

Safer Cycleways Network Development

Safer Cycleways Network Development (CND) has been allocated £15m. We have prioritised schemes that are in construction and that are expected to start construction in the first quarter of 2026/27, as well as high priority projects to be developed for future implementation.

As usual all cycling schemes that receive funding will be required to follow the stage gate process, with TfL cycling sponsors available to guide you on this. We would also emphasise the requirement that all Borough Cycling schemes commit to using both the [Healthy Streets Check for Designers](#) and the [Cycling Quality Criteria](#).

CND funding will be allocated incrementally as schemes progress to the next stage of delivery. For schemes that are at or nearing construction, it is important to provide an updated programme and cost estimate and confirm the amount to be allocated on the borough portal before construction begins.

In some cases, funding may need to be phased over multiple financial years or deferred to the following financial year depending on budget availability across the CND programme. Schemes in design will be allocated a proportion of their funding, with an opportunity for further funding to be requested during the financial year depending on progress.

At your next progress meetings, TfL sponsors will discuss how your initial allocation has been split. This will give you the opportunity to provide further clarification around approvals and milestones. Once this information is received, there will be an opportunity to increase funding or substitute schemes.

Bus Priority

A total of £10m has been allocated to the 2026/27 Bus Priority Programme to support schemes that improve bus journey times, in addition to up to £3m for the approved Better Bus Partnership schemes in Haringey, Lewisham and Southwark.

For most schemes where funding for design and build was requested, we have only released a portion of the requested funding to undertake design in the first instance.

When design is complete and a compliant scheme is agreed, we will ask boroughs to complete a pre-construction checklist before releasing the provisionally allocated construction funding. The pre-construction checklist should be requested from your TfL LIP sponsor when a scheme is nearing the build phase. If you believe the initial allocation provided is insufficient to complete design, please contact your TfL LIP sponsor.

We are keen to increase the level of ambition and scale for borough bus priority and we are pleased to see an increased interest in bus priority for the upcoming financial years. We want to continue to encourage bus priority, therefore if you have proposals for new strategic schemes developed out of cycle, please contact your bus sponsor to discuss. If there is funding available, we may be able to accommodate new schemes sooner than next financial year.

Liveable Neighbourhoods

The Liveable Neighbourhoods programme has funds available to continue four schemes in Holborn (Camden), West Ealing (Ealing), Enfield Town (Enfield), and Greenwich Town Centre (RB Greenwich). This programme is closed to any new proposals.

Cycle Training

£2.8m of cycle training funding has provisionally been allocated in 2026/27. This is in addition to any cycle training funding allocated through the Safer Corridors & Neighbourhoods programme. Each borough has been allocated a base level of funding of £77,000 for financial year 2026/27 (unless they have requested less). The remaining funding is allocated across 17 boroughs based on their delivery of cycling training, the availability of cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation. This funding is to be used for delivery of cycle training only and should not be used to subsidise staff costs. For 2026/27 please upload any Safer Corridors and Neighbourhood funding used to top up Cycle Training to The Bikeability Trust's link system.

Please continue to dedicate at least 25% of your allocations to Adult Cycle Training. Please also ensure your reporting for 2025/26 and previous years cycle training is up to date on The Bikeability Trust's link system. We will be unable to allocate 2026/27 funding to your borough until this has been completed. Please contact Samuel Laphorne (samuellaphorne@tfl.gov.uk) with any questions related to Cycle Training.

Cycle Parking

£2.3m of cycle parking funding has been allocated in 2026/27. Each borough that requested funding will receive £60,000 to deliver the approved schemes submitted within their Form A unless they have requested less funding. The remaining funding is allocated to 16 boroughs based on their delivery of cycle parking, the availability of cycling infrastructure in each borough as well as the estimated cycling potential and levels of deprivation to make active travel easier and more accessible.

If you have not submitted enough proposals to match this funding allocation, or if we require further information, the TfL LIP sponsor will shortly contact you to finalise your submission. Should you not wish to receive your full allocation, it will be reallocated to other boroughs.

To celebrate the roll out of thousands of new secure residential cycle parking spaces, TfL will supply stickers to London boroughs to be applied onto all TfL-funded cycle hangars. The TfL cycling sponsor will contact you to arrange this.

Micromobility bays

£1.7m has been allocated to fund new rental micromobility parking bays for the boroughs that have requested them. The TfL micromobility sponsor will shortly contact you if we require any further information about your proposals.

Micromobility bays must comply with TfL guidance. Any micromobility bay will need to be installed with the capability to be future proofed for e-scooters and e-bikes as currently appropriate. Micromobility bays should be located on the carriageway by default and on footways by exception. TfL will release funding in-year if it is possible to relocate proposed footway bays to the carriageway or if assurance can be given on pedestrian movement and access.

Road renewals and bridge strengthening

An allocation of £2.1m per annum has been provided for the Borough Principal Road Network (BPRN) to continue condition surveys, support the State of the City work, and contribute funding towards BPRN maintenance. This allocation is distributed between boroughs using an agreed pan-London prioritisation formula.

A further £2.5m has been allocated for borough bridge maintenance to address high-priority sites. As in previous years, we have worked with boroughs through the London Bridges Engineers Group (LoBEG) to ensure that funding is directed to the highest-priority assets and to agree the specific allocations for each borough.

As you are aware, TfL has continued to work with boroughs to collect condition data and produce the State of the City report, which highlights the need for central Government support for the maintenance of London's roads, in line with the support provided to other local authorities in England.