



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

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## **1.0 Introduction**

- 1.01 Local Implementation Plans (LIPs) set out how boroughs will deliver better transport in their area, in the context of the Mayor's Transport Strategy (MTS). They are a vital tool in supporting jobs and growth and delivering a better quality of life for those who live and work in the Capital.
- 1.02 The approved Second LIPs included a Delivery Plan for the period 2011/12 to 2013/14 and interim targets for 2013/14. In line with the LIPs Guidance, issued in May 2010 (pages 8 and 63), boroughs are required to prepare a new Delivery Plan in 2013 for the period 2014/15 to 2016/17 (or longer for proposed Major Schemes), and update their interim targets to cover the period to 2016/17. Boroughs should note that this does not constitute a formal revision of the LIP.
- 1.03 In order to simplify the process of submitting the new Delivery Plans and interim targets, the requirements have been combined with the 2014/15 LIP Annual Spending Submission process, so that each London borough is only required to submit one return.
- 1.04 Within this Guidance advice is provided on how recent developments should be reflected within the 2014/15 – 2016/17 LIP Delivery Plan and the setting of the new interim targets. Such matters include:
  - The updated Sub Regional Transport Plans;
  - The work of the Mayor's Roads Taskforce;
  - Safe Streets for London – The Road Safety Action Plan for London: 2020;
  - The Mayor's Cycling Vision; and
  - Complementary investment through TfL's Business Plan
- 1.05 This guidance confirms the LIP funding available in 2014/15 by programme and by allocation to individual boroughs, as well as indicative funding by programme for the two following years (2015/16 and 2016/17). The guidance should be read in conjunction with '[The Guidance on Developing the Second Local Implementation Plans](#)' (May 2010), which set out the framework for each borough's Second LIP.
- 1.06 It should be noted that all financial information contained within this Guidance is correct as of publication, but is subject to the Government settlement to TfL for the period of 2015/16 and beyond.

## **2.0 Delivery Plan**

2.01 The purpose of the Delivery Plan is to identify how each borough will achieve their LIP objectives. Full details on how to prepare a Delivery Plan are given within the Second LIPs Guidance (May 2010). In summary within the Delivery Plan boroughs are required to:

- Provide a breakdown of the proposed spend (referred to as the Programme of Investment) by year (i.e. separately for 2014/15, 2015/16 and 2016/17) and by category. This should be consistent with the indicative three year LIP funding allocations identified in section 6.0 (LIP Funding) of this Guidance and should clarify which of the MTS goals and outcomes each programme category supports.
- Identify the role of non-LIP funding (e.g. the council's own capital and revenue funding and third party contributions) in delivering the interventions necessary for the achievement of the borough's LIP objectives.
- Provide details of the proposed Programme of Investment for the period of 2014/15 to 2016/17, or longer for proposed Major Schemes, on Proforma A. For initiatives within the 2014/15 financial year additional information should be provided relating to the impact of the interventions on MTS outcomes, Crossrail, traffic signal requirements and other matters.
- Provide supporting commentary on how the Programme of Investment has been derived (e.g. through the use of a multi-criteria assessment framework considering policy and deliverability objectives), including how potential interventions have been identified and prioritised and practical considerations relating to timescales, capacity, consultation, together with the role of revenue based investment, policy decisions, and third party actions in delivering the borough's LIP objectives.
- Provide supporting commentary on how the delivery of the Mayor's high-profile outputs will be supported at a local level, making reference to the output definitions provided in the Second LIPs Guidance.
- Confirm the date by which the proposed individual interventions will be delivered and a date by which all such interventions will be implemented, and state that the Delivery Plan will be 'refreshed' at least every three years.
- Report on the delivery of the Mayor's high-profile outputs using Proforma C. This should include outputs from schemes delivered during the course of the previous financial year (2012/13) and should be returned to TfL by Friday 12 July 2013 (see section 7.1).

2.02 To comply with legal requirements, the Delivery Plan must contain a timetable for implementing each of the different proposed interventions and a date by which all proposals will be implemented. Where it is possible to provide dates for individual interventions, boroughs should set these out, as well as the date by which they will all be implemented.

2.03 As detailed in the 2010 Second LIP Guidance, boroughs should consider their statutory duties (e.g. those demonstrated through Strategic Environmental Assessment, Health Impact Assessment, Equality Impact Assessments and

Section 17 of the Crime and Disorder Act) when updating their LIP Delivery Plan and interim targets. However, as these updates do not constitute a formal revision to the LIP, boroughs should take their own legal advice in order to confirm the relevant requirements.

### **3.0 Programme of Investment (Proforma A)**

- 3.01 The Programme of Investment must be based on a realistic view of funding and must not contain un-costed or unaffordable projects. Longer term or aspirational proposals can be referred to in supporting commentary, but should not be included in the Programme itself.
- 3.02 Proposed levels of spend should be treated as indicative only. Boroughs will be able to confirm their detailed programmes on a yearly basis, in their Annual Spending Submissions to TfL. Boroughs have the flexibility to change or update their annual programmes in response to, for instance, delays and cost over-runs, stakeholder feedback, new evidence of the impact of previous similar interventions or changes in priorities, etc. For example, a borough may wish to give greater priority to road safety investment, if monitoring of performance indicators at the end of 2014/15 shows performance below that required to meet targets. However, such decisions will need to take account of the impact of reduced investment in other policy areas.
- 3.03 The Programme of Investment should include:
- Corridors, Neighbourhood and Supporting Measures programmes (refer to section 6.5) – holistic or area-based interventions, including bus priority and accessibility, cycling, walking, safety measures, 20 mph zones and limits, freight, regeneration, environment, accessibility and controlled parking zones. The programmes also include expenditure on cycle parking, cycle training, shared space, reduction of clutter and electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.
  - Maintenance programmes (refer to section 6.1) – bridge strengthening and assessment, and principal road renewal.
  - Major Schemes (refer to section 6.2) – interventions generally costing more than £1m over the whole life of the project.
- 3.04 Boroughs are not required to include interventions which do not need any LIP funding. However, non-LIP funded interventions can also contribute to the delivery of LIP objectives and targets, and boroughs may find it useful to include these to show how they support the LIP-funded element of the borough's Delivery Plan. In particular, boroughs are encouraged to identify submitted bids for complementary TfL funding (such as for cycling, air quality and bus stop accessibility), Growth Area or European Objective funding. However, in setting the new LIP interim targets boroughs should base these on a scenario that assumes no additional funding, beyond that already committed by TfL (refer to section 4.0).

#### **4.0 Interim targets for the period through to 2016/17**

- 4.01 Within the Second LIP each borough set interim and longer term locally specific targets for five mandatory indicators relating to mode share, bus service reliability, asset condition, road traffic casualties and CO<sub>2</sub> emissions. The interim targets were previously provided for the period up to 2013/14 and these require updating to cover the period to 2016/17.
- 4.02 Boroughs are required to provide evidence that the new interim targets are both ambitious and realistic, given indicative funding levels. In establishing new interim targets for 2016/17, boroughs should examine the evidence of the impact of interventions delivered to date in contributing towards the 2013/14 interim and longer term LIP targets. In addition, boroughs should consider benchmarking performance against other ‘comparable’ boroughs or their sub-region as an indication of what is achievable, together with potential use of quantitative analysis and forecasting evidence. These methods will assist in both setting the new interim targets, as well as helping to establish the priorities within the new 2014/15 – 2016/17 Programme of Investment.
- 4.03 Information on indicator definitions, data sources, establishing ambitious but realistic targets and characteristics of good performance, together with other matters is provided in the Second LIPs Guidance. In addition, supplementary supporting information on matters such as benchmarking to assist boroughs in setting local targets and trajectories is provided on the Borough Extranet at: [http://boroughs.tfl.gov.uk/supporting\\_information.aspx](http://boroughs.tfl.gov.uk/supporting_information.aspx)
- 4.04 In establishing new interim targets, boroughs are asked to submit an updated Proforma B. This should include details of each target set, including the base year and baseline data, together with the longer term targets agreed within the approved Second LIP (*note: boroughs are not required to revise the long-term targets for the five mandatory indicators agreed within the LIPs*).
- 4.05 Boroughs are required to base their new interim targets on a scenario which assumes no LIP Major Scheme funding or other TfL funding (such as for cycling) beyond that already committed by TfL. However, as part of any bid to TfL for complementary funding support, boroughs will be asked to demonstrate the effect of the additional investment on relevant targets and trajectories. If successful in securing the additional funding, boroughs will be expected to update their LIP targets accordingly.
- 4.06 Boroughs should identify the role of key partners, including TfL, in delivering the new interim targets.

