



27 March 2023

Ms [REDACTED]  
 Chief Executive  
 London Borough of Brent

(Via email)

Dear [REDACTED]

Transport for London  
 Investment Delivery Planning

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Brent, together with the other London Boroughs are absolutely central to the success of the Healthy Streets Approach and we cannot achieve the aims of the Mayor's Transport Strategy without working together to change London's streets. In September 2022, we wrote to you asking you to set out your plans for years two and three of the current three-year Local Implementation Plan (LIP) Programme. I would like to take this opportunity to thank everyone involved for their hard work in developing these ambitious programmes that will transform the lives of Londoners.

Collectively from these programmes we can expect 25 Transformational Junction or Corridor schemes, up to 29km of new bus lane and more than 200 proposals for new or upgraded pedestrian / cycle crossings to be progressed or delivered between 2023/24 and 2024/25. These commitments show that even against a more constrained financial backdrop, by working in partnership we can bring a transformative change to London.

The table below confirms your allocations for 2023/24. Please note that although we have assessed your proposals for spend in 2024/25, the amounts set aside for individual boroughs for that year will be confirmed subsequently and we will seek to give you as much certainty as possible in the coming months, to enable you to plan ahead with confidence. A full list of the schemes receiving funding and those approved in 2024/25, along with any conditions on release, is shown in the attached spreadsheet sent with this letter.

## Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
<b>Brent</b>			
Safer Corridors and Neighbourhoods*	1008	0	1008
Cycleways Network Development (CND)	0	0	0
Bus Priority	780	0	780
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
<b>Total</b>	<b>2004</b>	<b>0</b>	<b>2004</b>

\* Your request for Safer Corridors and Neighbourhoods exceeded your formula allocation

The rest of this letter provides more information about each of the funding streams available to your borough and sets out any requirements associated with the funding allocation.

### **LIP Safer Corridors and Neighbourhoods**

This programme has been allocated £34.7m in 2023/24 with individual borough allocations distributed according to the funding formula. Some schemes have conditions on release such as further design endorsement through the Road Space Performance Group, a Healthy Streets Checks for Designers taking place to ensure that the benefits align with the Healthy Streets Approach and/or that any operational impacts are considered.

Although on this occasion we have accepted your proposal to give more than 20% of your allocation to behaviour change, in future delivery plans this will not be the case.

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

### **Cycleways Network Development**

In the latest funding settlement for 2023/24, Cycleways Network Development (CND) has been allocated £14m. We have prioritised schemes that can move to construction in 2023/24 or 2024/25 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 sponsors available to guide you on this. All designs will be required to conform to LTNI/20 which means following London Cycle Design Standards and meeting TfL's Cycleways Quality Criteria. As before the pandemic, CND funding will be allocated incrementally as schemes progress to the next stage of delivery. Funding for schemes in construction will be allocated all of their funding this financial year. 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.

### **Bus Priority**

Bus travel is a core part of the sustainable transport network as well as being affordable, inclusive and accessible. More than one-third of bus journeys are made by Londoners with an annual household income of less than £20,000 and, of all disabled Londoners, 52 per cent do not have access to a car and depend more on sustainable modes. Buses carry more people than any other mode (aside from walking) on central London's streets - and more than six million bus journeys are made on a typical day, representing around one in five of all journeys made in the Capital.

It is therefore essential that buses work efficiently and reliably and remain competitive with other modes of motorised transport through improved journey times. Our Bus Action Plan sets out how we will achieve this, including ambitious targets for new bus lanes - a target which has been adopted by Government in our latest funding settlement. London Boroughs play a crucial role in realising the potential of the bus and meeting this target.

Following review of the Bus Priority submissions included within the borough Form As, a total of £10.6m has been allocated to boroughs in 2023/24 to support the bus lane delivery target, and to deliver additional schemes that improve bus journey times.

Please note that where funding for design and build was requested, we have only released a portion of the requested funding to undertake design for these schemes in the first instance. When design is complete, we will require boroughs to complete a pre-construction checklist before releasing the provisionally allocated construction funding. The pre-construction checklist should be requested from your TfL Sponsor when a scheme is nearing the build phase. If you feel that the initial allocation provided is insufficient to complete design, please contact your TfL Sponsor.

### **Liveable Neighbourhoods**

The Liveable Neighbourhoods programme restarted last year, with budget available to continue five high priority schemes. These are Holborn (Camden), West Ealing (Ealing), Enfield Town (Enfield), Greenwich Town Centre (RB Greenwich) and Coppermill Village (Waltham Forest). Continuation of further projects in this programme will be considered during TfL's annual Business Planning round.

### **Cycle Training**

£4.5m of cycle training funding has been allocated in 2023/24. This is in addition to any cycle training funding allocated through the Safer Corridors & Neighbourhoods programme. To ensure that cycle training is available to adults and children throughout London, each borough has been allocated a base level of funding of £110,000 for financial year 2023/24 (unless they have requested less). Some boroughs have also been allocated a further amount based on the availability of infrastructure enabling cycling in each borough - as well as the estimated cycling potential, levels of deprivation, and previous cycle training delivery track record.


We will be in touch with details of a new process for reporting delivery of cycling training in the coming weeks. In the meantime, if you have any questions, please contact

 [tfl.gov.uk](mailto: [redacted]@tfl.gov.uk)

### **Cycle Parking**

The cycle parking programme was originally allocated £1.2m for 2023/24. Each borough will consequently receive £36,000 to deliver the approved schemes submitted within their Form A.

Since reviewing the Form As, an additional £1.6m has also been made available for cycle parking by the Greater London Authority. As such, your borough has been allocated a further allocation, as shown in the table above. This funding is ring-fenced to the delivery of secure, residential cycle parking facilities only and must not be used for the delivery of other types of cycle parking infrastructure.

The TfL Cycle Parking Sponsor will shortly contact your borough to share a simple form to allow you to indicate the quantity and locations of secure residential cycle parking facilities to be delivered using this additional funding. Please return this form to the TfL Cycle Parking Sponsor (@tfl.gov.uk) by 31 May to confirm whether you will be able to utilise this additional funding in 2023/24.

### **Road renewals and bridge strengthening**

An allocation of £2.1m per annum has been allocated for the Borough Principal Road Network to continue condition surveys and deal with high priority sites, and a further £2.5m towards borough bridge maintenance. As usual, we will work with the boroughs through the London Technical Advisors Group (LoTAG) and London Bridges Engineers Group (LoBEG) to agree how this allocation will be targeted to the highest priority sections of road. We will work with you over the coming months to agree the specific allocations.

## Finance

To secure your allocations for 2023/24, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (2022/23) will be 11 August 2023. In line with best practice, we would encourage you to submit claims as and when schemes are completed so payments can be processed quickly. This year we will also be resuming borough auditing. Should you be selected, you will receive a letter shortly detailing the process and next steps.

Copies of the LIP Finance and Reporting Guidance, which sets out the terms and conditions that apply to LIP funding, can be found at: <http://content.tfl.gov.uk/lip-finance-guidance-19.pdf>.

Please circulate this letter to the 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 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 patience and perseverance through recent years.

Whilst funding levels available are still significantly lower than they were before the pandemic, by working in partnership we can continue to deliver transformative programmes for London. We hope that you will join us in continuing to make the case to His Majesty's Government about the need for future funding for investment in all of London's roads and the benefits that this brings to Londoners. We are excited to see what the future holds for safer, more sustainable streets in London; our collective ambition and delivery-focus leading the way for the UK and beyond.

Yours sincerely,

A black rectangular redaction box covering the signature of Penny Rees.

**Penny Rees**  
Head of Network Sponsorship