

DRAFT Guidance
for boroughs
preparing Delivery
Plans for 2025-
2028

Delivering Borough Local Implementation Plans

DRAFT Guidance for Borough Officers on Developing Local Implementation Plan Delivery Plans

Please note this guidance is published in draft form and is subject to change.

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DRAFT Foreword – Alex Williams, Chief Customer and Strategy Officer, TfL

TfL's partnership with London Boroughs is more important than ever. Without strong collaboration between borough and TfL officers, and a renewed focus on delivery, we cannot achieve our shared objectives for a healthier, more sustainable London that works for everyone. Together, we have already quadrupled the Cycleway network across London from 90km in 2016 to over 360km and delivered 10km of new bus lanes in 2023/24 alone. London's boroughs have led the way for the UK in creating spaces that reduce road danger and improve air quality – with over 500 School Streets and over half of borough roads with 20mph speed limits in place across the city. As we look to the future, we know that our investment needs to work as hard as possible to achieve our targets to eliminate fatal and serious and collisions from London's roads, tackle the obesity crisis, boost public transport use and deliver a net zero carbon transport system for London. This Guidance, and the accompanying datasets, are there to help boroughs shape their future Safe and Healthy Streets investment plans and target funding where it is most needed.

Foreword – London Councils

Part 1: Purpose and Context

Purpose of this guidance

This guidance has been developed in partnership with the Local Implementation Plan (LIP) working group, which is made up of borough representatives from each sub-region, the London Technical Advisers Group, and the London Environment Directors Network, as well as London Councils and TfL. It is provided to help boroughs shape their LIP delivery plans for the three financial years from April 2025 to March 2028. It sets out the latest priorities for London's transport network and for delivering the Mayor's Transport Strategy. It is underpinned by the evidence and data provided to boroughs in the Healthy Streets Data Packs in February 2024.

All information needed on the process and requirements to obtain borough Safe and Healthy Streets funding is provided in this guidance and the data packs and TfL will assess borough delivery plans and allocate funding to boroughs in line with these documents.

While boroughs are expected to follow this timeline to ensure that they do not incur a delay in their allocation, we recognise that approval timelines for some boroughs may preclude submission by November. Please let us know at the earliest opportunity should this apply to you, so we can accommodate requests for extensions or submission of draft plans.

Policy context

The Mayor's Transport Strategy sets out his vision to create a future London that is a better place for all who live, work and travel in the capital. The Healthy Streets Approach is central to achieving this. This approach to planning London's streets is a framework for putting human health and experience at the heart of planning the city. Through this approach it is possible to harness the cross-cutting impact that streets offer to address many of London's pressing problems, such as health inequalities and road danger, creating places to live, learn and work that are safe, welcoming, and accessible for all. Fundamentally, this requires reducing Londoners' dependence on private motor vehicles in favour of walking, cycling and public transport.

At the heart of the Mayor's Transport Strategy for London are the twin aims that 80 per cent of journeys in London are made by active, efficient and sustainable modes by 2041, and that we achieve our Vision Zero ambition of nobody being killed or seriously injured on London's roads. In response to the pressing climate emergency, the Mayor has set out his ambition for London to be a net zero carbon city by 2030, which requires an estimated 55% reduction in road transport carbon emissions relative to 2018. These ambitions guide investment and delivery for both TfL and the boroughs.

Borough delivery is critical to achieving these aims and the [Borough three-year report](#) highlights some of what has been achieved. However, not all Londoners have access to streets that feel safe and attractive or choose to walk, cycle or use public transport - and London is not currently on track to meet its mode shift and Vision Zero targets.

Table 1 Progress against MTS Outcomes

MTS Outcome	Where we are 2022	Where we want to be in:	
		2030	2041
Londoners achieving 20 mins active travel per day.	38%	52%*	70%
Londoners living within 400m of the Cycleways network	20%	40%	70%
Average bus speed	9.4mph	10.2mph	10.9mph
Reduction in KSIs	13.5%	70%	100%

*Not a published target

Progress towards the 80% mode share target was slower than anticipated, even before the pandemic. Encouragingly, more recently, the sustainable mode share has increased but we need to do more to support more Londoners to change their travel habits. In 2022, nearly 4,000 people were killed or seriously injured in collisions on London’s roads.

We collectively need to develop ambitious plans and make faster progress to help London’s streets become safer and healthier for everyone that uses them.

Part 2: Process overview

Boroughs are asked to submit their delivery plan using Form A provided by TfL, and submit the location of each scheme in GIS format (rather than providing geo-coordinates). No other documentation is required or should be submitted.