## **5.0 Relevant policies and TfL investment**

5.01 The Second LIPs include an evidence-based identification of the Borough Transport Objectives, which sets out the local context and geographical characteristics of the borough, together with an identification of how they will achieve the MTS. Boroughs are not required to update this section of their Second LIP, however, there have been a number of developments that have taken place since these were produced which are of direct relevance to boroughs in preparing their 2014/15 – 2016/17 Delivery Plans and setting new interim targets. These matters are set out below.

### **5.1 Sub-Regional Transport Plans**

5.1.1 The London boroughs, both individually and collectively have a key role in determining and delivering interventions at a sub-regional level. Within recent years TfL has placed a greater emphasis on sub-regional transport planning, with support for sub-regional partnerships, the establishment of sub-regional panels and most importantly the production of the Sub-Regional Transport Plans, which have been developed in partnership with the London boroughs and other stakeholders. The Sub-Regional Transport Plans (SRTP) have been updated for 2013 to include:

- Updated information on the delivery of projects, including larger LIP funded schemes completed in 2012/13;
- Details of committed projects within TfL's new Business Plan;
- Identification of future opportunities, together with information on the sub-regional challenges and priority work areas; and
- Updates in relation to other areas, such as policy development and Opportunity Areas.

5.1.2 These updates provide a valuable resource for boroughs when drafting their 2014/15 to 2016/17 Delivery Plans and establishing new interim targets. Accordingly, boroughs are required to demonstrate how they have taken the SRTPs into account in preparing their submissions. Boroughs are also encouraged to explore opportunities to work together to tackle sub-regional challenges and issues, thereby exploiting economies of scale, sharing of scarce resources and ensuring a joined-up approach to dealing with common issues such as air quality, encouraging cycling and tackling congestion.

5.1.3 The relationship between the SRTPS and LIPs should be considered dynamic in nature. SRTPS will continue to be 'live' documents which will be informed by borough plans and will be updated on an ongoing basis. The latest SRTPS can be found on the Borough Extranet.

### **5.2 Roads Task Force**

5.2.1 Roads are vital to the Capital's economy and to movement around the city; roughly 80% of all passenger trips and many freight trips in London are made by road. London's roads are also important public spaces and are the location for economic and social activity.

5.2.2 However, London's roads face a number of challenges in the short, medium and long term:

- Conflicts between competing uses and users
- Need for significant investment in London's road assets, to ensure they are fit for a 21st century city
- Growth in London's population and employment will add to existing pressures on the road network
- Rising expectations of quality of public space
- Imperative to continue improving safety on London's roads

5.2.3 To meet these challenges, London needs a strategy for the development, design and management of its road network, building on the work of the Mayor's Transport Strategy and developing policies further.

5.2.4 The Mayor has asked for this vision to be developed with the help of the Roads Task Force, which is specifically tasked with advising on:

- The challenges facing London's road network in the short, medium and long-term; and
- Potential options for short, medium, and long-term improvements in the network to help support London's growth while transforming the urban realm, cutting pollution and easing congestion.

5.2.5 The Roads Task Force has developed a definition for street types to help promoters and stakeholders think about the balance between different functions of roads in different parts of London. Nine street types have been identified:

**Arterial roads:** strategic routes (London-wide / sub-regional) allowing people to get in, out & around London efficiently

**High roads:** busy roads with high movement demands going through town centres / places

**City hub/Boulevard:** key destinations (e.g. central + inner London locations / met centres) & also strategic links with high traffic flows

**Connectors:** providing more localised routes & alternative routes for cyclists

**High streets:** variety of services & retail/leisure offer and range of movement demands

**City streets:** well known streets accommodating high volumes of people

**Village streets:** providing places to live, community interaction & children's play

**Town square / street:** local / town retail/leisure/'administrative' offer

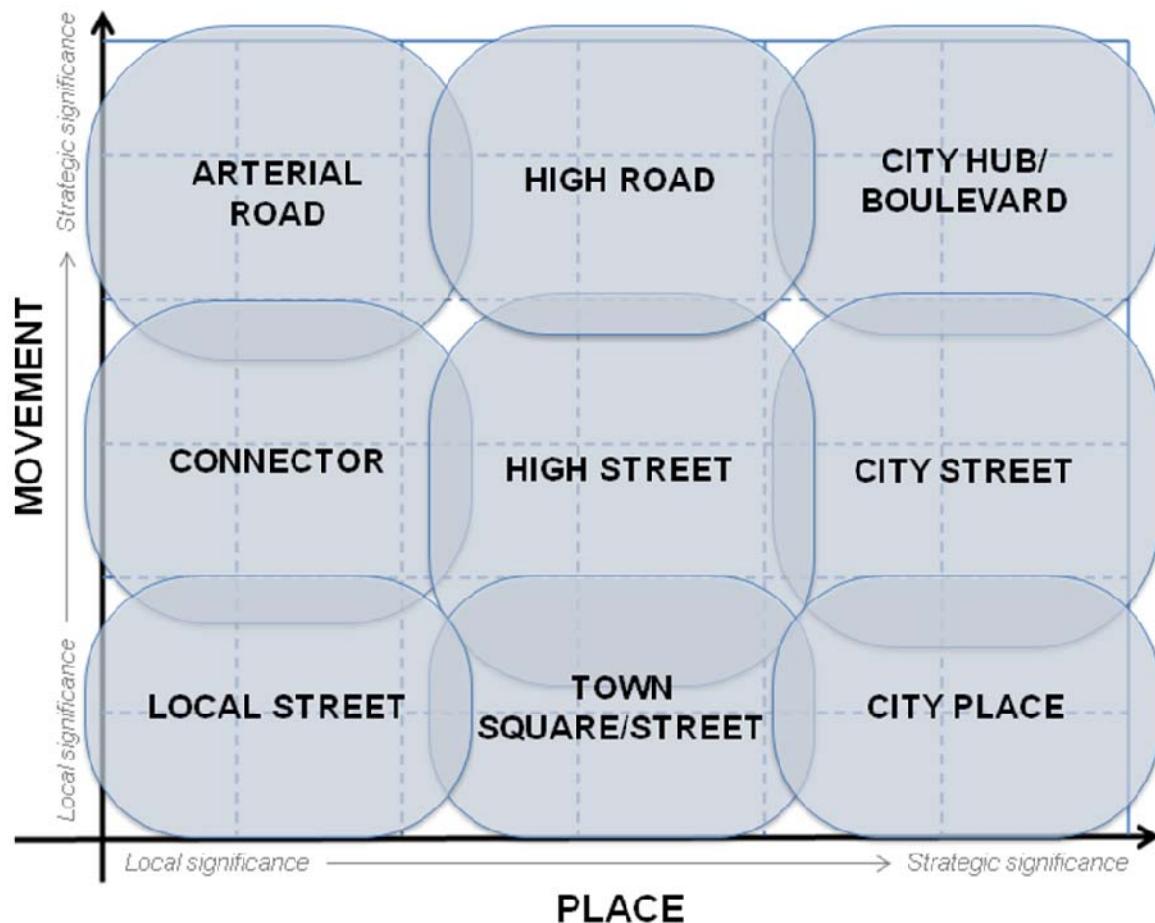
**City places:** widely known commercial & cultural centres. Important destinations

5.26 The street types can be used to help understand & articulate the challenges at any particular location or corridor, as illustrated in figure 1.0 below.

