



Local Implementation Plan (LIP)
2018/19 Annual Spending Submission
Interim Guidance

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1 SUMMARY

Purpose of this document

- 1.1 This document gives guidance to the London boroughs on the preparation of their 2018/19 Annual Spending Submissions (ASS). It updates similar guidance drafted for previous years and highlights recent changes and developments that should be reflected in the boroughs' 2018/19 submissions.
- 1.2 This guidance confirms the Local Implementation Plan (LIP) funding available in 2018/19 by programme and by allocation to individual boroughs. It should be read in conjunction with 'Local Implementation Plan Finance & Reporting Guidance' (September 2015) which gives guidance to the boroughs on reporting progress and claiming funding.
- 1.3 This document offers interim guidance to cover what will be a transitional financial year (2018/19) between the end of the second LIP period and the start of the third. A new Mayor's Transport Strategy (MTS) has been drafted and is expected to be adopted by the end of the 2017 calendar year. Boroughs will then be required to prepare new LIPs to come in to effect from April 2019.
- 1.4 Please note that the financial information set out in this guidance, particularly at Appendices 1 & 2, is correct at the time of publication but is subject to cost efficiency review under TfL's internal business planning practices.

New requirements since the 17/18 Guidance

- 1.5 Boroughs should take account of the following policy and programme developments and actions arising (in addition to the matters set out in the 2017/18 guidance):
 - The new Mayor's transport priorities as signalled in the [A City for All Londoners](#) and [Healthy Streets for London](#) documents;
 - The Healthy Streets Approach as outlined in *Healthy Streets for London*; TfL will now provide LIP and other borough funding as part of a wider healthy Streets funding portfolio designed to support the delivery of this approach;
 - In line with the Healthy Streets Approach, encouraging measures (and supporting policies) that effect significant mode shift from the private car to walking, cycling and public transport by helping to maintain or improve average bus speeds;
 - In line with the Healthy Streets Approach, encouraging measures (and supporting policies) that effect significant traffic reduction (including delivery and servicing activities); and
 - In line with the Healthy Streets Approach, a new Liveable Neighbourhoods programme will replace the LIP Major Schemes programme to deliver transformational improvements in walking and cycling provision, road safety and road danger reduction and mode shift from private car use (separate guidance on Liveable Neighbourhoods will be issued in June 2017).

2 INTRODUCTION: LIP Annual Spending Submission (ASS)

Context

- 2.1 LIPs set out how the London boroughs will deliver better transport in their area in the context of the Mayor of London'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.
- 2.2 The Greater London Authority Act 1999 requires each London borough to prepare a LIP that sets out how the borough will deliver the MTS at the local level. Section 159 of the Act separately gives TfL the power to fund third party transport activities in London, which is how TfL funds delivery of the projects in the boroughs' LIPs.
- 2.3 Each borough is required to set out within its LIP a costed Delivery Plan of interventions. In addition, boroughs are required to submit to TfL for approval an Annual Spending Submission (ASS) which provides more specific detail on the individual schemes the boroughs wish to take forward under their LIP programmes in the year ahead.
- 2.4 Typically, TfL provides ASS guidance on the requirements for LIP supported schemes each May and boroughs submit programmes each October via the ASS, six months ahead of the new financial year. An exception was made for 2017/18 when the parallel developments of the Mayoral election and the emergence of the new Mayor's priorities, and TfL's new Business Plan made this impractical; instead a 'business as usual' approach based on 2016/17 guidance was adopted for the 2017/18 year.
- 2.5 The new MTS will be published late in the 2017 calendar year and will require the preparation of new LIPs. Guidance to the boroughs on preparation of their new strategic LIP documents will be launched alongside the new MTS.
- 2.6 The new MTS and new LIP Guidance will still be at the consultation stage when the boroughs prepare and submit their 2018/19 LIP spending programmes, so the priorities, policies and proposals therein will not be fixed.
- 2.7 Thus the 2018/19 financial year will again represent an interim period in terms of LIP programmes. This guidance, therefore, refers to current strategy and policy documents such as *A City for All Londoners*, *Healthy Streets for London* and TfL's Business Plan to help define programme themes and budgets and inform borough planning for 2018/19. New policy context and LIP funding requirements are discussed in detail at Sections 3 and 4 of this guidance.