To ensure efficiency of the scheme submission process, TfL has launched a new online platform for scheme mapping and submission (<https://lip-schemes-tfl.hub.arcgis.com>). The platform is specifically designed to be a one-stop shop for boroughs to:

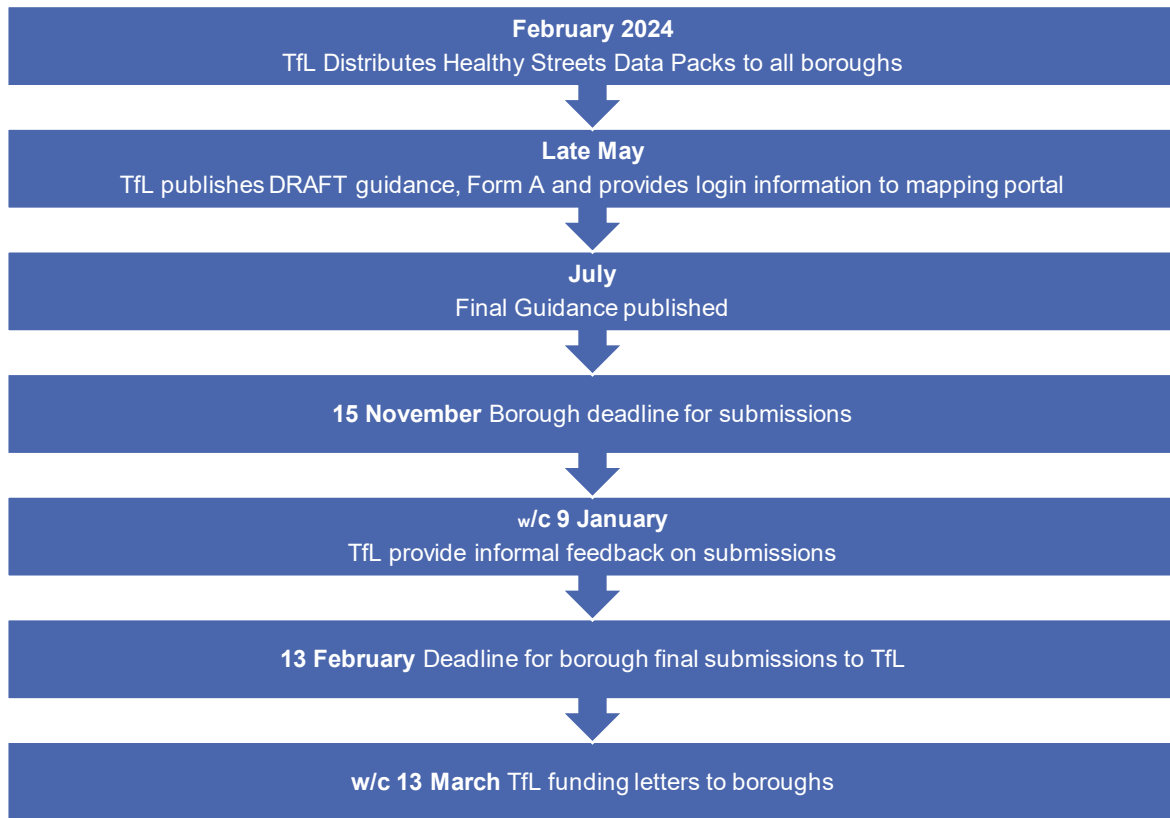
- Sketch and develop schemes on the built-in interactive map, which has all layers from the latest Healthy Streets data packs uploaded for your reference
- Submit the Form A spreadsheet
- Submit the scheme location GIS files

Please note: When submitting scheme locations in GIS format, all location extents should be drawn in the form of ‘polygon’ (rather than in ‘point’ or ‘line’). This applies to all scheme types, even if the scheme is about a crossing, junction, modal filter, corridor, or route, etc. Please refer to Appendix 1 for examples.

Figure 1 sets out the planned timeline for submission and assessment of the new plans when we expect to be able to allocate funding. TfL will also offer support to boroughs in preparation of their plans and will be in touch to with boroughs to arrange initial workshops. We will also provide the opportunity to continue dialogue with boroughs prior to submission and will undertake an initial review of all plans and provide feedback to boroughs.

Boroughs will have the opportunity to make revisions to years two and three of their plans each year in the confirmation process that will take place in the Autumn of 2025 and 2026, or in year via the usual change request process.

Figure 1 Timeline for submission process



Part 3: The Delivery Plan

With the LIP Working Group, we have reviewed how our funding is used across London and updated the LIP Funding Programmes to help generate a pipeline of high impact, new schemes that balance delivery across modes and MTS outcomes and can be delivered at pace.

The [TfL business plan](#) sets out the funding available for Safe and Healthy Streets in London. A proportion of this funding is allocated to boroughs for the Safer Corridors and Neighbourhoods programme using the established LIP formula. An additional amount of capital funding is allocated to boroughs for network development including the London Cycleway network and the bus priority network.

Programmes and Measures

LIP programmes for the period 2025/26 to 2027/28 are listed in the table below. Funding amounts will be confirmed in due course and boroughs should assume similar pan London funding levels to this year (2024/25) for planning purposes.

Table 2 Local Implementation Plan programmes

LIP Programme	Borough Allocation Method	Total funding amount – 2024/25 (£m)	Total funding amount – 2025/26 (£m)
Safe Corridors & Neighbourhoods	LIP formula	35.9	TBC
Bus Priority	Discretionary	12.7	TBC
Safe Cycleway Network Development	Discretionary	19.9	TBC
Cycle parking	Base funding- ring fenced equal amount Additional funding linked to activation	2.1	TBC
Cycle training	Base funding- ring fenced equal amount Additional funding linked to activation	2.7	TBC
Borough Assets	Discretionary based on asset condition	4.6	TBC
Micromobility parking	Needs based		TBC
Liveable Neighbourhoods	Delivery of existing in-flight schemes	2.2	TBC

Whilst funding is structured in targeted programmes to address specific issues, for example cycle route infrastructure or bus priority, we encourage borough partners to approach schemes with a multimodal focus. For example, a safety-focused scheme that reduces capacity for buses should include a package of wider bus priority mitigation measures on both borough roads and/or (working with TfL) TLRN to minimise delay to bus passengers (which could deter bus use). Similarly, if a bus priority scheme is proposed, officers might consider new pedestrian crossings or junction improvements which reduce road danger for those walking and cycling.