5.27 The Roads Task Force has considered a number of case studies which relate to the different street types to inform the potential policies and interventions that can be used to achieve the desired outcomes. In addition, the Task Force has undertaken international reviews of other cities strategies, as well as network analysis to understand current & future challenges and the aggregate effects of potential interventions at specific locations across the network. The work of the Road's Task Force will be published early in the summer and made available on the Borough Extranet. This will help boroughs and other scheme promoters to

identify the appropriate interventions and tools that can be used to achieve a suitable balance between different functions.

Figure 1.0 Roads Task Force Street Types



- 5.28 Boroughs are asked within their Programme of Investment (Proforma A) to identify the current street type (i.e. based on existing conditions) relevant to the location where works are proposed. Further advice is provided in Section 7.0 of this guidance and in the reference notes provided in Proforma A.

### 5.3 Road Safety

- 5.3.1 London has achieved substantial reductions in casualties and collisions over the last decade, including large reductions in the number of people killed and seriously injured (KSI). However, there remain significant challenges, in particular the continuing disproportionate number of those killed or seriously injured whilst walking, cycling or motorcycling. Slight casualties have also increased in recent years.
- 5.3.2 In June 2013, the Mayor will publish a new Road Safety Action Plan, 'Safe Streets for London' (SSfL). This will set out actions for TfL, the London boroughs and other partners to improve road safety delivery, doing more with targeting of investment. The actions in the SSfL are needed to meet a proposed target to reduce killed and seriously injured (KSI) casualties in London by 40 per cent by 2020, against a 2005-09 baseline period. The use of a KSI based target focuses effort towards interventions that will deliver casualty reductions in the road user groups that represent the highest proportion of the KSI casualties – those walking, cycling and using

motorcycles. This focus sits alongside plans to grow cycling, in particular, and walking over the period.

- 5.3.3 As well as the human cost and the person tragedy of death and injury on our roads, collisions also have a significant economic cost. Casualty reductions can therefore deliver substantial economic value: in economic terms, the value of preventing the casualties that will be brought about from achieving the KSI casualty reduction target in the SSfL plan is estimated to be more than £1 billion across the period to 2020.
- 5.3.4 The SSfL plan identifies action to address the changing nature of the casualty problem in London – 15 years ago, those walking, cycling and using motorcycles accounted for just over half of all those killed and seriously injured in London. Now they account for more than three quarters. Therefore, while overall levels of KSIs have declined, the proportion of KSI casualties involving car occupants has more significantly reduced.
- 5.3.5 Furthermore, the dynamic and changing nature of the road network and its use give rise to new road safety challenges to which the boroughs and TfL need to respond. To keep pace with, reflect and plan for this dynamism, road safety inventions need to change dynamically as well. For example increases in cyclists or pedestrians may, at particular locations; result in more casualties where the junction design does not accommodate the new levels of use. This highlights the need to improve road safety at locations which may not previously have been a concern. Similarly, peoples expectations regarding the use of the road network are changing, as demonstrated through the work of the Mayor's Roads Task Force (refer to section 5.2).
- 5.3.6 To rise to the challenges described above, boroughs are encouraged to take into account the relevant actions identified within the SSfL plan in producing their 2014/15 to 2016/17 LIP Delivery Plans and to ensure road safety is an integral part of all engineering schemes. Similarly, boroughs should enter safety engineering scheme details into the Traffic Accident Diary System (TADS) to record the number and severity of casualties before and after the introduction of measures. *Note: TADS data can be requested for individual schemes within the 2014/15 LIP Delivery Plan within Proforma A (data output is subject to completion of a TADS request form by the borough).*
- 5.3.7 TfL has its own Road Safety Audit (RSA) team, ensuring that audits are conducted to a high and consistent standard. The team delivers RSAs on the TLRN and offers a Road Safety Audit service to all boroughs. In 2011, TfL Road Safety Auditors completed audits on 243 schemes, including 56 on borough roads. The team is looking to increase the number of RSAs that it conducts for borough clients. If you would like to request an Audit for any scheme, please send a request to [TfLSafetyAudit@tfl.gov.uk](mailto:TfLSafetyAudit@tfl.gov.uk). *Note: Road Safety Audits can be requested for individual schemes within the 2014/15 LIP Delivery Plan within Proforma A.*
- 5.3.8 Reference is also made within the SSfL plan to the potential use of LIP funding to pay for the installation, operation and maintenance of new digital cameras at sites that have a serious casualty history and where cameras would be the most effective solution to reducing speed related fatalities and collisions. Early discussions with TfL regarding such sites are recommended prior to inclusion within the LIP Delivery Plan. This should be done through

the relevant officers within the Borough Projects and Programmes Team (see Appendix 5 for contact details)

- 5.3.9 If boroughs require advice, information or data on target progression and performance to assist in setting their LIP 2016/17 interim targets for road safety, they should contact Kerri Cheek, Principal Delivery Planner, Road Safety (020 3054 0358 or [kerricheek@tfl.gov.uk](mailto:kerricheek@tfl.gov.uk)).

## 5.4 Cycling

- 5.4.1 The Mayor's Cycling Vision was published in March 2013 (<http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>). This sets out an ambitious programme of routes, infrastructure and supporting measures to create a step change in provision for cycling and accelerate the good work which has already been done across the Capital in this area. The programme is not simply about delivering improvements for cyclists, it is central to achieving shared priorities relating to growth, economic prosperity, environment, health, well being and the quality and liveability of our city.

- 5.4.2 The Vision identifies four main outcomes (extract from Vision below):

1. A Tube network for the bike. London will have a network of direct, high-capacity, joined-up cycle routes. Many will run in parallel with key Underground, rail and bus routes, radial and orbital, signed and branded accordingly: the 'Bakerloo Superhighway'; the 'Circle Quietway', and so on. A 'bike Crossrail' will run, substantially segregated, from west London to Barking. Local routes will link with them. There will be more Dutch-style, fully-segregated lanes and junctions; more mandatory cycle lanes, semi-segregated from general traffic; and a network of direct back-street Quietways, with segregation and junction improvements over the hard parts.
2. Safer streets for the bike. London's streets and spaces will become places where cyclists feel they belong and are safe. Spending on the junction review will be significantly increased, and it will be completely recast to prioritise major and substantial improvements to the worst junctions, though other junctions will still be tackled. With government help, a range of radical measures will improve the safety of cyclists around large vehicles.
3. More people travelling by bike. Cycling across London will double in the next 10 years. We will 'normalise' cycling, making it something anyone feels comfortable doing. Hundreds of thousands more people, of all ages, races and backgrounds, and in all parts of London, will discover that the bike has changed their lives.
4. Better places for everyone. Our policies will help all Londoners, whether or not they have any intention of getting on a bicycle. Our new bike routes are a step towards the Mayor's vision of a 'village in the city', creating green corridors, even linear parks, with more tree-planting, more space for pedestrians and less traffic. Cycling will promote community safety, bringing new life and vitality to underused streets. Our routes will specifically target parts of the Tube and bus network which are over capacity, promoting transfers to the bike and relieving crowding for everyone. Cycling will transform more of our city into a place dominated by people, not motor traffic.

