

TRANSPORT FOR LONDON, LOCAL IMPLEMENTATION PLAN, 2026/27 FUNDING SUBMISSION

Cabinet Member & Portfolio	Councillor Steve Tuckwell Cabinet Member for Planning, Housing and Growth
Responsible Officer	Corporate Director of Residents Services
Report Author & Directorate	Sophie Wilmot Residents Services
Papers with report	<ul style="list-style-type: none">• Appendix A – Safer Corridors & Neighbourhoods – Proposed 2026/27 Delivery Plan• Appendix B – Bus Priority – Proposed 2026/27 Delivery Plan• Appendix C – Safer Cycleways Development – Proposed 2026/27 Delivery Plan• Appendix D – Cycle Parking – Proposed 2026/27 Delivery Plan• Appendix E – Borough Safer Junctions – Proposed 2027/26 Bid

HEADLINES

Summary	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 the 2026/27 financial year. The report also recommends that Cabinet approve the proposed bid as set out in the report and delegate authority to the Cabinet Member for Planning, Housing and Transport to agree any changes or additions prior to the submission deadline and to submit the Council's 2026/27 Local Implementation Plan Delivery Programme bid by the deadline.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<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>
Financial Cost	There are no direct financial costs to the Council other than the officer time taken to prepare the bid.
Select Committee	Corporate Resources & Infrastructure
Relevant Ward(s)	Borough wide

RECOMMENDATIONS

That;

1. the proposed bid outlined in this report for funds from Transport for London (TfL) to implement the Council's Local Implementation Plan (LIP) for 2026/27, be approved in principle;
2. authority be delegated to the Corporate Director of Residents Services, in consultation with the Cabinet Member for Planning, Housing and Growth, 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 the 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 'FORM A' for the three-year programme, covering 2025/26 to 2027/28 was submitted to and approved in principle by TfL in March 2025. This included full approval for the 2025/26 delivery plan. Transport for London, now require Council's to submit the 2026/27 'FORM A' by 31st October 2025. The submission can include schemes that were approved 'in principle' as part of the three-year spending programme or they can submit new schemes, as long as these comply with the guidance for LIP scheme submissions.

The approval of the delegation of authority to the Cabinet Member for Planning, Housing and Growth to agree any changes and to submit the document is recommended due to the tight timescales that will be required to address any comments by Transport for London (TfL).

Alternative options considered / risk management

An alternative option would be for full Cabinet to authorise any changes, however, the deadline for 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 Officer in consultation with the 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 (LIPs) 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. A 'FORM A' for the three-year programme covering 2025/26 to 2027/28 was submitted to and approved in principle by TfL in March 2025. This included full approval for the 2025/26 delivery plan. Transport for London now require Council's to submit the 2026/27 'FORM A' by 31st October 2025. The submission can include schemes that were approved 'in principle' as part of the three-year spending programme or they can submit new schemes as long as these comply with the guidance for LIP scheme submissions.

Funding Streams & Proposals

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

4. 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.
5. 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.

6. 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.
7. As all scheme details are developed, they will firstly be discussed with the Cabinet Member for Planning, Housing and Growth prior to progressing to the consultation and implementation phases.
8. 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.

9. 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).
10. Based on the criteria for this fund set out by TfL, Officers have put together a proposed draft set of schemes for 2026/27 programme, which are summarised in Appendix A. The table in Appendix A outlines 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

11. 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: up to £200k per year

12. 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.

13. Based on the criteria for this fund set out by TfL, Officers have put together a proposed scheme for 2026/27, which is provided in Appendix B. The table in Appendix B outlines the details of the proposed scheme and justification on this scheme has been suggested and the benefits the scheme will bring should it be implemented within Hillingdon.

Safer Cycle Network Development – Potential funding allocation: up to £400k per year

14. 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.
15. Based on the criteria for this fund set out by TfL, Officers have put together a proposed set of schemes for 2026/27, which are provided in Appendix C. The table in Appendix C outlines 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: up to £30k per year

16. 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.
17. Based on the criteria for this fund set out by TfL, Officers have put together a proposed set of schemes for 2026/27, 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)

18. 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.
19. Based on the criteria for this fund set out by TfL, Officers have put together a proposed scheme for 2026/27, which is provided in Appendix E. The table in Appendix E outlines the details of the proposed scheme and offers justification as to why these schemes have been

suggested and the benefits the scheme will bring should they be implemented within Hillingdon.

Next Steps

20. The next step is to submit the 'FORM A' submission for the 2026/27 to Transport for London, prior to the deadline of 31st October 2025.

Financial Implications

This report is requesting permission for the preparation and the submission of the 2026/27 'FORM A' funding application to 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 the 2026/27 financial year will be determined following the TfL review of the 'FORM A' submissions from all greater London authorities. Due to this, TfL have informed boroughs that submissions should be made in line with funding amounts agreed in the three-year delivery plan. 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.

RESIDENT BENEFIT & CONSULTATION

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

By submitting the 2026/27 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 have reviewed this report and concur with the Financial Implications set out above, noting the recommendation to approve in principle the proposed bid outlined above for funds from the Transport for London to implement the Council's Local Implementation Plan.

Furthermore, it is noted that there are no direct financial implications to the general fund resulting from this recommendation. The Capital Programme approved at Cabinet and Council in February 2025 assumed a baseline TFL LIP grant funding of £1,458k for 2026/27, which was estimated at previous TfL funding levels. The budget will be refreshed as part of the wider MTFS once TfL confirm the final position.

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 recommendation set out in this report, although any contract that the Council enters into must comply with the Council's Procurement Standing Orders.

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 2026/27 DELIVERY PLAN

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 fence 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 particularly 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 complement 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.

APPENDIX B: BUS PRIORITY - PROPOSED 2026/27 DELIVERY PLAN

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 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 improve the feeling of safety 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.

APPENDIX C: SAFER CYCLEWAYS DEVELOPMENT - PROPOSED 2026/27 DELIVERY PLAN

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 cyclists. 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 safely 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.

APPENDIX D: CYCLE PARKING - PROPOSED 2026/27 DELIVERY PLAN

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.

APPENDIX E: BOROUGH SAFER JUNCTIONS - PROPOSED 2026/27 BID

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 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 funding 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.