We also urge Boroughs to develop a pipeline of Healthy Street schemes which are at different stages of the delivery cycle to enable a rolling programme of schemes into the next LIP Delivery cycle commencing in 2028.

We recommend that boroughs have back up Healthy Streets schemes for construction as there is often an underspend in other areas and these back up schemes could then be considered for funding. Boroughs which can demonstrate they have ready-to-build schemes (e.g. a list of zebra crossings for roads with severe severance as flagged in the data pack) will be in a stronger position to receive additional funding diverted from schemes that have slipped.

The following tables set out the measures that can be funded by each of the LIP Programmes. Given the challenge set out in Part 1 of this guidance, we are seeking delivery of schemes that deliver the greatest benefit. As such, schemes put forward for funding should include at least one core measure that is aligned to a relevant suitable location. Identification of suitable locations is linked to the data included the Borough Healthy Street Data Packs

Core measures can be complemented with supporting measures set out in the table below and schemes can also include multiple core measures.

Safe Corridors & Neighbourhoods

Funding for Safe Corridors & Neighbourhoods programme is again allocated using the revised LIP formula introduced in September 2022. Core measures in this pot are focussed around reducing traffic speeds and volumes and supporting high quality conditions for walking.

Programmes should comprise a focussed set of infrastructure schemes plus up to 20% of the borough allocation available annually for complementary behaviour change schemes and programmes. Infrastructure schemes are expected to include at least one core measure which can be combined with supporting measures.

We recognise that there are some smaller scale measures that are more effectively delivered at higher volumes and so funding can also be used for 'mini programmes' that deliver one scheme type in multiple locations e.g. pedestrian accessibility improvements. Mini programmes can comprise of core measures (i.e. School Streets) or the measures listed in the 'Mini programmes' section of the below table.

Mini programmes must be under a cumulative value of £100k (project cost only /not including staff costs) and should only be used where individual scheme elements total under £25k each. Any proposal with a project cost of over £25k must be submitted on its own. The mini programmes approach also applies to behaviour change where a behaviour change programme might be one overall scheme.

Table 3 LIP Safe Corridors and Neighbourhoods Infrastructure schemes

Schemes and measures that are eligible for LIP Safe Corridors and Neighbourhoods funding	
Core measures	Suitable locations
Traffic Reduction	
a) Modal filters to create area wide traffic reduction. This may include a combination of modal filters, bus	1. Strategic Neighbourhood Analysis High need / potential locations

Schemes and measures that are eligible for LIP Safe Corridors and Neighbourhoods funding	
Core measures	Suitable locations
gates and 'bus and cycle' only streets. b) Individual modal filters or bus gates/'bus and cycle' only streets	2. Adjoining or encompassing Strategic Cycling Analysis links 3. Encompassing or adjacent to Vision Zero Priority Links or nodes 4. Supports access to bus services
Safe Town Centres	
a) Modal filters, bus gates, 'bus and cycle' only streets. b) Removal of motor vehicle traffic to provide pedestrian and cycle or pedestrian only space	1. Town Centres 2. Local and Neighbourhood Centres
School Streets	Education and learning settings including nursery, primary and secondary schools as well as higher education. The School Streets prioritisation layer can help inform need and suitability of these
Speed reduction	
20mph speed limits	Any location is supported and boroughs are encouraged to move towards boroughwide coverage where appropriate. Schemes should be developed in line with the latest <u><i>Setting Local Speed Limits</i></u> guidance
Other speed limit reductions	Relevant routes
Crossings	
a) New zebra or parallel crossings. b) Replacement of pedestrian refuge or informal crossing with zebra or parallel crossing.	1) Medium to Very High Pedestrian Severance Links 2) Priority Vision Zero Links
a) Standalone signal controlled pedestrian / cycle crossings (either new or replacing pedestrian refuge). b) Provision of pedestrian signals on all or remaining arms of a signalised junction where none currently exist.	1) Medium to Very High Pedestrian Severance Links 2) Priority Vision Zero Nodes 3) Priority Vision Zero Links 4) Existing signalised junctions without pedestrian signals on all arms
Safer Borough Junctions	
Remove conflicting movements / reduce road danger with the use of:	1) Priority Vision Zero Nodes

Schemes and measures that are eligible for LIP Safe Corridors and Neighbourhoods funding	
Core measures	Suitable locations
<ul style="list-style-type: none"> a) A filter on one or more arms of the junction permitting cycling only and/or; b) bus gate permitting buses only on one or more arms of the junction and/or; c) timed filter or bus gate limiting private motor vehicle access to certain times of day; d) ban turning movements for general motor traffic; e) signal controlled pedestrian lights where they are currently missing from the arm (s) of a junctions; 	
Mini programmes	
<ul style="list-style-type: none"> a) Level access for pedestrians via step-free bus stops or dropped kerbs b) Access barrier removal c) Rental micromobility parking bays d) Cycle parking 	Boroughwide where appropriate
Supporting Measures: these can be delivered alongside Core Measures (see Appendix 3 for suggested combinations of measures)	
<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • Zebra crossings • Signal controlled pedestrian/ cycle crossings • Sustainable drainage systems (SuDS). • Continuous footways. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants • Cycle contraflows • Seating • Parklets • On-street cycle and rental micromobility parking • Upgraded control access barriers • Infrastructure for cargo bikes and last mile logistics • Bus stop enhancements including accessibility upgrades • On-street or in-school cycle and children kick-scooter parking • Speed compliance measures (20mph roads only) • Wayfinding & signage including Legible London 	

