



27 March 2023

Jenny Rowland
Chief Executive, Camden Council
London Borough of Camden

(Via email)

Dear Jenny,

Camden, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Camden's carry forward is £617,000.

Summary of LIP funding

Camden	2023/24 allocation (£k)
Safer Corridors and Neighbourhoods	1015
Cycleways Network Development (CND)	1475
Bus Priority	950
Crossrail Complimentary Measures	0
Liveable Neighbourhoods*	400
Cycle Training	70
Cycle Parking	36
Additional Cycle Parking	70
Principal Road Renewal	TBC

Bridge Assessment and Strengthening	TBC
Total	4016
* The carry forward is £300k for Holborn LN and £260k for High Holborn / Proctor St	

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.

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

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 (CycleParkingImplementation@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 to 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

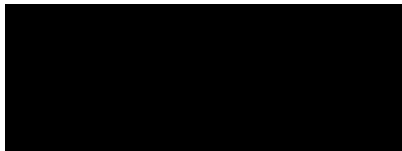
To secure your allocations for 2023/24, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (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>.

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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ian Thomas
Town Clerk and Chief Executive
City of London Corporation

(Via email)

Dear Ian,

City of London, together with the London Boroughs, is 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 the City of London Corporation 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 local authorities 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

City of London	2023/24 allocation (£k)
Safer Corridors and Neighbourhoods	400
Cycleways Network Development (CND)	60
Bus Priority	0
Crossrail Complimentary Measures	0
Liveable Neighbourhoods	0
Cycle Training	30
Cycle Parking	36
Additional Cycle Parking	30
Principal Road Renewal	TBC
Bridge Assessment and Strengthening	TBC
Total	556

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.

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. The City of London and London's 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

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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 local authority 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 officers 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 (CycleParkingImplementation@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

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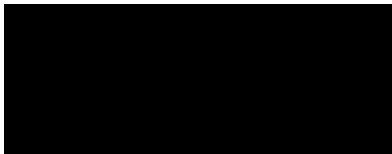
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Yours sincerely,



Penny Rees
Head of Network Sponsorship



27 March 2023

Stuart Love
Chief Executive
Westminster City Council

(Via email)

Dear Stuart,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Westminster, 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.

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Summary of LIP funding

Westminster	2023/24 allocation (£k)
Safer Corridors and Neighbourhoods	1202
Cycleways Network Development (CND)	519
Bus Priority	100
Crossrail Complimentary Measures	0
Liveable Neighbourhoods	0
Cycle Training	233
Cycle Parking	36
Additional Cycle Parking	70
Principal Road Renewal	TBC
Bridge Assessment and Strengthening	TBC
Total	2160

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.

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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.

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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

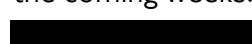
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continue five high priority schemes. These are Holborn (Camden), West Ealing (Ealing), Enfield Town (Enfield), Greenwich Town Centre (RB Greenwich) and Coppermill Village (Waltham Forest). Continuation of further projects in this programme will be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

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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

Cycle Parking

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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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Fiona Taylor
Chief Executive
London Borough of Barking and Dagenham

(Via email)

Dear Fiona,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Barking and Dagenham, 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

Barking & Dagenham	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	947	0	947
Cycleways Network Development (CND)	230	0	230
Bus Priority	2714	0	2714
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC

Bridge Assessment and Strengthening	TBC	0	TBC
Total	4067	0	4067

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.

You will note you have not been allocated your full formula allocation at this stage. Please provide the required information by the end of May, otherwise it will be reallocated to other borough-led projects and programmes to ensure we fulfil our obligations to the DfT.

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 LTN1/20 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

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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Mr John Hooton
Chief Executive
London Borough of Barnet

(Via email)

Dear Mr Hooton,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Barnet, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Barnet's carry forward is £81,000.

Summary of LIP funding

Barnet	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1536	60	1596
Cycleways Network Development (CND)	80	0	80
Bus Priority	150	0	150
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110

Cycle Parking	36	21	57
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1942	81	2023

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 LTN1/20 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

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Liveable Neighbourhoods

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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 (CycleParkingImplementation@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

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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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Jackie Belton
Chief Executive
London Borough of Bexley

(Via email)

Dear Jackie,

Bexley, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Bexley's carry forward is £374,000.

Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Bexley			
Safer Corridors and Neighbourhoods	1328	284	1612
Cycleways Network Development (CND)	30	0	30
Bus Priority	50	90	140
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110

Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1584	374	1958

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.