- 5.4.3 The Vision recognises the critical role the boroughs play in the achievement of these outcomes. The LIP 2014/15 to 2016/17 Delivery Plan and the new interim target relating to mode share should therefore form the foundations for the borough contributions towards realisation of the Vision. Furthermore, all LIP funded highway engineering schemes should be consistent with the London Cycle Design Standards (LCDS) and any subsequent editions.
- 5.4.4 In addition to the LIPs expenditure, TfL is planning to invest a further £913m on cycling over the next decade in order to accelerate delivery of the Mayor's Vision. Part of this funding will be available to boroughs to deliver locally led cycle improvements and initiatives that complement the investment through the LIPs process.
- 5.4.5 Support will be available for projects to be delivered between 2013/14 and 2016/17. This timetable has been adopted to ensure alignment of activities / investment between LIPs funding and the corresponding cycling support so as to achieve efficiencies, uplift in delivery and clarity over how the different funding will be used. Support will be made available in line with the four main outcomes of the Vision:
- A Tube network for the bike
  - Safer streets for the bike
  - More people travelling by bike
  - Better places for everyone.
- 5.4.6 As advised in section 4.0, in setting the new interim targets, boroughs are required to base these on a scenario which assumes no complementary cycle funding (or other TfL funding), beyond that already committed by TfL. However, as part of any submission to TfL for complementary funding, boroughs should demonstrate how LIP financial assistance has been used to support delivery of the Mayor's Vision for Cycling and the effect the additional investment will have on targets / trajectories. If successful in securing complementary support, boroughs will be expected to update their targets accordingly.
- 5.4.7 If boroughs require advice, information or data to assist in setting their LIP 2016/17 interim targets for cycling mode share, they should contact the relevant officers within the Borough Projects and Programmes Team (see Appendix 5 for contact details)
- 5.4.8 In designing and building infrastructure to support cycling or cycle parking, boroughs must consider Section 17 compliance to prevent the possibility of increased cycle theft. Boroughs are advised to seek advice from the specialist crime prevention design advisors within the police and TfL to ensure any new facilities help to reduce and prevent cycle theft.

## **Transport safety and security**

- 5.5.1 Crime, antisocial behaviour and worry on the transport system can have a major effect on peoples' willingness to travel and their subsequent ability to access jobs and services that they need.

- 5.5.2 Boroughs should consider how they will contribute to reducing crime, fear of crime and antisocial behaviour. Initiatives should be informed by, and integrated into, wider community safety strategies, as well as policies set out in the MTS, the MOPAC Police and Crime Plan and the Mayor's strategy for improving transport safety and security (The Right Direction). Boroughs are advised to liaise with transport operators, the police (especially crime prevention design advisors), community safety partnerships, town centre managers and community groups to consider how their policies can make a valuable contribution to reducing crime on the transport system and in general.
- 5.5.3 Boroughs, along with TfL, have a statutory duty under S.17 of the Crime & Disorder Act 1998 to consider crime prevention in all of their undertakings and do all they reasonably can to prevent crime and disorder. For this reason all LIP related projects should "embed" crime prevention within their design and management stages. Boroughs are encouraged to include an audit trail on the decision-making around crime prevention features as part of each project. Advice and support can be provided by TfL crime prevention specialists to ensure consistency with the MTS objectives and to ensure effective practice.

## **5.6 Enforcement considerations**

- 5.6.1 Ensuring adherence to traffic, bus lane and parking restrictions, as well as the effective co-ordination of street works, freight deliveries and the delivery of safe public transport and taxi and private hire services is critical to delivering the Mayor's vision for transport in London. .
- 5.6.2 In the same way that Section 17 should form part of the decision making for the prevention of crime and anti-social behaviour, we expect that enforcement and compliance to prevent traffic offences are embedded in the planning and design of schemes and projects to help prevent problems developing such as congestion, collisions, conflict amongst road users or reduced journey time reliability. For example, boroughs must ensure that their plans for new measures, such as mandatory cycle lanes or 20mph speed limits, include appropriate means to ensure compliance by motorists.
- 5.6.3 Enforcement, alongside education to support behaviour change is essential in maximising the capacity, reliability and safety of all road based transport and users of the service. Boroughs must consider how any non-compliance will be dealt with and what resources will be used and how this will be funded.

## **5.7 Air Quality**

- 5.7.1 Air quality has an impact on the health and quality of life of all Londoners. The Mayor has set out his commitment to taking action to improve air quality in order to protect public health and improve the environment. London boroughs must also meet their statutory Local Air Quality Management (LAQM) requirements and designate Air Quality Management Areas (AQMAs), with corresponding Air Quality Action Plans (AQAPs). Despite progress in recent years, air pollutant concentrations, especially for PM<sub>2.5</sub> and NO<sub>2</sub>, remain too high and further measures are needed. The London boroughs have a critical role to play in delivering local improvements to reduce emissions and human exposure at busy locations like high streets,

schools and hospitals. A local targeted approach, which lever in resources from partner organisations and includes site specific monitoring, high level of community engagement to establish long term awareness around health benefits, together with the introduction of appropriate measures can deliver real change.

- 5.7.2 Boroughs are strongly encouraged to consider air quality issues in producing their 2014/15 to 2016/17 LIP Delivery Plans, both in terms of the prioritisation of specific locations for interventions, as well as the particular measures to be progressed. Relevant activities could include:
- Measures to encourage modal shift to sustainable travel modes including cycling and walking.
  - Encouraging changes in car use behaviour through the development of car clubs, installation of electric vehicle spaces and alterations to parking restrictions.
  - Reducing the impact of freight movements and their associated emissions through consolidation practices, retiming delivery activity, routing efficiently and promoting best practice to improve environmental performance.
  - Reducing taxi emissions by supporting measures to reduce the amount of taxi idling or running, such as the provision of additional ranks in appropriate locations, marshalling and way finding.
- 5.7.3 Additional support is also available to boroughs to help tackle transport related air quality issues through the Mayor Air Quality Fund, the key objectives of which are:
- To reduce air pollutant concentrations across London, particularly PM and NO<sub>2</sub>, prioritising Air Quality Focus Areas
  - To communicate the issue of poor air quality and facilitate the engagement of the wider London population with measures to improve air quality
  - To ensure boroughs have an up-to-date AQAP and support projects that deliver specified air quality targets
  - To maximise investment by complementing and enhancing existing air quality programmes
  - To provide a clear understanding of the impact of different measures through robust monitoring
  - To evaluate innovative measures through trials and investigations, share lessons learnt amongst other boroughs and more widely at a regional and national level.
- 5.7.4 The Mayor's Air Quality Fund will provide a total of £6m over three years to London boroughs that are determined to make a difference and implement innovative transport related air quality measures. TfL will look to increase resources available to around £20m if the initial spending is assessed as having a successful impact.
- 5.7.5 The level of funding awarded to each borough will accord with the quality of their submission, as well as clear identification of complementary activities within their LIP programmes and match-funding for their bids through other funding streams (such as BIDs, S106, parking revenues, EU funding, Defra funding, GLA Cleaner Air Fund 2 and other sources).