Table 4 LIP Safe Corridors and Neighbourhoods behaviour change schemes

Boroughs may deliver aligned supporting behaviour change/activation measures to promote new infrastructure or tackle barriers to active, efficient and sustainable modes such as (should be no more than 20% of Safer Corridors & Neighbourhoods allocation):
<ul style="list-style-type: none"> • Evidence-led road safety education programmes and campaigns targeting the source of harm • Cycle training for adults or children • Delivering Travel for Life activities. • Implementing FORS and CLOCS in procurement processes and supply chains • Try before you bike scheme (i.e., cycle loan with or without option to buy at the end) • Ebike/adapted bike/cargo bike loan schemes • Dr Bike/Bike Maintenance • Cycle security scheme (e.g., cycle marking and registering) • Local cycling/community events • Town centre cargo bike delivery services • Led rides • Local community grant schemes • Appoint active travel business/school engagement officers

Bus Priority Funding

Bus journey times are central to the success of the bus network because they are a key factor in whether customers choose to travel by bus or another mode. Improving bus journey times can start a virtuous circle of increasing ridership, reducing traffic, allowing for further resources to improve the bus network even more. Boroughs play a crucial role in delivering better bus journey times because 70 per cent of the strategic bus network uses borough roads and 77 per cent of the speed and reliability challenges are on borough roads.

Discretionary TfL funding is available to boroughs through the Bus Priority Programme to deliver ambitious bus priority schemes targeted at locations where buses are identified as underperforming.

Boroughs should look to implement schemes in locations based on the strategic bus underperformance data, targeting deliverable schemes that will provide the highest level of benefit for bus. This funding is to deliver the Core measures eligible for Bus Priority funding outlined in the table below.

Table 5 LIP Bus priority schemes

Schemes and measures that are eligible for LIP Bus Priority funding		
Core measures	Supporting measures	Suitable locations
<ul style="list-style-type: none"> a) New bus lanes and extensions to existing bus lanes b) New bus gates and 'bus and cycle only' streets c) Increases in operational hours of existing bus lanes on a case by case basis 	<ul style="list-style-type: none"> • Improved conditions at and around stops focused on safety and security • Improvements to the accessibility and experience of walking routes to bus stops (see Safer Corridors & Neighbourhood table) 	<ul style="list-style-type: none"> 1) Alignment with bus underperformance identified in the Strategic Bus Analysis 2) Locations along Superloop services

<p>d) Upgrade bus lanes to meet minimum 3m to 3.2m widths</p> <p>e) bus gate at junctions permitting timed release or buses only on one or more arms of the junction and other junction improvements that will benefit buses</p> <p>f) Rationalised kerbside activity and 'pinch point' removal to limit interference with bus progression</p> <p>g) Bus stop accessibility enhancements</p>		
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Safe Cycleway Network Development funding

The rapid expansion of London's Cycleway network continues to be a shared success story and continued delivery at pace will be needed to achieve MTS targets. Funding will be available to boroughs to progress Cycleway schemes that are currently on the Safer Cycle Network Programme. Boroughs are also encouraged to put forward new Cycleway schemes to be developed for future implementation.

As per current arrangements, funding under this programme will be allocated incrementally as Cycleway schemes progress to the next stage of delivery.

Other proposals aiming to reduce road danger for people cycling but which are not part of a Cycleway scheme can be funded through the Safer Corridors and Neighbourhoods funding.

Any proposals for new cycle routes must meet the [New Cycleway Quality Criteria](#) and have a completed HSCD to be funded through LIP funding.

Table 6 LIP Safer Cycle Network Development schemes

Schemes and measures that are eligible for LIP Safer Cycle Network Development funding		
Core measures	Example of supporting measures	Suitable locations
Existing or new Cycleway scheme meeting the New Cycleway Quality Criteria (CQC) –	<ul style="list-style-type: none"> • Cycle parking • lighting on existing/new off road routes • Sustainable drainage systems (SuDS). 	<p>Routes should be chosen based on:</p> <p>1) Alignment with priority connections identified in the</p>

<p>Cycleway schemes may include:</p> <ul style="list-style-type: none"> a) Modal filters b) Protected routes on busier roads (as per CQC) c) New cycle crossings (parallel of toucan crossings) d) Upgrade of informal crossings to parallel or toucan crossings e) Contraflows f) Access barrier removal or upgrade 		<p>strategic cycling analysis 2022 (SCA)</p> <ul style="list-style-type: none"> 2) Whether the intervention fills a gap in the existing Cycleway network 3) Links or nodes on existing Cycleway routes that do not meet Cycle Quality Criteria standards
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Cycle Parking

Boroughs are being provided with an equal base allocation of funding for cycle parking on an annual basis, with a further activation fund linked to infrastructure delivery and cycle potential, as agreed through the LIP working group.