Requirements

- 2.8 The 2018/19 ASS should identify the projects to be delivered in that year that help the authority to achieve its LIP objectives. It should address the following core requirements:
- Provide a breakdown of the proposed expenditure for 2018/19 and for future years where appropriate (i.e. for projects that will extend beyond 2018/19);
 - Exclude uncosted or unaffordable projects;
 - Identify the role of non-LIP funding in delivering the interventions identified, for example the council's own capital and revenue funding and third party contributions;
 - Provide details of the initiatives to be taken forward during the 2018/19 financial year, including information on the impact of the interventions on the Mayor's transport priority outcomes, TfL services and infrastructure; and
 - Report on the delivery of previously identified high-profile outputs using pro forma C. This should include outputs from schemes delivered during the course of the previous financial year (2017/18) and should be returned to TfL by Friday 21 July 2018 (see Section 6).
- 2.9 Boroughs have flexibility to change or update their annual programmes in response to unforeseen and/or emerging developments, such as delays and/or cost changes, stakeholder feedback, new evidence of the impact of previous similar interventions, or other matters. (Changes should not result in the overall allocation being exceeded and should be managed / delivered within the year in question; they should also be reflected on the Borough Portal.) However, such decisions need to be agreed in advance with TfL and need to take account of the potential impact of moving investment from one policy area to another.
- 2.10 Boroughs are encouraged to exercise prudent cost controls in the development and delivery of their LIP programmes. It is recommended that regular meetings (e.g. quarterly) are held with TfL officers to review costs in the light of programme and project progress and identification and management of risks. Boroughs are required to prepare a Value of Work Done (VOWD) profile for each scheme and to keep this up to date; further information on this and other matters relating to the provision of LIP funding is provided in the ['LIP Finance & Reporting Guidance'](#) (September 2015).
- 2.11 The 2018/19 ASS should include information on the programmes listed below.
- Corridors, Neighbourhood and Supporting Measures (refer to Section 4.7 - 4.10)
Holistic or area-based interventions, including, cycling, walking, accessibility, safety measures, 20 mph zones and limits, bus priority and accessibility, freight, regeneration, environment, and controlled parking zones.
- This programme may also include expenditure on secure cycle parking, cycle training, shared space, car clubs, reduction of clutter, installation of electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.

Major Schemes / Liveable Neighbourhoods (refer to Section 4.14 - 4.19)

The Major Schemes programme of transformational public realm improvement projects will be replaced from 2018/19 by the Liveable Neighbourhoods programme. No new Major Scheme submissions will be accepted on to the programme though schemes already on the programme will be funded to completion.

Maintenance programmes (refer to Section 4.20 - 4.23)

These include principal road renewal, and bridge strengthening and assessment.

Local Transport Fund (LTF)

This annual £100k allocation to each borough supported the development and delivery of local transport priorities that also satisfied the previous Mayor's Transport Strategy objectives. However, given the pressure on TfL budgets arising from the decision by central government under the last Comprehensive Spending Review to withdraw TfL's revenue grant by 2019/20, and given TfL's commitment to maintain funding for the Corridors, Neighbourhoods and Supporting Measures programme at ~£75m per annum over the life of the current business plan, the LTF allocation will no longer be available to the boroughs.

- 2.12 Boroughs do not need to include interventions which are not being supported by LIP funding. However, they are required to identify as indicated on the ASS where complementary TfL funding, such as for cycling, air quality and bus priority, has been secured to accelerate delivery of related activities identified within their core programmes.

