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Transport for London
Investment Delivery Planning

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(Via email)

Dear Ms Doody,

The improvements delivered by Merton are crucial to the success of our transport network. We cannot achieve the aims of the Mayor's Transport Strategy without working collaboratively with you and other boroughs to change London's streets.

Some of these success stories are set out in the Borough Three Year Report due to be published on Tuesday 30 January. This document demonstrates how you have used LIP funding over three years (2019/20, 2020/21, 2021/22) to transform local areas and make London's roads safer and more attractive for people using public transport, walking and cycling.

Having reached a capital funding agreement with Government, I am happy to confirm that we have made £80.4m available for London's boroughs to deliver their Local Implementation Plans (LIP) in 2024/25. This letter will set out your borough's allocation and how you can access it, I have included an appendix with the funding pots available to you.

The total amount available to boroughs has been increased from the £75m originally set out in our Draft Business Plan. This is due to the significant ambition for new cycling infrastructure demonstrated through borough Form A submissions and the need to upgrade some cycling infrastructure on borough roads to make it more accessible. As a result, we have allocated an additional £5m for borough-led cycling schemes in 2024/25. This will help the most ambitious boroughs to achieve further mode shift to active travel on local roads, making their networks safer for cyclists.

Total amount available by programme:

| Borough LIP Programme | 2024/25 Total Allocation (£m) |
|-------------------------------------|-------------------------------|
| Safer Corridors and Neighbourhoods | 35.9 |
| Cycleways Network Development (CND) | 19.9 |
| Bus Priority | 12.7 |
| Crossrail Complementary Measures | 0.3 |
| Liveable Neighbourhoods | 2.2 |
| Cycle Training | 2.7 |

| | |
|-------------------------------------|-------------|
| Cycle Parking | 2.1 |
| Principal Road Renewal | 2.1 |
| Bridge Assessment and Strengthening | 2.5 |
| Total | 80.4 |

In September we wrote to you asking you to confirm your Local Implementation Plan (LIP) Programme for 2024/25. I would like to take this opportunity to thank everyone involved for their hard work in developing these ambitious programmes, that will transform the lives of Londoners.

Collectively, from these programmes we can expect 30km of new cycle routes, over 15km of new bus lane, more than 90 School Streets and more than 50 new signalised pedestrian crossings to be progressed or delivered over 2024/25. These commitments show that even against a constrained financial backdrop, by working in partnership we can create cleaner, safer roads across London that encourage people to walk, cycle and use public transport.

The table below confirms your allocations for 2024/25. A full list of the schemes receiving funding, along with any conditions on release, is shown in the attached spreadsheet sent with this letter.

Summary of LIP funding for Merton

| Borough LIP Programme | Individual Borough Allocation (£k) |
|-------------------------------------|---|
| Safer Corridors and Neighbourhoods | 929 |
| Cycleways Network Development (CND) | 55 |
| Bus Priority | 5 |
| Cycle Training | 76 |
| Cycle Parking | 54 |
| Principal Road Renewal | TBC |
| Bridge Assessment and Strengthening | TBC |
| Total | 1,119 |

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

Finance

To secure your allocations for 2024/25, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (2023/24) will be 26 July 2024. In line with best practice, we would encourage you to submit claims as and when schemes are completed so payments can be processed quickly.

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

Please circulate this letter to the officers who manage your LIP programmes to let them know the outcome of your funding submission. If you require any further information, then please contact your TfL Sponsor regarding the individual schemes. If you have any questions at this stage, my team and I will be happy to assist – and thanks again for your patience and perseverance through recent years.

We are excited to see what the future holds for safer, more sustainable streets in London; our collective ambition and delivery-focus leading the way for the UK and beyond.

Yours sincerely,

A handwritten signature in black ink that reads "Penny Rees". The signature is written in a cursive, flowing style.

Penny Rees
Head of Healthy Streets

Available funding

Safer Corridors and Neighbourhoods

This programme has been allocated £35.9m in 2024/25 with individual borough allocations distributed according to the funding formula. Some schemes have conditions on release such as further design endorsement through the Road Space Performance Group, a Healthy Streets Check for Designers taking place to ensure that the benefits align with the Healthy Streets Approach, and/or that any operational impacts are considered.