This funding is to be used for residential, school, town centre and station cycle parking only and the proposals are to be detailed in the “Cycle Parking” tab of Form A. These proposals must meet the priority criteria set out below. New cycle parking spaces for cargo or adapted cycles are eligible for funding.

Boroughs can also use Safer Corridors & Neighbourhoods funding to deliver additional cycle parking or other types of cycle parking not set out in the table below. Boroughs are also encouraged to include cycle parking in the design of other Safer Corridors & Neighbourhoods schemes.

Table 7 LIP Cycle parking schemes

Schemes and measures that are eligible for LIP Cycle Parking funding	
Core measures	Suitable locations
Residential Cycle Parking	<ul style="list-style-type: none"> 1) Council housing/ housing association land 2) Areas of higher deprivation (Index of Multiple Deprivation between 1 to 4) 3) In an area-wide traffic reduction scheme 4) Connected to the strategic cycle network i.e., within 400m of the signed Cycleway network, including former Quietways/Cycle Superhighways, or within 400m of a Strategic Cycling Analysis (SCA) connector
School Cycle Parking	<ul style="list-style-type: none"> 1) Schools must be engaged or accredited through the Travel for Life programme and either a) within 400m of the cycle network/ SCA connector, b) in an LTN or c) on a School Street (or planned LTN

	or School Street within the borough's three-year plan)
Town Centre Cycle Parking	1) Town centres and high-streets connected to the strategic cycle network or SCA connector (i.e. within 400m)
Public Transport Cycle Parking	1) Stations that do not meet TfL's recommended provision i.e., minimum 20 spaces within 50m of the station and minimum 30% spare capacity

Cycle Training

Through TfL's Cycle Training Programme, boroughs are being provided with an equal base allocation of funding for cycle training on an annual basis, with a further activation fund linked to infrastructure delivery and cycle potential, as agreed through the LIP working group.

Cycle training funding is to be used for both adult and children cycle training, with an expectation for at least 25 per cent of the funding to be spent on adult cycle training.

In addition to funding allocated through the Cycle Training Programme, boroughs can submit proposals for additional cycle training funding through their Safer Corridors and Neighbourhood submissions.

Road renewals and bridge strengthening

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.

Funding limitations

For clarity, TfL will not fund:

- Schemes which do not include core measures
- Measures not in the above list of core and supporting measures.
- Schemes outside the scope of Suitable locations.
- Behaviour change measures which exceed 20% of the Safer Corridors & Neighbourhoods annual cost allocation.
- Safe Drive Stay Alive courses (SDSA) and Compulsory Basic Training for motorcycles and mopeds (CBT)
- Long term transport studies such as feasibility studies for town centre redevelopment, which do not have near-term tangible outcomes. NB: Longer term town centre schemes can be included if they have been discussed and agreed with TfL in advance and there is a viable plan for construction within 2 years of the study funding allocation being received from TfL. If boroughs have ideas for the removal of one-way systems, gyratories, or major roundabouts to improve high streets or other locations please see the note in the section below in 'TfL traffic management and design support'.
- Upgrades to existing controlled crossings unless there is clear evidence base – this is because the priority is to fund additional crossing points (NB upgrades to pedestrian refuges will be considered)

Should boroughs wish to bring forward schemes that do not meet the required criteria / fall into the list of measures TfL will not fund, please provide written justification including

expected benefits (e.g. in terms of traffic or road danger reduction), evidence for these or monitoring plan and how the scheme contributes toward MTS outcomes and borough LIP objectives. Please discuss any such proposals with TfL in advance of submitting proposals.

Please note:

- Schemes that include modal filters or School Streets must have robust enforcement measures which are operational from the opening day of the scheme incorporated into the proposals.
- It will not generally be possible to fund electric vehicle charging infrastructure development or delivery via the LIPs unless it is part of a wider Healthy Streets scheme.
- Car clubs (EVs only) can be delivered as a complementary measure to schemes removing substantial amounts of parking in a neighbourhood where there is evidence that they will support traffic reduction. Ideally funding for implementation of bays and charge points should be sought from the car club operator or revenue generated from permits or profit share agreements.

Inclusion of non – TfL funded schemes in Delivery Plans

We welcome the inclusion of non-TfL funded measures that contribute to the delivery of LIP objectives and targets in the delivery plan and help to give a fuller picture of MTS delivery across London. While provision of this information is optional, it will support our understanding of where there may be emerging challenges and can feed into our own resource and borough support planning.

These can include (but are not limited to):

- Healthy Streets projects funded directly by boroughs and/or third parties (for example developers or the Government's Levelling Up Fund). Proposals should be included to give a complete picture of the transport investment in each borough
- Policy decisions such as planning policy and kerbside management measures could include:
 - New Controlled Parking Zones (CPZ) and extending the hours and scope of operation of existing schemes e.g. moving to emissions based parking rates
 - Limits and/or reductions in the number of permits made available to residents in CPZs
 - Incremental increases in charges for parking
 - Review and removal of car parking places
- Highways asset renewal programmes: maintenance schemes are often an opportunity to make design improvements and should be considered with and coordinated with borough LIP and Healthy Street schemes for example by undertaking the following when maintenance is taking place:
 - upgrading pedestrian refuges to zebra or parallel crossings.
 - ensuring all one-way streets can be legally cycled in both directions.
 - Centre line removal (to reduce speeds)
 - ensuring clear legal or design priority is given to pedestrians at side roads in the form of raised entry treatments/continuous footways, side road zebras or filtered side roads.
 - reducing the areas resurfaced in hard materials by replacing these with SUDs, soft landscaping or permeable materials
 - upgrading or removing access control barriers to comply with current guidance