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 LTN1/20 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.

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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

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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 (CycleParkingImplementation@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

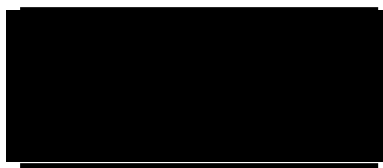
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Yours sincerely,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Carolyn Downs
Chief Executive
London Borough of Brent

(Via email)

Dear Carolyn

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

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.

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Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Brent			
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
Total	2004	0	2004

* 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.

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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

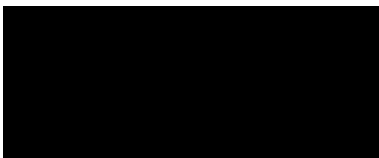
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Copies of the LIP Finance and Reporting Guidance, which sets out the terms and conditions that apply to LIP funding, can be found at: <http://content.tfl.gov.uk/lip-finance-guidance-19.pdf>.

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Yours sincerely,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Ade Adetosoye
Chief Executive
London Borough of Bromley

(Via email)

Dear Ade,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Bromley, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Bromley's carry forward is £68,000.

Summary of LIP funding

Bromley	2023/24 allocation (£k)
Safer Corridors and Neighbourhoods	1285
Cycleways Network Development (CND)	5
Bus Priority	45
Crossrail Complimentary Measures	0
Liveable Neighbourhoods	0
Cycle Training	110
Cycle Parking	36

Additional Cycle Parking	30
Principal Road Renewal	TBC
Bridge Assessment and Strengthening	TBC
Total	1511

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.

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 LTN1/20 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

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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.

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Liveable Neighbourhoods

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Cycle Training

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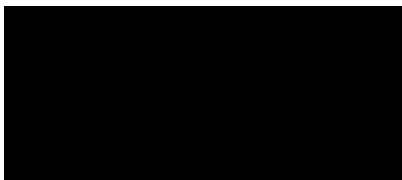
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Yours sincerely,



Penny Rees
Head of Network Sponsorship



3 April 2023

Ms Katherine Kerswell
Chief Executive
London Borough of Croydon

(Via email)

Dear Katherine,

Croydon, 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.

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Summary of LIP funding

Croydon	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1355	50	1405
Cycleways Network Development (CND)	80	0	80
Bus Priority	580	0	580
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	31	0	31

Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	2226	50	2276

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

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You will note you have not been allocated your full formula allocation at this stage and have your allocation missing for Safer Corridors & Neighbourhoods. Please provide the required information by the end of May, otherwise it will be reallocated to other borough-led projects and programmes to ensure we fulfil our obligations to the DfT

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Yours sincerely,



Penny Rees
Head of Network Sponsorship



29 March 2023

Ms Katherine Kerswell
Chief Executive
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(Via email)

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Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Croydon			
Safer Corridors and Neighbourhoods	1355	50	50
Cycleways Network Development (CND)	80	0	80
Bus Priority	0	0	0
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	31	0	31

Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1646	50	1696

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Yours sincerely,

A large black rectangular redaction box covering the signature area.

Penny Rees
Head of Network Sponsorship



27 March 2023

Mr Clements
Chief Executive
London Borough of Ealing

(Via email)

Dear Mr Clements,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Ealing, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Ealing's carry forward is £34,000.

Summary of LIP funding

Ealing	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1297	0	1297
Cycleways Network Development (CND)	115	0	115
Bus Priority	1092	0	1092
Crossrail Complimentary Measures	300	0	300
Liveable Neighbourhoods	350	0	350

Cycle Training	110	0	110
Cycle Parking	36	34	70
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	3370	34	3404

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 LTN1/20 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

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 (CycleParkingImplementation@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

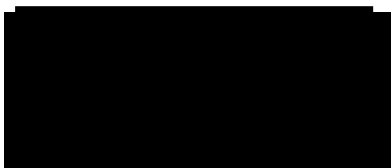
To secure your allocations for 2023/24, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Mr Ian Davis
Chief Executive
London Borough of Enfield

(Via email)

Dear Ian,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Enfield, 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

Enfield	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1251	0	1251
Cycleways Network Development (CND)	1286	0	1286
Bus Priority	240	0	240
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	400	0	400
Cycle Training	233	0	233
Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	3516	0	3516

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.

You will note you have not been allocated your full formula allocation at this stage. Please provide the required information by the end of May, otherwise it will be reallocated to other borough-led projects and programmes to ensure we fulfil our obligations to the DfT.