3 RELEVANT POLICIES AND TFL INVESTMENT

Context

- 3.1 This section of the Guidance updates the London boroughs on the key policies and developments that they must take account of in preparing their submission. The Mayor of London published an ambitious vision for London - *A City for All Londoners* - in October 2016 that set the scene for more recent policy documents and announcements, as well as the upcoming draft Mayor's Transport Strategy.
- 3.2 The section is structured to drive this new agenda, encouraging boroughs to build on success as well as consider the inclusion of new, additional measures.

A City for All Londoners

- 3.3 There are key challenges that London faces that transport can help address, as set out in *A City for All Londoners*. TfL has published a Business Plan that supports this through an ambitious programme of modernisation and transformation of London's transport, and boroughs are crucial partners in achieving this. Thus 2018/19 LIP programmes offer an opportunity to continue to implement transport solutions that support local as well as strategic level objectives, and deliver what London and Londoners need.
- 3.4 The following themes are central to *A City for All Londoners* and should be reflected in borough programmes:
- the need to **accommodate London's population growth** through better integration of transport and land-use planning;
 - further measures to support **a reduction in congestion** across London's road network, including making walking, cycling and public transport an attractive alternative to the car, reducing motorised traffic and managing freight and servicing more efficiently;
 - encouraging Londoners to take more trips on foot, by cycle and by public transport – as part of the Mayor's vision for **Healthy Streets for London**;
 - promoting safer streets through the Mayor's **Vision Zero** approach to road safety, putting the elimination of road danger at the very heart of the transport system;
 - urgent **tackling of poor air quality**, working to achieve a Zero Carbon City by 2050 and enhancing the natural environment; and
 - improving the **accessibility** of public transport services, including people's on-street experience.

Healthy Streets for London

- 3.5 The Mayor published *Healthy Streets for London* in February 2017, setting a challenge to re-examine London's streets to use the space that cars take up more efficiently and sustainably and to prioritise walking, cycling and public transport. This new Healthy Streets Approach will promote healthier streets and healthier people under the following themes that should be reflected in borough programmes:

- **healthy and active** streets;
- streets that are **safe and secure**;
- streets that are **clean and green**; and
- streets that are used **more efficiently**.

Healthy Streets and healthy people: London's streets will be healthy and more Londoners will travel actively

3.6 Key developments and messages

- *Healthy Streets for London* outlines a new approach to increasing levels of active travel by making London's streets healthier, safer and more welcoming.
- Under the Healthy Streets Approach, all investment in London's streets should seek to improve conditions for walking, cycling and access to public transport.
- Investment should tackle barriers to walking, cycling and public transport use and contribute to making more joined-up networks for active travel.
- The new focus on Healthy Routes seeks to deliver improvements to local routes that make walking the easiest, most attractive and obvious choice for journeys under a mile.
- Further interventions are needed to tackle barriers to cycle use, such as enhancing cycle permeability through cycle-friendly improvements to junctions and crossings, modal filters or complementing the strategic cycle route network (of Superhighways and Quietways) with local route improvements.
- In particular, investment should also address lack of appropriate cycle parking facilities at either end of every journey, including provision for non-standard models of cycle.
- Investment in street design can help improve pedestrian and cycle comfort by encouraging more careful and courteous driving – measures might include speed limit reduction, junction entry treatments and decluttering.
- Investment in behaviour change and other activities to encourage people to walk and cycle will enhance the effectiveness of physical measures.

3.7 What is needed for the 2018/19 submission?

Types of intervention that would help deliver the active components of the Healthy Streets Approach, and complement improvements made through other investment programmes, include:

- Tackling severance and road danger, and improving the attractiveness of streets for walking and cycling.
- Removing specific barriers to walking and enhancing and promoting the Walk London Network.
- Removing specific barriers to cycling and joining up the cycle network.
- Improvements to wayfinding i.e. extend the Legible London system.
- Behaviour change initiatives and other community engagement activities.