- replacing speed humps with sinusoidal humps or bus friendly speed tables
- ensuring gully grates are cycle-friendly
- introducing dropped kerbs
- upgrading dropped kerbs to continuous footways
- adding tactile paving into resurfacing schemes where needed
- using the opportunity to create smooth even pavements addressing root damage from street trees
- declutter and consolidate street furniture (link to access barrier removal guidance)
- Electric vehicle charging infrastructure: London continues to lead the UK in the rollout of public EV charging infrastructure, but we will need to increase the delivery and distribution of charge points across the capital to meet our forecast charge point requirements and support the transition from diesel and petrol powered vehicles to Ultra Low Emission Vehicles. EV charging infrastructure is not funded through LIPs - Boroughs have led the way in delivering the local charging infrastructure that drivers vehicle and to further support this delivery TfL has published an EV infrastructure borough support pack on our EV/charge point information webpage. The document provides information to help boroughs with development of local level electric vehicle infrastructure forecasts, electric vehicle infrastructure strategies and borough delivery of charge points.

We encourage coordination of these programmes with your delivery plan and will support boroughs in synchronising delivery where possible. Please include these schemes in your delivery plan.

Scheme development

To create high-quality schemes using the Healthy Streets Approach, the Healthy Streets Check for Designers tool scores how proposed schemes relate to the 10 Healthy Streets Indicators. It also provides a way to inform the public of proposed changes to a street and explains how the design offers improvements.

The Healthy Streets Check for Designers should be used for all Healthy Streets infrastructure schemes funded by TfL to assess the benefits the scheme is delivering. However, this is not expected for schemes where it would be disproportionate e.g. cycle parking or for bus priority schemes where success is measured through a positive impact on bus journey times rather than Healthy Streets indicators.

However, this does not preclude the development of integrated, holistic schemes that provide both bus priority and Healthy Streets enhancements – for example, a new bus lane that also considers pedestrian crossings or cycling facilities at known collision priority areas. Further exceptions will be reviewed as part of the submission and review process.

The Check should be used throughout the design process and involves collecting data on the existing conditions, with further reviews on the preferred design and the post-consultation design. Boroughs are encouraged to share scores and designs with stakeholders to help evolve schemes through the design process.

The Check is available as part of the Healthy Streets toolkit, which includes guidance on how to use the tool: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

To ensure that borough LIP delivery contributes to a consistent high-quality cycle network, it is essential that proposed signed cycle routes meet the quality thresholds defined for the

London-wide Cycleways network and comply with best practice in the London Cycling Design Standards (LCDS).

We will continue to require boroughs to use the Cycle Route Quality Criteria to assess the quality of all cycle routes delivered through LIP funding and will work with boroughs to add these routes to the Cycleways network through on-street and digital signage.

TfL requires a completed Quality Criteria assessment to be submitted to TfL via the borough's Principal Sponsor at the concept / preliminary design stage to ensure the design is fit for purpose.

However, it would be beneficial in most instances to submit an assessment as soon as the baseline data is collected to identify constraints and potential challenges when they first emerge. This will be used to provide the borough with feedback on any areas to focus on to improve quality, prior to moving to detailed design and implementation. Where it would not be possible to bring a route up to the required minimum standard, TfL will ask a borough to look at alternative alignment options or potentially to cease work on the project and look to reallocate funding within their programme.

TfL traffic management and design support

Projects that impact on public transport, the TLRN or SRN, or require changes to traffic signals, will require engagement with TfL at an early stage, regardless of funding source in line with TfL's statutory duties as a Strategic Transport Authority under the Traffic Management Act 2004. TfL manages this engagement through the Traffic Management Act Notification process (TMAN) further details of this process are included in Appendix 2.

We urge boroughs with ideas for transformative projects, including local demand management measures, to contact TfL early in the development phase. This will help ensure early engagement and support from across TfL for the scheme with a view to potential LIP funding.

Benefits appraisal

Boroughs should set out how they intend to monitor the outcomes of higher value or higher impact schemes within their programme. This outcome monitoring is intended to support local case-making and further evidence the value of Healthy Streets investment and will provide all boroughs with a growing number of case studies to communicate the benefits of further Healthy Streets investment to stakeholders. It will also evidence the success of the approach and boroughs' role within it, to make a strong case to funding bodies for continued and enhanced funding in the future.

For non-infrastructure supporting measures, such as behaviour change initiatives, TfL requests each programme to set high level outcome indicators and for a monitoring and evaluation plan to be put in place to track progress. For example, for a programme of school cycle training, outcomes may include mode share to school and activity levels amongst the children. This will help inform future decision making about the value of behaviour change interventions.

In some cases, it may be suitable for schemes to include the provision of fixed count infrastructure to provide long term and real time data on performance and use. Where boroughs are considering these, they should speak to TfL regarding specifications, this will enable data to be fed into TfL's London-wide network monitoring platforms.

In addition, boroughs are encouraged to speak to TfL about the data already available from its own fixed count infrastructure and other sources which can be used in borough outcome monitoring.

Boroughs will be asked to share the results of their monitoring with TfL and other boroughs, likely via the borough projects and programmes Share Point, to build up a repository of relevant data and evidence of scheme outcomes across London to support future case making.