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 LTN1/20 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 (CycleParkingImplementation@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

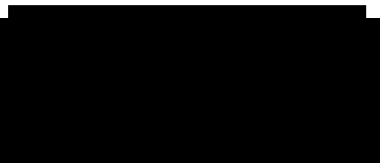
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Yours sincerely,

A large black rectangular redaction box covering the signature area.

Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Debbie Warren
Chief Executive
Royal Borough of Greenwich

(Via email)

Dear Debbie,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Greenwich, 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.

A total of £138m was made available to boroughs as part of TfL’s funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London’s streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Greenwich’s carry forward is £124,000.

Summary of LIP funding

Greenwich	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1170	0	1170
Cycleways Network Development (CND)	40	0	40
Bus Priority	39	0	39
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	350	124	474
Cycle Training	233	0	233

Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1938	124	2062

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.

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

Cycleways Network Development

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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.

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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.

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Cycle Parking

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Finance

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Yours sincerely,



Penny Rees
Head of Network Sponsorship



27 March 2023
 Mr P Flaherty
 Chief Executive
 London Borough of Harrow

(Via email)

Dear Mr Flaherty,

Transport for London
 Investment Delivery Planning

Palestra, 197 Blackfriars Road
 London
 SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Harrow, 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.

A total of £138m was made available to boroughs as part of TfL’s funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London’s streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Harrow’s carry forward is £427,000.

Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Harrow			
Safer Corridors and Neighbourhoods	890	362	1252
Cycleways Network Development (CND)	235	0	235
Bus Priority	300	65	365
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	100	0	100
Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC

Bridge Assessment and Strengthening	TBC	0	TBC
Total	1591	427	2018

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.

You will note you have not been allocated your full formula allocation at this stage. Please provide the required information by the end of May, otherwise it will be reallocated to other borough-led projects and programmes to ensure we fulfil our obligations to the DfT.

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:tflliveable@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 (CycleParkingImplementation@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

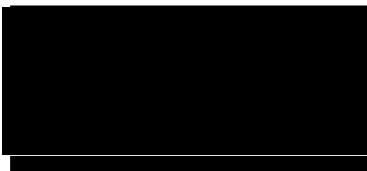
To secure your allocations for 2023/24, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Mr Andrew Blake-Herbert
Chief Executive
London Borough of Havering

(Via email)

Dear Andrew,

Havering, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Havering's carry forward is £335,000.

Summary of LIP funding

Havering	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1367	255	1622
Cycleways Network Development (CND)	50	0	50
Bus Priority	80	80	160
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110

Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1673	335	2008

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.

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 LTN1/20 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

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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 (CycleParkingImplementation@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

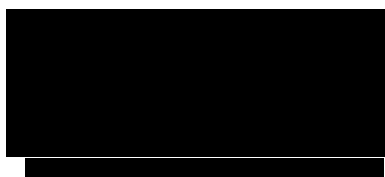
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Please circulate this letter to the officers who manage your LIP programmes to let them know the outcome of your funding submission. If you require any further information, then please contact your TfL Sponsor regarding the individual schemes. If you 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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Mr T Zaman
Chief Executive
London Borough of Hillingdon

(Via email)

Dear Mr Zaman,

Hillingdon, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Hillingdon's carry forward is £118,000.

Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Hillingdon			
Safer Corridors and Neighbourhoods	1192	118	1310
Cycleways Network Development (CND)	165	0	165
Bus Priority	165	0	165
Crossrail Complimentary Measures	834	0	834
Liveable Neighbourhoods	0	0	0
Cycle Training	90	0	90
Cycle Parking	36	0	36

Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	2512	118	2630

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.

You will note you have not been allocated your full formula allocation at this stage. Please provide the required information by the end of May, otherwise it will be reallocated to other borough-led projects and programmes to ensure we fulfil our obligations to the DfT

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 LTN1/20 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.

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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.

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 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 (CycleParkingImplementation@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

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Finance

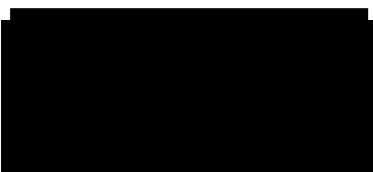
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Whilst funding levels available are still significantly lower than they were before the pandemic, by working in partnership we can continue to deliver transformative programmes for London. We hope that you will join us in continuing to make the case 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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Mr Niall Bolger
Chief Executive
London Borough of LB Brent

(Via email)

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Dear Niall,

Hounslow, 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 overleaf 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.