## **5.8 Health**

- 5.81 Transport has a key role to play in improving the health of Londoners and reducing existing inequalities, be it through physical activity, air quality, road traffic collisions, noise and community severance. Since April 2013, each local authority in London is now responsible for public health and will be measured and expected to deliver against 68 health outcomes indicators, including 40 indicators that can be improved through transport measures and changes to the street environment. In developing their LIP programmes, boroughs are advised to work with their Health and Wellbeing Board to consider the health impacts of the transport system and on an ongoing basis feed into their Joint Strategic Needs Assessment, setting out the health needs of the population.
- 5.82 TfL has produced 'Transport Planning for Healthier Lifestyles: A Best Practice Guide' which includes links to useful resources and examples to refer to ([www.tfl.gov.uk/businessandpartners/21189.aspx](http://www.tfl.gov.uk/businessandpartners/21189.aspx)).

## **5.9 Bus Stop Accessibility**

- 5.9.1 The entire bus fleet operating in London was made accessible by the end of 2005. This reflects the requirements set out in the Equality Act 2010, which gives disabled people a right of access to goods, facilities, services and premises and makes it unlawful for service providers to treat disabled people less favourably than other people for a reason related to their disability.
- 5.9.2 Of the 16,800 bus stops on borough roads, 5,300 require physical works to make them accessible.
- 5.9.3 Each year through the LIP programmes (Principal Road Maintenance, Major Schemes and Corridors, Neighbourhoods and Supporting Measures) approximately 430 bus stops are made accessible. TfL is keen to see this level of investment maintained, as this in itself would increase the number of accessible stops from the current 70% to 80% by the end of 2016/17. However, given the importance of improving accessibility for all, the Mayor, within the publication 'Your Accessible Transport Network' (Dec 2012), has set a target for 95% of all bus stops to be accessible by the end of 2016. TfL has therefore identified additional financial assistance through its new Business Plan to support bus stop accessibility works between 2013/14 to 2016/17, which it is forecast, alongside LIP related improvements, will enable achievement of the 95% target.
- 5.9.4 However, achievement of the 95% target is only possible if boroughs continue to prioritise bus stop accessibility works within their LIP investment programmes. Boroughs are therefore encouraged to include such works, either as discreet activities or within wider corridor or neighbourhood schemes in their LIP Programme of Investment.
- 5.95 TfL's Borough Projects and Programmes team will contact each borough directly to discuss the potential for complementary bus stop accessibility funding, as well as providing specific information on the stops that require treatment and the necessary works.

## **5.10 Crossrail Complementary Measures**

- 5.10.1 Crossrail services are due to commence during 2018/19. The new service will bring significant benefits to London, however, in order to gain the most from the investment, the local areas around stations need to be integrated with the new transport infrastructure. This will ensure the new stations are easily accessible and attractive to potential passengers, as well as contributing to the achievement of broader economic, social, and environmental objectives.
- 5.10.2 The principle of joint support for urban realm/transport interchange schemes outside Crossrail stations was agreed in 2010 by all stakeholders (Crossrail, TfL, Network Rail, DfT and all authorities on the Crossrail route), as part of a Memorandum of Understanding, which was subsequently endorsed by the Mayor and Minister.
- 5.10.3 It was acknowledged that funding for these projects would need to be found from three sources, TfL, Crossrail and other third parties (including borough contributions), with the master planning process used to inform the improvements to be taken forward.
- 5.10.4 As part of the TfL new Business Plan up to £30m has been identified to be spent over four financial years (2015/16 -2018/19) for improvements around Crossrail stations within the Greater London area. The timing of the funding will ensure all works are completed concurrently with the main project to ensure a seamless opening and to allow for potential contractual efficiencies.
- 5.10.5 A joint Working Group (the ‘Crossrail Complementary Measures Working Group’), comprising of Borough nominees, and TfL and Crossrail representatives, has been established to agree the process for allocated the TfL funding, which will be targeted at the thirteen Crossrail London boroughs. The allocation process will be finalised by the end of 2013, in line with the timetable for the completion of the masterplans. Information on the Working Group will shortly be added to the Borough Extranet.
- 5.10.6 The total cost estimated to date through the masterplanning process for the works at all stations is £79m, of which Crossrail has committed £28m and TfL will contribute a maximum of £30m. The balance of funding will therefore need to come from other sources, including developer and borough contributions. Relevant boroughs may also wish to consider prioritising these works within the LIP Delivery Plans, to ensure sufficient resources are available to implement the agreed improvements.

## **6.0 LIP Funding**

- 6.0.1 Core funding for the implementation of LIPs during 2014/15 to 2016/17 will continue to be provided by TfL. This is for the specific purpose of investing in transport related programmes and, in accordance with Section 159 of the GLA Act, cannot be spent on other activities.
- 6.0.2 In addition TfL's new Business Plan identifies significant increases in complementary funding to support key Mayoral priorities, such as cycling, bus stop accessibility and air quality. In order for boroughs to access this complementary funding, it is essential that authorities prioritise these activities within their LIP Delivery Plans. This will ensure the maximum value is being achieved from TfL's support to the London boroughs in delivering these Mayoral objectives. Boroughs should also seek to maximise the level of funding available from other sources, for example their own funding, contributions from the private sector or other government grants. LIP funding from TfL will be allocated to boroughs for:
- Principal Road Maintenance
  - Bridge Strengthening
  - Major Schemes
  - Traffic Signal Modernisation
  - Corridors, Neighbourhoods and Supporting Measures (including an allocation for Local Transport Funding, Borough Training / Apprenticeships and support for Partnerships)
- 6.0.3 The indicative three year allocations to support boroughs Delivery Plans (2014/15 to 2016/17) are set out in the table below. It should be noted that figures are correct as of publication, but are subject to the Government settlement to TfL for the period of 2015/16 and beyond.

<b>Funding Programme</b>	<b>2014/15</b>	<b>2015/16</b>	<b>2016/17</b>
Principal Road Maintenance <sup>1</sup>	£23m	£22m	£22m
Bridge Strengthening	£8.3m	£8.6m	£8.9m
Major Schemes	£28m	£28m	£28m
Traffic Signal Modernisation	£12.7m	£13.8m	£10.3m
Corridors, Neighbourhoods and Supporting Measures <sup>2</sup>	£76.8m	£75.4m	£78.6m
<b>TOTAL</b>	<b>£148.8m<sup>1</sup></b>	<b>£147.8m</b>	<b>£147.8m</b>

<sup>1</sup> Note: 2014/15 allocation includes £1.0m from the £10.8m that DfT allocated to London as part of the 2012 Autumn Statement, in which £333m additional funding was announced for highways maintenance across the country .

<sup>22</sup> Note: Funding will also be top sliced from this programme budget to provide support for local transport initiatives, borough officer training and partnerships.

- 6.0.4 The LIP financial assistance will continue to be managed through the Borough Portal. This is a web based tool developed by TfL to manage allocation of funds, reporting, forecasting and subsequently claiming of funding. It is essential that the information on the Portal is kept up to date to enable TfL to accurately forecast spend and ensure correct records are maintained on planned, current and historic expenditure. TfL will continue to pay boroughs for LIP projects in arrears, as soon as they provide information to show that the work has been completed.
- 6.0.5 The LIP financial assistance provided by TfL is under Section 159 of the GLA Act 1999. The funding is provided to support local transport improvements that accord with the Mayor's Transport Strategy Goals and Outcomes. Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding. TfL also retains the right to carry out random or specific audits in respect of the financial assistance provided. Sections 4.18 to 4.20 of the Second LIPs Guidance set out the relevant matters to which TfL will have regard in exercising its duties under Section 159.