Within the three-year plan boroughs will be expected to identify the schemes they intend to monitor and may provide a statement about their approach to monitoring. However, it is expected that more detailed outcome monitoring strategies will be developed on a scheme by scheme basis.

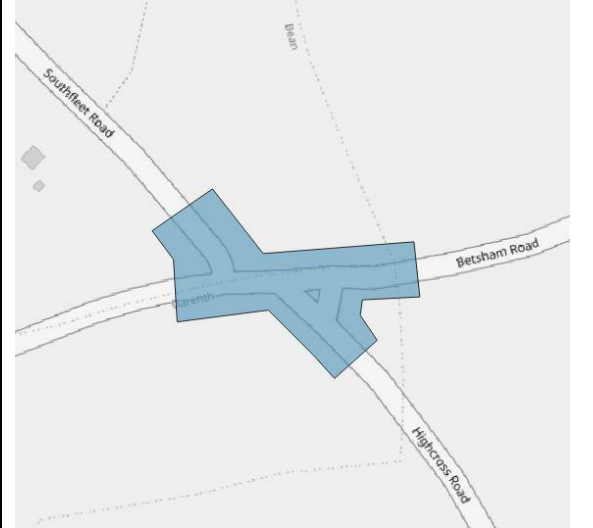

This is in addition to the usual LIP audit and ongoing requirement to add at least 3 schemes per year to the Traffic Accident Diary System (TADS).

Appendix 1: Submitting the Form A


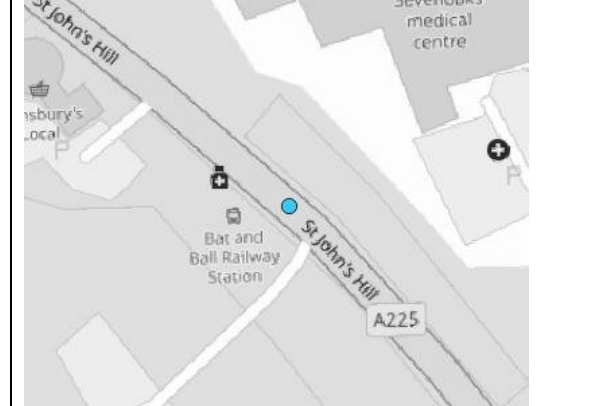
Boroughs are required to submit their requests for LIP funding using Form A provided via the new LIP Submission Portal along with their GIS mapping of proposed schemes. No other documentation is required or should be submitted. The Form A contains detailed instructions on how to complete the form- please ensure you follow these.

Submitted GIS extents of schemes should be drawn as polygons (rather than a point of line). This applies to all scheme types with examples shown below.

Junction schemes

Acceptable (drawn in 'polygon' format)	Not acceptable (drawn in 'point' format)
	

Crossing / Modal filter schemes

Acceptable (drawn in 'polygon' format)	Not acceptable (drawn in 'point' format)
	

Corridor / Bus lane / Cycle route schemes

Acceptable (drawn in 'polygon' format)	Not acceptable (drawn in 'line' format)



In addition, boroughs are requested to provide supporting commentary on:

- a. How the three-year Delivery Plan has been developed, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation
- b. The role of boroughs' own investment such as policy decisions including planning policy, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives
- c. How the delivery of the Mayor's Transport Strategy outcomes will be supported at a local level. Included should be a statement on anticipated approach across the Delivery Plan period on:
 - Asset renewals
 - Maintenance
 - SuDS, tree planting and other street greening
 - Electric Vehicle Charging Facilities
 - Parking controls
 - Any other initiative which is anticipated to contribute toward delivery of the MTS

Appendix 2: TMAN process

Boroughs that are looking to make changes to the network using powers under the Highways Act or the Road Traffic Regulation Act notify TfL under S.301A and S.121B of the respective acts. The formal response period for notifications made to TfL via this route is one month, however we would always advocate early engagement ahead of this to ensure the operational effects of the scheme can be properly explored and any necessary mitigation discussed and agreed as part of the overall scheme approval process.

The process covers both the permanent change to the network, i.e. a scheme TMAN, and any temporary traffic management proposals to build the scheme when approved, a works TMAN. Scheme and works submissions should be made to TfL via the LondonWorks system (Londonworks.gov.uk). Any schemes generating significant operational impacts may be referred to the Road Space Performance Group (RSPG) for further consideration.

When notifying TfL the promoting borough should ensure that the proposed scheme's operational implications for the TLRN / SRN are clearly set out and, where necessary, the nature and effects of any proposed mitigation measures are also clearly articulated. TfL's Network Impact Specialist Team (NIST) are available to support boroughs through the TMAN process and are happy to engage as necessary.