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A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24.

Hounslow's carry forward is £149,000.

(Funding allocation table overleaf)

Summary of LIP funding

Hounslow	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1152	149	1301
Cycleways Network Development (CND)	225	0	225
Bus Priority	305	0	305
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	90	0	90
Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1878	149	2027

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.

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

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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Linzi Roberts-Egan
Chief Executive
London Borough of Islington

(via email)

Dear Linzi,

Islington, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Islington's carry forward is £13,500.

Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Islington			
Safer Corridors and Neighbourhoods	682	13.5	696
Cycleways Network Development (CND)	455	0	455
Bus Priority	415	0	415
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	234	0	234

Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1892	13.5	1905.5

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 LTN1/20 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

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 (CycleParkingImplementation@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

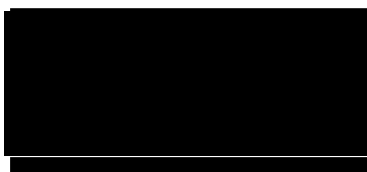
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Please circulate this letter to the officers who manage your LIP programmes to let them know the outcome of your funding submission. If you require any further information, then please contact your TfL Sponsor regarding the individual schemes. If you 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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Sarah Ireland
Chief Executive
Royal Borough of Kingston Upon Thames
The Guildhall
Kingston Upon Thames KT1 1EU

(Via email: [REDACTED]@kingston.gov.uk)

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Dear Sarah,

Kingston Upon Thames, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Kingston's carry forward is £311,000.

Summary of LIP funding

Kingston upon Thames	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	859	291	1150
Cycleways Network Development (CND)*	TBC	0	TBC
Bus Priority	130	20	150
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	59	0	59
Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1114	311	1425

*CND funding is delayed due to a meeting that took place on 23 February, funding will be issued as soon as possible

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

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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.

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Cycle Training

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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 (CycleParkingImplementation@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

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Finance

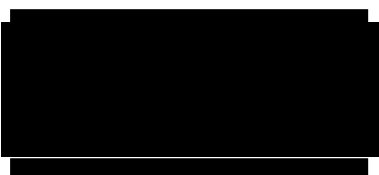
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Please circulate this letter to the officers who manage your LIP programmes to let them know the outcome of your funding submission. If you require any further information, then please contact your TfL Sponsor regarding the individual schemes. If you 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 large black rectangular redaction box covering the signature area.

Penny Rees

Head of Network Sponsorship



27 March 2023

Mr Bayo Dosumnu
Chief Executive
London Borough of Lambeth

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Dear Bayo,

Lambeth, 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.

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Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Lambeth			
Safer Corridors and Neighbourhoods	1220	0	1220
Cycleways Network Development (CND)	345	0	345
Bus Priority	30	0	30
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	150	0	150
Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1851	0	1851

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.

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

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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

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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship



29 March 2023

Ms Sharon Lea
Chief Executive
London Borough of Hammersmith & Fulham

(Via email)

Dear Sharon

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Hammersmith and Fulham, 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

Hammersmith & Fulham	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods*	336	0	336
Cycleways Network Development (CND)	300	0	300
Bus Priority	0	0	0
Crossrail Complementary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	812	0	812

*(*Further funding relating to scheme ID HAM004 'Clean Air Neighbourhoods' will be confirmed at our earliest opportunity following further discussion with LBHF officers.)*

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.

You will note you have not been allocated your full formula allocation at this stage. Please provide the required information by the end of May, otherwise it will be reallocated to other borough-led projects and programmes to ensure we fulfil our obligations to the DfT.

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.

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Cycle Training

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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

 [\[redacted\]@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 (CycleParkingImplementation@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

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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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Jennifer Daothong
Chief Executive
London Borough of Lewisham

(Via email)

Dear Jennifer,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Lewisham, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Lewisham's carry forward is £119,000.

Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Lewisham			
Safer Corridors and Neighbourhoods*	1048	0	1048
Cycleways Network Development (CND)	0	0	0
Bus Priority	134	118.5	253

Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	233	0	233
Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1521	119	1640

* Your request for SC&N 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.

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.

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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

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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

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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 (CycleParkingImplementation@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


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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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Hannah Doody
Chief Executive
London Borough of Merton

(Via email)

Dear Hannah,

Merton, 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 and your sponsor will be in touch shortly to confirm the carry forward figures for 2022/23. 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Merton's carry forward is £123,000.

