



16th December 2013

Transport for London
Surface Transport

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Dear Martin

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

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

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

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

Project	TfL Major Schemes allocation		
	2014/15	2015/16	2016/17
Baker Street - 2 Way Gyratory: Design and development (provisional allocation)	£500,000	-	-

I am aware that the current feasibility and traffic modelling work being undertaken for the Baker Street scheme includes the assessment of a segregated cycling option on Gloucester Place. You will know that the Mayor's Cycling Commissioner, Andrew Gilligan, is keen to see these elements form part of the proposed scheme and therefore TfL will need to agree with you the proposed design to be taken forward before the 2014-15 Major Schemes

MAYOR OF LONDON



VAT number 756 2770 08



funding can be committed and released. The other key requirements associated with the Major Schemes funding are set out in Appendix 1.

Between now and March next year we will work with your officers to prepare the delivery plan for the design stage of the Baker Street scheme. This engagement will ensure early identification of the TfL and 3rd party resource that may be required to deliver the scheme, provide an opportunity to address any issues in the bid which were identified in our assessment. This delivery plan will be a crucial component in ensuring that the scheme is progressed in accordance with the requirements set out in TfL's Major Schemes Guidance.

Your authority's LIP details £1m for the Baker Street Major Scheme in 2014/15. As part of the delivery plan your authority can update the Baker Street funding profile to reflect the latest project programme. Subject to the agreement on the cycling design option, requests to re-profile or amend the 2014/15 TfL funding allocation can then be put forward through TfL's Major Schemes change control process.

Additionally, we will put forward the request to TfL's change control process for additional funding for the final phase of the Oxford Street East Phase 2, following successful completion of the works in the New Year.

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

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

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

Please ensure that the financial information for all agreed schemes is entered onto the Borough Portal by **Friday 24 January 2014** and as discussed with your officers recently each scheme application has to at a specific location and amount of funding, rather than packaged together as programmes. If you would like TfL to enter this data on your behalf, please contact my colleague Tony Clark at anthonyclark@tfl.gov.uk. Please note that the Borough Portal is a web based tool used by TfL and the London boroughs to manage the allocation of funds, reporting, forecasting and subsequent claims. Accordingly it is essential the information on the Portal is kept up to date.

A copy of the LIP 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance, together with the LIP Finance and Reporting Guidance, can be found on the Borough Extranet at:



http://boroughs.tfl.gov.uk/lip_funding.aspx#. These documents also detail the other relevant matters to which TfL will have regard.

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

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

Yours sincerely

A handwritten signature in blue ink, appearing to read 'David Rowe'.

David Rowe
Head of Borough Projects & Programmes



Appendix 1

Major Scheme funding is allocated on the following basis;

- Projects are to be progressed in accordance with the requirements set out in TfL's Major Schemes Guidance and as agreed with the relevant lead officer in Borough Projects and Programmes.
- To ensure a high level of urban design, projects should be considered by an independent design review and schemes greater than £2m will be subject to TfL's Design Review.
- For smaller schemes (below £2m), or proposals at an early stage of development, promoters should utilise UDL's design surgeries to gain advice on design matters from experienced professionals as the proposals progress.
- Scheme designs should pay particular attention to improving conditions and safety for cyclists and pedestrians, as well as ensuring good access to a reliable and convenient public transport network. All schemes are expected to be consistent with the London Cycle Design Standards (LCDS) and any subsequent editions/updates.
- All Major Schemes are required to undergo a Road Safety Audit (RSA), during both the pre and post-construction phases, which complies with TfL's RSA procedure.
- For new projects, where the overall cost is greater than £2m, the scheme will require a Business Case in accordance with TfL's Business Case Development Manual
- The governance arrangements, design programme, plan for delivery and the profile of the actual funds required for the design will need to be agreed with TfL at the outset of the development phase and before commencing detailed design.
- Funding for implementation would be subject to an approved and costed design being accepted by all parties
- The borough undertakes an assessment of all funding opportunities that can contribute to the scheme which will include contributions from developers and other sources.