## **6.1 Principal Road Maintenance and Bridge Strengthening**

- 6.1.1 Within their Delivery Plans boroughs are required to identify proposals for principal road maintenance, including details of the priorities and criteria that will be used to identify proposed areas of spend.
- 6.1.2 For 2014/15, applications in relation to Principal Road Maintenance and Bridge Assessment & Strengthening should be made directly onto the Borough Portal. The indicative funding available for each borough under Principal Road Maintenance (PRM) is based on an assessment of need taken from the most recent condition surveys. These figures are provided in Appendix 3. It is recommended that boroughs submit proposals for approximately 25% above their indicative funding to enable reserve schemes to be readily brought forward if required. *Note: £1.0m of the Principal Road Maintenance funding for 2014/15 has been reserved for boroughs principal road condition surveys and some provision has also been made for emergency/urgent works across the 33 London boroughs.*
- 6.1.3 Boroughs receiving supplementary funding in 2014/15, as part of the £10.836m DfT allocation to London for additional highway maintenance, are required to provide a short statement to TfL at the end of the 2014/15 FY setting out how and where (location) this additional funding was used. These details will be published on the TfL website.
- 6.1.4 In order to improve bus stop accessibility, boroughs are requested to ensure that where resurfacing and/or reconstruction is programmed, a kerb height of at least 100mm is maintained within the vicinity of the bus stop flag (note: TfL is able to supply details of those bus stops where maintenance works on the Principal Road Network are co-located). More detailed advice on accessible bus stops can be found at [http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible\\_bus\\_stop\\_design\\_guidance.pdf](http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible_bus_stop_design_guidance.pdf).

6.1.5 In respect of Bridge Assessment & Strengthening applications, full supporting information must also be submitted to the London Bridge Engineering Group (LoBEG) ‘BridgeStation’ website <http://www.bridgestation.co.uk>. Submissions will then be prioritised and funding awarded according to pan London requirements and available resources. The submission to the LoBEG website must include the completion/update of the borough structure registers, boroughs must also ensure that BridgeStation contains full inventory details of all bridges strengthened to date and those still to be considered for strengthening. It should be noted that no application will be considered either by LoBEG or Transport for London unless this information has been provided in full.

## 6.2 Major Schemes

6.2.1 The focus of the Major Schemes programme is on delivering a small number of high value schemes that make a transformational improvement and support the objectives of economic growth and quality of life. Major schemes should also contribute to wider policy objectives, in particular supporting a growth in cycling and delivering a reduction in casualties for all road users. Boroughs can apply for a proportion of the required funding from the Major Schemes programme for schemes costing more than £1m. For schemes with a total project cost above £2m, a business case must also be submitted and a design review carried out.

6.2.2 Boroughs planning to bid for Major Schemes funding are required to include the following within their 2014/15 – 2016/17 Delivery Plan:

- Outline details of Major Schemes being considered
- The relative priority attached to those schemes
- How they will be funded
- When a Major Scheme application is expected to be made
- How the proposed Major Schemes would contribute to LIP objectives and targets, including the impact on relevant targets and trajectories.

6.2.3 Funding for Major Schemes is awarded through a competitive bidding process which follows a three-step progression described in detail in the Guidance for Submission of Major Schemes (available on the Borough Extranet <http://boroughs.tfl.gov.uk/737.aspx#>). Step One (scheme justification) applications for Major Schemes funding should provide sufficient detail so as to give a complete overview of the project. It should explain the reasons for the project, identify the objectives, key components, estimated costs and delivery programme. The written information must be supported with sufficient photographic and/or drawn information such as layout plans, images and visualisations to give a good “at a glance” description of the proposals.

6.2.4 Any new Step One application in 2014/15 should be submitted separately to TfL by close of play on Friday 6 September 2013. To avoid difficulties with large file sizes, the Step One Proforma and supporting information should be uploaded onto the LIP Funding Document Management system, which is available via the Borough Portal. A covering e-mail should also be sent to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk), marked for the attention of David Rowe, Head of Borough Projects & Programmes, confirming that the Major

Scheme application has been uploaded. The Borough Projects & Programmes Team is available to support the preparation of Step One applications; contact details are set out at Appendix 4.

### **6.3 Traffic Signals**

- 6.3.1 Careful consideration should be given to the appropriateness of new traffic signals and such facilities should only be proposed where there is no feasible and/or cost effective alternative (please refer to Sections 4.8 and 4.9 of the Second LIPs Guidance). Boroughs are also encouraged to consider removing any existing signals that are no longer considered necessary, or are no longer serving the purpose for which they were originally introduced.
- 6.3.2 Where a scheme does involve traffic signal works, TfL can now invoice boroughs for the full costs associated with confirmed schemes, even where the required works may continue beyond the end of the financial year. This should enable more effective resource planning and avoid the likelihood of subsequent payments being required after the year end. TfL will provide quotations for signals works and any changes to a quotation (i.e. the level of funding required) will be agreed with the borough through a change control process if the scope/scale of works is materially altered.

### **6.4 Top slice funding**

- 6.4.1 Funding is top-sliced from the Corridors, Neighbourhoods and Supporting Measures programme budget for the following:
  - Local Transport Funding
  - Borough Officer Training and Apprenticeships
  - Partnership Support
- 6.4.2 In respect of the latter, TfL provides LIP funding to five sub-regional partnerships (Central, East, North, South and West) and one pan-London partnership (the London European Partnership for Transport) to support member authorities in undertaking transport planning, co-ordination, sharing best practice and securing funding and third party support. These arrangements were agreed with the London boroughs and London Councils TEC in March 2010.
- 6.4.3 At the time of establishing these arrangements, TfL proposed the partnerships be reviewed in the third year before funding was committed for 2014/15 to ensure the arrangements were still fit for purpose. These reviews will take place with member authorities for LEPT, Central, North, South and West in summer 2013. The review of the East sub-region was undertaken early, in the spring 2013, due to a potential change of lead authority. Once these reviews are complete the funding for the partnerships will either be confirmed to the relevant lead borough, or if it is decided by the member authorities that the partnership is no longer required, the funding will be re-distributed amongst all boroughs through a re-allocation to the Corridors, Neighbourhoods and Supporting Measures programme.
- 6.4.4 The breakdown of the reserved top-sliced funding for Partnerships and the commitments under Local Transport Funding and Borough Officer Training/Apprenticeships are provided in Appendix 1.

## **6.5 Corridors, Neighbourhoods and Supporting Measures**

6.5.1 Indicative allocations to boroughs are determined using a needs-based formula, focused on achievement of objectives and outcomes. The formula assesses need on the basis of the set of metrics relating to four transport themes:

- Public transport – bus reliability, bus patronage;
- Road safety – monetary value of all casualties (killed, serious and slight) on all roads in the borough;
- Congestion and environment – vehicle delay, CO<sub>2</sub> emissions from transport; and
- Accessibility – residential population weighted by index of deprivation.

The indicators included in the formula are intended to reflect both:

- The scale of the borough and its transport demand / network (number of bus users, residential population, etc) to ensure that larger boroughs with more users get extra funding; and
- Policy outcomes or severity of transport problems (casualties, bus punctuality, etc) to ensure funding is directed to boroughs where it is needed most and can make the biggest difference.

6.5.2 The metrics within the formula remain unchanged from that agreed with London Councils and LoTAG in 2010. However, the data has been updated to ensure it reflects the most recent available information – for example, residential populations have been updated to reflect the 2011 Census data. This update has resulted in certain changes to the proportion of the programme budget allocated to individual boroughs – for example if the population of one borough has grown at a more significant rate than for other authorities, then the relevant borough is likely to receive a greater proportion of the overall budget. A table showing the relative difference in the percentage of the Corridors, Neighbourhoods and Supporting Measures budget allocated to individual boroughs, together with details of the data sources can be found are listed in Appendix 2.