Summary of LIP funding

Merton	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	929	89	1018
Cycleways Network Development (CND)	160	0	160

Bus Priority	0	0	0
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	70	0	70
Additional Cycle Parking	36	34	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1225	123	1348

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.

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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

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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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Colin Ansell
Chief Executive
London Borough of Newham

(Via email)

Dear Colin,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Newham, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Newham's carry forward is £671,500.

Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Newham			
Safer Corridors and Neighbourhoods	1119	0	1119
Cycleways Network Development (CND)	315	75	390

Bus Priority	603	596.5	1200
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	140	0	140
Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	2283	671.5	2954.5

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 (CycleParkingImplementation@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

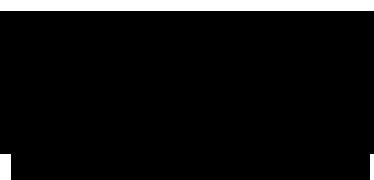
To secure your allocations for 2023/24, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Maxine Holdsworth
Chief Executive
Royal Borough of Kensington and Chelsea

(Via email)

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Dear Maxine

Kensington and Chelsea, 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 overleaf 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24.

Kensington & Chelsea's carry forward is £127,000.

(Allocation table found overleaf.)

Summary of LIP funding

Kensington & Chelsea	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	630	108	738
Cycleways Network Development (CND)	225	0	225
Bus Priority	0	0	0
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	36	19	55
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1031	127	1158

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.

You will note you have not been allocated your full formula allocation at this stage. Please provide the required information by the end of May, otherwise it will be reallocated to other borough-led projects and programmes to ensure we fulfil our obligations to the DfT

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

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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Claire Symonds
Chief Executive
London Borough of Redbridge

(Via email)

Dear Claire,

Redbridge, 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

Redbridge	2023/24 allocation (£k)
Safer Corridors and Neighbourhoods	1172
Cycleways Network Development (CND)	150
Bus Priority	609
Crossrail Complimentary Measures	0
Liveable Neighbourhoods	0
Cycle Training	110
Cycle Parking	36
Additional Cycle Parking	30
Principal Road Renewal	TBC
Bridge Assessment and Strengthening	TBC
Total	2107

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.

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 LTN1/20 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

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 (CycleParkingImplementation@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 large black rectangular redaction box covering the signature area.

Penny Rees
Head of Network Sponsorship



27 March 2023

Mr Mike Jackson
Chief Executive
London Borough of Richmond upon Thames

(Via email)

Dear Mike,

Richmond Upon Thames, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Richmond's carry forward is £367,000.

Summary of LIP funding

Richmond upon Thames	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1023	367	1390
Cycleways Network Development (CND)	300	0	300
Bus Priority	227	0	227

Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	110	0	110
Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1726	367	2093

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.

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 LTN1/20 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

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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Ms Althea Loderick
Chief Executive
London Borough of Southwark

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

Dear Althea,

0343 222 1234
tfl.gov.uk/contact

Southwark, 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)
Southwark			
Safer Corridors and Neighbourhoods	1203	0	1203
Cycleways Network Development (CND)	1295	0	1295
Bus Priority	150	0	150
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	234	0	234
Cycle Parking	36	0	36
Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	2988	0	2988

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 LTN1/20 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

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 (CycleParkingImplementation@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

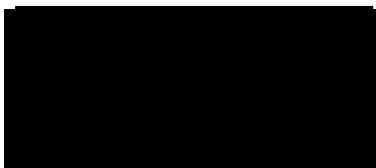
To secure your allocations for 2023/24, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Helen Bailey
Chief Executive
London Borough of Sutton
Civic Offices
St Nicholas Way
Sutton SM1 1EA

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

(Via email: [REDACTED]@sutton.gov.uk)

Dear Helen,

Sutton, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Sutton's carry forward is £306,000.

Summary of LIP funding

Sutton	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1129	306	1435
Cycleways Network Development (CND)	475	0	475
Bus Priority	260	0	260
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	59	0	59
Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1989	306	2295

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.

