Transport for London

16 December 2013

Mr Seb Salom
Head of Strategic Planning and Transportation
Strategic Planning and Regeneration
London Borough of Bexley
Hill View, Hill View Drive
Welling
Kent
DA16 3RY

Dear Seb

Local Implementation Plan (LIP) 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission

Thank you for submitting the above documents to TfL on 4 October 2013.

Your authority's LIP submission has now been reviewed by TfL and I can confirm this meets the requirements set out in the LIP 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance (May 2013) and policy 29 of the Mayor's Transport Strategy.

This letter therefore also confirms TfL's support for the proposals set out within your 2014/15 Corridors, Neighbourhoods and Supporting Measures programme. In addition, LIP Major Schemes funding has been allocated towards the following project:

Project	TfL Major Schemes allocation		
	2014/15	**2015/16**	**2016/17**
Bexleyheath Town Centre Phase 2- Scheme Design	£500,000	-	-

The key requirements associated with the Major Schemes funding are set out in Appendix 1. TfL is not proposing to support the reduction of Albion Road to single carriageway as part of the approved Major Scheme. However as Bexleyheath TC will also be included in your authority's mini-Holland application, your authority should consider the introduction of complementary provision for cyclists along Albion Road under that programme, if your application is successful.

MAYOR OF LONDON

Between now and March next year we will work with your officers preparing the delivery plan for the design stage of the Bexleyheath Phase 2 Scheme. This engagement will; ensure early identification of the TfL and 3rd party resource that may be required to deliver the scheme, provide an opportunity to address any issues in the bid which were identified in our assessment, and support your officers in preparing a robust delivery plan for the scheme's design and development stage. This delivery plan will be a crucial component in ensuring that the scheme is progressed.

The 2014/15 LIP allocations for Principal Road Maintenance should be visible to you on the Portal within the next few days.

The London Bridges Engineering Group (LoBEG) is currently reviewing the pan-London bridge assessment and strengthening programme. Therefore any allocation on the Portal in respect of this programme should at the present time be considered provisional and will be confirmed in February 2014, following further consultation with LoBEG.

I will be writing to you separately in respect of your submission for support under the Borough Cycling Programme.

Please ensure that the financial information for all agreed schemes is entered onto the Borough Portal by **Friday 24 January 2014**. If you would like TfL to enter this data on your behalf, please contact my colleague Tony Clark at anthonyclark@tfl.gov.uk.   *Note: the Borough Portal is a web based tool used by TfL and the London boroughs to manage the allocation of funds, reporting, forecasting and subsequent claims. Accordingly it is essential the information on the Portal is kept up to date.*

A copy of the LIP 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance, together with the LIP Finance and Reporting Guidance, can be found on the Borough Extranet at: http://boroughs.tfl.gov.uk/lip_funding.aspx#. These documents also detail the other relevant matters to which TfL will have regard.

It should be noted, that whilst this letter confirms that your borough's LIP submission is consistent with, and adequate for, local delivery of the Mayor's Transport Strategy, it should not be taken as Mayoral endorsement of the detailed wording and elements set out within your plans, which have been locally determined in line with the new LIP arrangements.

Thank you for all the hard work that has gone into the preparation of your submission.

Yours sincerely

David Rowe
Head of Borough Projects & Programmes

Appendix 1

Major Scheme funding is allocated on the following basis;

- Projects are to be progressed in accordance with the requirements set out in TfL's Major Schemes Guidance and as agreed with the relevant lead officer in Borough Projects and Programmes.

- To ensure a high level of urban design, projects should be considered by an independent design review and schemes greater than £2m will be subject to TfL's Design Review.

- For smaller schemes (below £2m), or proposals at an early stage of development, promoters should utilise UDL's design surgeries to gain advice on design matters from experienced professionals as the proposals progress.

- Scheme designs should pay particular attention to improving conditions and safety for cyclists and pedestrians, as well as ensuring good access to a reliable and convenient public transport network. All schemes are expected to be consistent with the London Cycle Design Standards (LCDS) and any subsequent editions/updates.

- All Major Schemes are required to undergo a Road Safety Audit (RSA), during both the pre and post-construction phases, which complies with TfL's RSA procedure.

- For new projects, where the overall cost is greater than £2m, the scheme will require a Business Case in accordance with TfL's Business Case Development Manual

- The governance arrangements, design programme, plan for delivery and the profile of the actual funds required for the design will need to be agreed with TfL at the outset of the development phase and before commencing detailed design.

- Funding for implementation would be subject to an approved and costed design being accepted by all parties

- The borough undertakes an assessment of all funding opportunities that can contribute to the scheme which will include contributions from developers and other sources.