Appendix 3: Suggested supporting measures

LIP Safer Corridors and Neighbourhoods funding		
Core measures	Recommended Supporting measures	Suitable locations
Traffic Reduction		
<p>a) Modal filters to create area wide traffic reduction. This may include a combination of modal filters, bus gates and 'bus and cycle' only streets.</p> <p>b) Individual modal filters or bus gates/'bus and cycle' only streets</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • Zebra crossings • Signal controlled pedestrian/ cycle crossings • Sustainable drainage systems (SuDS). • Continuous footways. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants • Cycle contraflows • Seating • Parklets • On-street cycle and rental micromobility parking • Upgraded control access barriers 	<p>5. Strategic Neighbourhood Analysis High need / potential locations</p> <p>6. Adjoining or encompassing Strategic Cycle Analysis links</p> <p>7. Encompassing or adjacent to Vision Zero Priority Links or nodes</p> <p>8. Supports access to bus services</p>
Safer Town Centres		
<p>c) Modal filters, bus gates, 'bus and cycle' only streets.</p> <p>d) Removal of motor vehicle traffic to provide pedestrian and cycle or pedestrian only space</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • Zebra crossings • Signal controlled pedestrian/ cycle crossings • Sustainable drainage systems (SuDS). • Continuous footways. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants • Cycle contraflows • On-street cycle and rental micromobility parking • Infrastructure for cargo bikes and last mile logistics • Seating 	<p>3. Town Centres</p> <p>4. Local and Neighbourhood Centres</p>

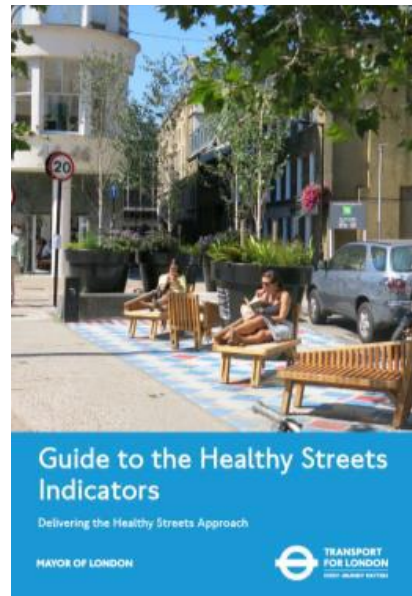
LIP Safer Corridors and Neighbourhoods funding		
Core measures	Recommended Supporting measures	Suitable locations
	<ul style="list-style-type: none"> • Parklets • Bus stop enhancements including accessibility upgrades 	
School Streets	<ul style="list-style-type: none"> • Zebra crossings • Signal controlled pedestrian/ cycle crossings • SuDS • Continuous footways. • Footway widening • Soft landscaping such as trees or plants • On-street or in-school cycle and children kick-scooter parking • Level access for pedestrians via step-free bus stops or dropped kerbs. 	Education and learning settings including nursery, primary and secondary schools as well as higher education. The School Streets prioritisation layer can help inform need and suitability of these
Speed reduction		
20mph speed limits	<ul style="list-style-type: none"> • Speed compliance measures (20mph roads only) 	Any location is supported and boroughs are encouraged to move towards boroughwide coverage where appropriate. Schemes should be developed in line with the latest <u><i>Setting Local Speed Limits</i></u> guidance
Other speed limit reductions		Relevant routes
Crossings		
a) New zebra or parallel crossings. b) Replacement of pedestrian refuge or informal crossing with zebra or parallel crossing.	<ul style="list-style-type: none"> • SuDS • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants 	3) Medium to Very High Pedestrian Severance Links 4) Priority Vision Zero Links

LIP Safer Corridors and Neighbourhoods funding		
Core measures	Recommended Supporting measures	Suitable locations
<p>a) Standalone signal controlled pedestrian / cycle crossings (either new or replacing pedestrian refuge).</p> <p>b) Provision of pedestrian signals on all or remaining arms of a signalised junction where none currently exist.</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • SuDS. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants 	<p>5) Medium to Very High Pedestrian Severance Links</p> <p>6) Priority Vision Zero Nodes</p> <p>7) Priority Vision Zero Links</p> <p>8) Existing signalised junctions without pedestrian signals on all arms</p>
Safer Borough Junctions		
<p>Remove conflicting movements / reduce road danger with the use of:</p> <p>a) A filter on one or more arms of the junction permitting cycling only and/or;</p> <p>b) bus gate permitting buses only on one or more arms of the junction and/or;</p> <p>c) timed filter or bus gate limiting private motor vehicle access to certain times of day;</p> <p>d) ban turning movements for general motor traffic;</p> <p>e) signal controlled pedestrian lights where they are currently missing from the arm (s) of a junctions;</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • SuDS. • Create level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants 	<p>1) Priority Vision Zero Nodes</p>

Appendix 4: Additional sources of information to support development of the three-year plans



[Guidance for Borough Officers on Developing the Third Local Implementation Plan](#)



[Guide to the Healthy Streets Indicators](#)



[Bus Action Plan](#)



[Cycling action plan](#)



[Walking action plan](#)



[Vision Zero action plan](#)



[Cycle parking implementation plan](#)



[TfL Freight and Servicing Plan](#)



[The Planning for Walking Toolkit](#)



[Small Change, Big Impact](#)



[London Passenger Pier Strategy](#)



[Cycle route quality criteria](#)

[Borough monitoring guidance for Healthy Streets schemes](#)
[Guidance for delivery of experimental Healthy Streets schemes](#)
[Guidance Note for Local Zero Emission Zones](#)

[The impacts of Low Traffic Neighbourhoods in London](#)



[London Cycling Design Standards](#)



[Streetscape Guidance \(2019\)](#)



[Accessible Bus Stop Design Guidance](#)



[Kerbside Loading Guidance](#)



[Urban Motorcycle Design Handbook](#)

Please note- a revised version is planned but



[SuDS in London- a guide](#)

continue to refer to this
version until publication.