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

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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship



27 March 2023

Stephen Halsey
Chief Executive
London Borough of Tower Hamlets

(Via email)

Dear Stephen,

Transport for London
Investment Delivery Planning

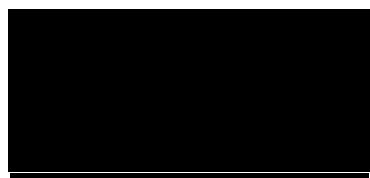
Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

In September 2022, we wrote to your predecessor asking for plans for years two and three of the current three-year Local Implementation Plan (LIP) Programme. I am writing to you to let you know that for your allocations for 2023/24 we are only able to award you £180,000 of cycle training as part of this year's LIP Programme. We are unable to give any further funding at this stage as we have requested to meet with Mayor Rahman to discuss the borough's policy on active travel and reducing private vehicle use before we make a decision on LIP funding. The meeting has so far not been accepted.

If you require any further information, then please contact your TfL Sponsor. If you have any questions we will also be happy to set up a meeting to discuss.

Yours sincerely,



Penny Rees
Head of Network Sponsorship



27 March 2023

Martin Esom
Chief Executive
London Borough of Waltham Forest

(Via email)

Dear Martin,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Waltham Forest, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Waltham Forest's carry forward is £600,000.

Summary of LIP funding

	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Waltham Forest			
Safer Corridors and Neighbourhoods	956	0	956
Cycleways Network Development (CND)	610	450	1060
Bus Priority	650	0	650
Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	280	150	430
Cycle Training	233	0	233
Cycle Parking	36	0	36

Additional Cycle Parking	70	0	70
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	2835	600	3435

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.

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.

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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 (CycleParkingImplementation@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 large black rectangular redaction box covering the signature area of the letter.

Penny Rees
Head of Network Sponsorship



27 March 2023

Mr Mike Jackson
Chief Executive
London Borough of Wandsworth

(Via email)

Dear Mike,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Wandsworth, 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.

A total of £138m was made available to boroughs as part of TfL's funding deal with government for 2022/23 and 2023/4. So far boroughs have invested £59m of that in London's streets. Today we are allocating an additional £63m. Of the remaining £16m, a proportion is being carried forward from last year. The remaining amount will be allocated to boroughs during 2023/24. Wandsworth's carry forward is £415,000.

Summary of LIP funding

Wandsworth	2023/24 allocation (£k)	Carry forward from 22/23 (£k)	Total Allocation (£k)
Safer Corridors and Neighbourhoods	1120	40	1160
Cycleways Network Development (CND)	100	370	470
Bus Priority	35	5	40

Crossrail Complimentary Measures	0	0	0
Liveable Neighbourhoods	0	0	0
Cycle Training	50	0	50
Cycle Parking	36	0	36
Additional Cycle Parking	30	0	30
Principal Road Renewal	TBC	0	TBC
Bridge Assessment and Strengthening	TBC	0	TBC
Total	1371	415	1786

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LIP Safer Corridors and Neighbourhoods

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 tfl.gov.uk

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Yours sincerely,



Penny Rees
Head of Network Sponsorship



27 March 2023

Mark Carroll
Chief Executive
London Borough of Hackney

(Via email)

Dear Mark,

Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
SE1 8NJ

0343 222 1234
tfl.gov.uk/contact

Hackney, 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.

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Summary of LIP funding

Hackney	Carry forward from 22/23 (£k)	2023/24 allocation (£k)
Safer Corridors and Neighbourhoods	100	910
Cycleways Network Development (CND)	0	460
Bus Priority	0	125
Crossrail Complimentary Measures	0	0
Liveable Neighbourhoods	0	0
Cycle Training	0	234
Cycle Parking	0	36
Additional Cycle Parking	0	70

Principal Road Renewal	0	TBC
Bridge Assessment and Strengthening	0	TBC
Total	100	1935

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LIP Safer Corridors and Neighbourhoods

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Bus Priority

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to be delivered using this additional funding. Please return this form to the TfL Cycle Parking Sponsor (CycleParkingImplementation@tfl.gov.uk) by 31 May to confirm whether you will be able to utilise this additional funding in 2023/24.

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Yours sincerely,



Penny Rees

Head of Network Sponsorship



27 March 2023

Andy Donald
Chief Executive
London Borough of Haringey

(Via email)

Dear Andy,

Haringey, 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.

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Summary of LIP funding

Haringey	2023/24 allocation (£k)
Safer Corridors and Neighbourhoods	1134
Cycleways Network Development (CND)	50
Bus Priority	200
Crossrail Complimentary Measures	0
Liveable Neighbourhoods	0
Cycle Training	180
Cycle Parking	36
Additional Cycle Parking	70
Principal Road Renewal	TBC
Bridge Assessment and Strengthening	TBC
Total	1670

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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 (CycleParkingImplementation@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,



Penny Rees
Head of Network Sponsorship