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

Cycleways Network Development

In the latest funding settlement for 2024/25, Cycleways Network Development (CND) has been allocated £19.9m. We have prioritised schemes that can move to construction in 2024/25 or 2025/26 as well as high priority ambitious projects to be developed for future implementation.

As usual all cycling schemes that receive funding will be required to follow the stage gate process, with TfL sponsors available to guide you on this. We would also emphasise the requirement that all Borough Cycling schemes commit to using both the Healthy Streets Check for Designers and the Cycling Quality Criteria. This is important to ensure that the design of the scheme meets both TfL's own design expectations and aligns with national design guidance LTN 1/20.

CND funding will be allocated incrementally as schemes progress to the next stage of delivery. For construction schemes, once all approvals have been received and there are fixed construction start dates, the remaining funding that can be spent this financial year will be allocated with any remaining funding allocated in subsequent financial years. Schemes in design will be allocated a proportion of their funding, with an opportunity for further funding to be requested during the financial year depending on progress.

At your next progress meetings TfL Sponsors will discuss how your initial allocation has been split. This will give you the opportunity to provide further clarification around approvals and milestones. Once this information is received there will be an opportunity to increase funding or substitute schemes.

Bus Priority

Bus travel is a core part of the sustainable transport network as well as being affordable, inclusive and accessible. Buses carry more people than any other mode (aside from walking) on central London's streets and over a third of all journeys are made by low-income Londoners.

It is therefore essential that buses work efficiently and reliably and are an attractive option. Our Bus Action Plan sets out how we will achieve this, including ambitious targets for new bus lanes - with 25km planned for delivery by 31 March 2025 included as a condition of the August 2022 funding deal with central government. London Boroughs play a crucial role in realising the potential of the bus and meeting this target.

Following review of Bus Priority submissions included within the Form As, a total of £12.7m has been allocated to the 2024/25 Bus Priority Programme to support the bus lane delivery target, and to deliver additional schemes that improve bus journey times.

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

We are keen to increase the level of ambition for Borough bus priority, to match the level of ambition for cycling infrastructure, and therefore further funding is available for additional bus priority schemes if you request it. We have already released seed funding to ambitious boroughs who want to help us improve bus priority on the new Superloop routes. There is further funding available for this activity, as well as additional funding available for bus priority measures elsewhere in your borough. If you are able to do more for bus priority, please get in touch with BillDavey@tfl.gov.uk to discuss.

Liveable Neighbourhoods

The Liveable Neighbourhoods programme restarted last year, with budget available to continue five high priority schemes. These are Holborn (Camden), West Ealing (Ealing), Enfield Town (Enfield), Greenwich Town Centre (RB Greenwich) and Coppermill Village (Waltham Forest).

Cycle Training

£2.7m of cycle training funding has been allocated in 2024/25. This is in addition to any cycle training funding allocated through the Safer Corridors & Neighbourhoods programme. To ensure that cycle training is available to adults and children throughout London, each borough has been allocated a base level of funding of £76,000 for financial year 2024/25 (unless they have requested less). Some boroughs have also been allocated a further £12,000 based on the availability of cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation.

We have noted that adult cycle training numbers have reduced over the last two years, so as a guide for 2024/25, we would expect circa 25% of your funding to be dedicated to Adult Training. Please can you also ensure your reporting for 2023/24 and previous years cycle training is up to date on The Bikeability Trusts link system. We will be unable to allocate 2024/25 funding to your borough until this has been completed. Please contact Samuel Laphorne (samuellaphorne@tfl.gov.uk) with any questions or issues for Cycle Training

Residential Cycle Parking

Unless a lower amount was requested by boroughs, each borough will receive £54,000 to deliver the approved schemes submitted within their Form A. The remaining funding is allocated to 16 boroughs through supplementary funds to support and promote investment in infrastructure. This is allocated to boroughs based on the availability cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation.

Please note there is also funding available for micromobility parking bays, for those Boroughs intending to participate in the potential single contract for e-bikes and e-scooters currently being explored by London Councils, the boroughs and TfL. Further information on this will be released in spring 2024.

Road renewals and bridge strengthening

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