Note: further information on TfL's behaviour change initiatives and how these can support borough delivery is set out at Appendix 3 to this guidance.

Healthy Streets and healthy people: London's streets will be safe and secure

3.8 Key developments and messages

- Reducing road danger, improving personal security and addressing fears of road danger and crime are vital steps to making streets healthier.
- Adopting a Vision Zero approach in London means that the elimination of road danger is placed at the very heart of the transport system and is a priority of all transport schemes, reducing the dominance of motor vehicles on streets to minimise the dangers they pose to vulnerable road users.
- The way in which London's streets are designed and managed can help improve personal security and confidence to travel by foot, cycle or public transport.
- Safer streets through safer practices: for example by promoting a work related road risk policy for the borough vehicle fleet and improving vehicle safety through the boroughs' contracts and procurement policies and procedures, e.g. adhere to Direct Vision Standards.

3.9 What is needed for the 2018/19 submission?

- Identify on the Submission form (pro forma A) a minimum of three schemes to be entered on the Traffic Accident Diary System (TADS) to allow 'before and after' comparisons of the schemes' effectiveness.
- To effect road danger reduction boroughs are encouraged to consider measures such as:
 - Introducing lower speed limits, and in particular more 20mph schemes.
 - Improved compliance with speed limits through road design, enforcement, information and appropriate training.
 - Address priority junctions for engineering schemes; introduce road safety measures at locations that pose the highest risk to vulnerable road users.
 - Allowing access for motorcycles in bus lanes; this will enable consistency across the whole of the road network in London, ending unnecessary confusion and risk to motorcyclists.
 - Working in partnership with TfL, Police and other road safety stakeholders to deliver a programme of training, education and enforcement activity to improve the safety of vulnerable road users.

Note: further information on road danger reduction related training and data offered by TfL to inform and support borough delivery is set out at Appendix 4 to this guidance.

- To improve personal safety boroughs are encouraged to consider:
 - Working with TfL and the police to tackle crime and anti-social behaviour on London's streets and public transport networks.
 - Using a problem-solving approach to reducing crime and ASB issues that deter people from walking, cycling or using public transport more.
 - Adhering to the principles of crime prevention through environmental design and situational crime prevention.
 - Environmental measures such as improved lighting, CCTV and cleaning / repair of graffiti and criminal damage.
 - Secure cycle and motorcycle parking.

Healthy Streets and healthy people: London's streets will be clean and green

3.10 Key developments and messages

- Delivering a healthy, resilient, fair and green city requires that TfL and boroughs tackle poor air quality urgently and collaborate to achieve a Zero Carbon City by 2050.
- Mode shift away from the car is a Mayoral priority under the Healthy Streets Approach with vehicles that remain on the road, e.g. taxis, private hire vehicles, deliveries and servicing vehicles, being as clean as possible.
- Boroughs are encouraged to support a switch from fossil fuels (particularly diesel) to ultra low emission vehicle (ULEVs) through local incentives such as the provision of charging infrastructure.

3.11 What is needed for the 2018/19 submission?

- LIP funding can be used to match-fund on-street charging infrastructure for residents and car clubs installed through the Go Ultra Low Cities Scheme (as can Section 106 and Community Infrastructure Levy (CIL) funding).
- Demonstrate how boroughs will work with TfL to deliver rapid charging infrastructure on borough roads and land to support a switch to zero emission capable taxis and other ULEVs.
- Consider the potential for LIP-funded 'quick win' measures to tackle poor air quality such as anti-idling campaigns in local hotspots and sensitive areas (such as near schools).
- Boroughs are encouraged to consider in new schemes the role of green infrastructure (such as street trees and green roofs/walls) to help deliver improvements in line with the Healthy Street indicators, and sustainable drainage systems (SuDS) to reduce flood risk and increase resilience.