6.5.3 The individual allocations to each borough under the Corridors, Neighbourhoods and Supporting Measures programme for 2014/15 are shown in Appendix 3.

6.5.4 Details of the proposed projects within the Corridors, Neighbourhoods and Supporting Measures programme for the period of 2014/15 to 2016/17 should be included within Proforma A. This is the same proforma that is used to provide information on the 2014/15 Annual Spending Submission, although additional information is required in respect of the 2014/15 projects relating to impact of interventions on Crossrail, traffic signal requirements and other matters.

## **6.6 London Highways Alliance Contracts**

- 6.6.1 The London Highway Alliance Framework Contracts (LoHAC) commenced on 1<sup>st</sup> April 2013. Analysis of LoHAC rates compared with TfL and borough rates indicates that savings between 5% and 30% can be made. The contracts cover a full range of highway services including road maintenance and improvement schemes, feasibility, design and construction across all London's roads.
- 6.6.2 Benefits and savings from these contracts are to be utilised for LIP investment. Where alternative supply chain arrangements are selected TfL will limit the LIP contribution up to the level of the LoHAC scheme cost (or the cost under the authorities chosen route where this is a lower amount). Further information on the LoHAC requirements are set out in Appendix 4.

## **6.7 LIP Schemes on Borough Principal Roads and the Strategic Road Network (SRN)**

- 6.7.1 As part of the ongoing drive to reduce the impact of roadworks in the Capital, it will be necessary for TfL to review the proposed construction plans for all LIP funded schemes on Borough Principal Roads and the Strategic Road Network (SRN). Accordingly, you are requested to submit the construction plans for any such schemes in 2014/15 for review by TfL via the TMA Notification Process. Further details on the TMA process can be found on the LondonWorks website [www.londonworks.gov.uk](http://www.londonworks.gov.uk). Please note this does not replace the full TMA approvals process which applies to any scheme on the SRN or Transport for London Road Network.

## 7.0 Annual Spending Submission Proforma A

- 7.0.1 Boroughs should use the enclosed spreadsheet, which is based on 'Proforma A' within the LIPs Guidance, to provide details of proposals under Corridor, Neighbourhood & Supporting Measures and Major Schemes within the 2014/15 Annual Spending Submission and the two following years of the Programme of Investment. For new schemes in 2014/15, this information will then be uploaded by TfL onto the Borough Portal. *Note: as indicated in sections 6.11 – 6.14, applications in relation to Principal Road Maintenance and Bridge Assessment & Strengthening should be made directly onto the Borough Portal.*
- 7.0.2 A short 'Reference Guide' is provided in the first tab of the spreadsheet to provide advice on the information required within the different cells. Other points to note are as follows:
- Funding sources: details should be provided of where the required project funding will come from, including sources other than LIP financial assistance, e.g. council capital and revenue funding, developer funding or government grants (such as the air quality grants from Defra).
  - Expected main MTS outcomes: these are detailed in Table 2.1 of the Second LIPs Guidance and repeated within the spreadsheet for ease of reference. Boroughs are asked to identify those outcomes which are most relevant to the proposals (selecting a maximum of ten), recognising the priorities and requirements identified in sections 5.3 to 5.8 of this Guidance.
  - Road Task Force street types: boroughs are asked to identify the current characteristics of the road where the proposed interventions are planned using the street types shown in the drop down menu.
  - For activities within the 2014/15 programme the following information should also be provided:
    - **Impacts on TfL Services or Infrastructure:** it is important to note that there are considerable pressures on TfL budgets and it is therefore essential that effective consultation, engagement and communication takes place for any proposal that has an impact on TfL services or infrastructure. This includes proposals that have an impact on bus routes, stops and terminal points/stands. For such schemes it will be necessary for early discussions to take place between the borough and TfL to determine the acceptability of the proposals.
    - **Road humps:** boroughs are strongly encouraged to avoid the use of road humps. In a press release issued by the Mayor on 28 November 2008 he advised that "*Road humps are often simply a lazy way of delivering slower speeds, and also do little to encourage people to walk, cycle and spend time using their streets. I want to encourage councils to be bold and to think much more creatively about ways of achieving slower speeds, and creating better streets.*" Accordingly, all other options should be exhausted before consideration is given by boroughs to the potential use of vertical deflections such as road humps and speed cushions. Where such measures are considered by a borough to be the only option, TfL may require further discussions to determine the acceptability of the proposals.

- **Scheme requirements:** If boroughs would like monitoring data to be provided by TfL for collisions or bus journey times, or for road safety audits to be undertaken for specific schemes, this should be identified within the LIP Annual Spending Submission proforma.
- 7.0.3 Returns, including the supporting Delivery Plan narrative, Proforma A and new LIP interim targets for 2016/17, must be made to TfL by Friday 4 October 2013. Boroughs should e-mail their submission, together with a covering letter to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk), marked for the attention of David Rowe, Head of Borough Projects & Programmes, TfL Surface Transport, Palestra, 197 Blackfriars Road, London SE1 8NJ.
- 7.04 The submissions will be reviewed by TfL to ensure the key requirements have been adhered to. Where a borough's Delivery Plan, Proforma A and new LIP Interim targets for 2016/17 meet these requirements they will be approved. Where the requirements have not been met, TfL may request additional information, or a revised submission within a given timescale.

## **8.0 Annual report on interventions and outputs**

- 8.1.1 Outputs from individual schemes or packages of schemes delivered during the course of the financial year should be reported each July using Proforma C within the Second LIPs Guidance. This replaces the need for spend and delivery information to be reported on a bi-monthly basis, although boroughs are required to keep their live Programmes of Investment up to date on the Borough Portal.
- 8.1.2 The 2012/13 Annual report on interventions and outputs should be submitted to TfL by Friday 12 July 2013 and should be sent to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk).

## **9.0 Advice and support**

- 9.1.1 Contact details for the Borough Projects & Programmes team and Road Maintenance and Bridges officers are provided at Appendix 5.

## **Appendix 1 – Breakdown of 2013/14 Top Sliced LIP Funding**

Top Slice	£m	Comments
Borough officer training	£0.3	This relates to the Borough Apprenticeship Programme, further details for which can be found on the Borough Extranet.
LEPT	£0.14	
South London sub-regional partnership	£0.15	
East London sub-regional partnership	£0.17	
North London sub-regional partnership	£0.12	
Central London sub-regional partnership	£0.15	
West London sub-regional partnership	£0.14	Partnership reviews are to be conducted during 2013, following which the funding will either be confirmed to the relevant lead borough, or if it is decided by the member authorities that the partnership is no longer required, the funding will be re-distributed amongst all boroughs through a re-allocation to the Corridors, Neighbourhoods and Supporting Measures programme. Refer to section 6.4.
Local Transport Funding	£3.3	£100k payment for each borough to spend on transport projects of their choice that support the delivery of the Mayors Transport Strategy
<b>Total</b>	<b>£4.47</b>	

**Appendix 2 – Breakdown of the proportion of the Corridors, Neighbourhoods and Supporting Measures budget allocated to each borough**

<b>Borough</b>	<b>previous % share of allocation</b>	<b>new % share of allocation</b>	<b>% change</b>
<b>Barking and Dagenham</b>	2.09%	2.09%	0.00%
<b>Barnet</b>	4.67%	4.60%	-0.07%
<b>Bexley</b>	2.49%	2.29%	-0.20%
<b>Brent</b>	3.25%	3.43%	+0.18%
<b>Bromley</b>	3.54%	3.34%	-0.20%
<b>Camden</b>	3.03%	3.14%	+0.12%
<b>City of London</b>	1.04%	1.29%	+0.25%
<b>Croydon</b>	3.96%	3.75%	-0.21%
<b>Ealing</b>	4.10%	4.04%	-0.06%
<b>Enfield</b>	3.90%	4.14%	+0.23%
<b>Greenwich</b>	3.29%	3.39%	+0.11%
<b>Hackney</b>	2.81%	2.88%	+0.07%
<b>Hammersmith and Fulham</b>	2.49%	2.38%	-0.10%
<b>Haringey</b>	2.71%	2.86%	+0.15%
<b>Harrow</b>	2.10%	1.94%	-0.16%
<b>Havering</b>	3.11%	3.03%	-0.08%
<b>Hillingdon</b>	3.54%	3.61%	+0.07%
<b>Hounslow</b>	3.40%	3.55%	+0.15%
<b>Islington</b>	2.51%	2.47%	-0.04%
<b>Kensington and Chelsea</b>	2.45%	2.32%	-0.13%
<b>Kingston</b>	1.93%	1.94%	+0.01%
<b>Lambeth</b>	3.68%	3.94%	+0.26%
<b>Lewisham</b>	3.38%	3.09%	-0.29%
<b>Merton</b>	2.22%	2.09%	-0.13%
<b>Newham</b>	2.90%	3.21%	+0.31%
<b>Redbridge</b>	3.08%	3.26%	+0.18%
<b>Richmond</b>	2.43%	2.33%	-0.10%
<b>Southwark</b>	3.60%	3.49%	-0.11%
<b>Sutton</b>	1.94%	1.79%	-0.15%
<b>Tower Hamlets</b>	3.15%	3.29%	+0.15%
<b>Waltham Forest</b>	2.80%	2.81%	+0.02%
<b>Wandsworth</b>	3.55%	3.52%	-0.03%
<b>Westminster</b>	4.88%	4.70%	-0.18%
<b>TOTAL</b>	100.00%	100.00%	

## **Data used to determine the allocations under the Corridors, Neighbourhoods and Supporting Measures programme**

### Population

Updated population source (2011 based) can be found here;

<http://data.london.gov.uk/datastorefiles/documents/update-23-2012-snpp.pdf>

### Public Transport:

% bus share (LTDS) (2009/10- 2011/12 Average) found here;

<http://www.tfl.gov.uk/assets/downloads/corporate/borough-lip-performance-indicators.pdf>

% chance of a bus, not on time can be found under each borough (Most Recent Quarter only), here;

<http://www.tfl.gov.uk/tfl/businessandpartners/buses/boroughreports/>

Full year, quarterly versions provided by London Buses

Updated figures for excess waiting time and bus share (2011/12) can be found in;

<http://www.tfl.gov.uk/assets/downloads/corporate/borough-lip-performance-indicators.pdf>

(Table 2)

### Road Safety:

Average data for casualties (2009-2011) and CO2 emissions from road transport (2010) can be found in; <http://www.tfl.gov.uk/assets/downloads/corporate/borough-lip-performance-indicators.pdf> (Tables 3 and 4)

Valuation of the Benefits of Prevention of Road Accidents and Casualties (2011) can be found here;

<http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2011/rrcqb2011-02.pdf>

(2010) [http://www.dft.gov.uk/webtag/documents/expert/pdf/u3\\_4\\_1-accidents-120817.pdf](http://www.dft.gov.uk/webtag/documents/expert/pdf/u3_4_1-accidents-120817.pdf)

### Congestion and Environment:

Vehicle delay (veh-mins) on the Network of Interest

<http://www.tfl.gov.uk/assets/downloads/businessandpartners/Technical-Note-4-Total-vehicle-delay-in-London.pdf>

CO2 emissions from road transport (2010) can be found in;

<http://www.tfl.gov.uk/assets/downloads/corporate/borough-lip-performance-indicators.pdf>

(Table 5)

### Accessibility:

Indices of Deprivation 2007 Ward Level Summary can be found here;

<http://data.london.gov.uk/datastore/package/indices-deprivation-2010>

### Appendix 3 - 2014/15 Allocations for Corridors, Neighbourhoods & Supporting Measures, Principal Road Maintenance and Local Transport Funding

Borough	Corridors, Neighbourhoods & Supporting Measures (£,000)	Principal Road Maintenance (£,000)	Local Transport Funding (£,000)
Barking and Dagenham	1,509	£569	100
Barnet	3,325	£1,105	100
Bexley	1,659	£1,157	100
Brent	2,480	£912	100
Bromley	2,418	£1,019	100
Camden	2,275	£498	100
City of London	931	£134	100
Croydon	2,713	£999	100
Ealing	2,919	£859	100
Enfield	2,991	£1,208	100
Greenwich	2,454	£897	100
Hackney	2,085	£311	100
Hammersmith & Fulham	1,724	£538	100
Haringey	2,071	£571	100
Harrow	1,400	£787	100
Havering	2,189	£569	100
Hillingdon	2,615	£922	100
Hounslow	2,568	£651	100
Islington	1,787	£377	100
Kensington & Chelsea	1,678	£287	100
Kingston	1,403	£508	100
Lambeth	2,848	£491	100
Lewisham	2,233	£366	100
Merton	1,511	£637	100
Newham	2,321	£918	100
Redbridge	2,360	£642	100
Richmond	1,687	£973	100
Southwark	2,521	£545	100
Sutton	1,293	£200	100
Tower Hamlets	2,382	£321	100
Waltham Forest	2,035	£725	100
Wandsworth	2,547	£357	100
Westminster	3,399	£950	100
<b>TOTAL</b>	72,330	22,000 <sup>3</sup>	3,300

<sup>3</sup> Note: £1m has been held back for emergency works and the annual Principal Road maintenance surveys.

## **Appendix 4 – LoHAC requirements**

For LIP funded schemes, the following requirements apply:

- LoHAC is the preferred option for the delivery of LIP funded highway schemes
  - Corridors, Neighbourhood and Supporting Measures programmes, Maintenance programmes (bridge strengthening and assessment, and principal road renewal), and Major Schemes.
- During 2013 TfL will use the LoHAC schedule of rates to provide boroughs with comparisons of the costs of delivering works via LoHAC in comparison with their local contractors. Then from 2014/15 onwards, the LIP financial assistance will be limited up to the amount that the scheme would have cost if it had been undertaken via LoHAC, or the full cost under the authorities chosen route where this is a lower amount.
- TfL will give consideration to the following matters in determining whether there is justification for undertaking a scheme at a higher cost than that achievable under LoHAC and where the higher cost may be met:
  - Health and Safety (including the safety of the travelling public in respect of vehicle operations, work sites, etc)
  - Employment practices, opportunities, skills, training and pay
  - Requirements for particular capabilities that are not covered by the LoHAC contracts
  - Procurement, supplier and payment practices (including environmental and responsible procurement).
- TfL doesn't expect LoHAC to be used where this would produce a material contractual breach by boroughs under their existing contracts. For example where boroughs have in their existing contracts (let prior to LoHAC start 1/4/2013) an exclusivity agreement that would preclude them from procuring works from another supplier for that particular activity.
- TfL will require boroughs to keep records of relevant contractual information and certified quotes provided by LoHAC and their own contractors for LIP schemes. TfL reserves the right to carry out random or specific audits of such records, together with other relevant documentation

## Appendix 5 – TfL Contacts

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