Healthy Streets and healthy people: London's streets will be used more efficiently and have less traffic on them

3.12 Key developments and messages

- The challenge of growth makes improving the reliability and efficient use of existing road capacity a priority.
- Over time, and when done in the right way, reallocating space will create streets that function better not only for people who are walking, cycling and using public transport, but also delivery and servicing, taxi and essential car journeys.
- Boroughs play a key role in delivering and enabling innovative approaches to improving sustainable use of road and kerb space; businesses within boroughs have responsibly retimed freight access at 390 sites across London.

3.13 What is needed for the 2018/19 submission?

Boroughs are encouraged to consider proposals to re-allocate road space to walking, cycling and public transport use, and mitigating the impacts of freight and servicing, including:

- designating vehicle-free areas,
- replacing car parking with secure cycle parking,

- community car-free street events,
- temporary or permanent improvements to cycle permeability / use of modal filtering,
- finding innovation in the flexible use of streets, temporary or permanent, to enhance the ‘liveability’ of neighbourhoods,
- discouraging unnecessary car trips, e.g. through the way that parking is managed and charged for,
- implementing new ways of delivering freight locally, including micro consolidation, click & collect and new, sustainable delivery modes (e.g. cargo bikes), and
- incorporating kerbside activity into scheme design – considering the needs of freight vehicles throughout the borough, ensuring that waiting and loading restrictions are appropriate.

A Good Public Transport Experience: more people will travel on an expanded public transport network

3.14 Key developments and messages

- Public Transport is at the heart of the Healthy Streets Approach, and complements initiatives to promote walking and cycling, reduce congestion and improve air quality.
- In 2018 Crossrail will enable greater east–west connectivity, and enable bus services within central London to be reshaped, with some bus resource reallocated to outer London growth areas to better serve demand.

3.15 What is needed for the 2018/19 submission?

- In line with the Healthy Streets Approach, consider improvements to the urban realm at bus stops and stations, particularly at interchange locations.
- Consistent wayfinding signage (Legible London) to enhance integration and encourage more walking and cycling.

A Good Public Transport Experience: journeys by public transport will be fast, comfortable and reliable; and affordable and accessible to all

3.16 Key developments and messages

- Enhancing walking, cycling and public transport options to reduce reliance on private transport will help ensure Londoners can move freely and efficiently in a growing city.
- A reliable bus service offering competitive journey times can help meet current passenger demand while also attracting new users from private motorised modes; this also has economic benefits in maintaining income flows for reinvestment in services.
- TfL continues to invest in bus priority measures to enhance the reliability and growth of London’s bus network; where appropriate, bus priority can also offset the impacts of schemes that reallocate road space.
- This investment also supports the boroughs to identify and deliver locally led bus priority improvements that complement their LIP programmes.

3.17 What is needed for the 2018/19 submission?

- Boroughs are encouraged to maintain reliable bus services with improved journey times through the design of LIP funded schemes where appropriate.
- Indicate on the ASS as appropriate where additional, strategic bus priority funding has been secured to accelerate delivery of schemes.

New Homes and Jobs: investment in sustainable transport will support the delivery of new homes and provide better access to jobs, customers and suppliers; new development will be sustainable, well supported by public and active travel options, delivering ‘good growth’

3.18 Key developments and messages

- Greater emphasis on delivering car-free and car-light developments that are supported by sustainable transport to help ensure that growth in housing and jobs has minimal impact on road congestion.
- Ensuring new developments are properly integrated into the wider sustainable transport network through the use of S.106 and CIL funding.
- Ensuring that borough masterplans are developed to minimise additional car use and maximise accessibility, affordability and the uptake of sustainable transport modes including provisions for electric vehicles, car clubs and appropriate Delivery and Servicing Plans (DSPs).

3.19 What is needed for the 2018/19 submission?

- Boroughs are encouraged to use LIP funding to prepare sustainable transport plans for housing or growth areas places where walking, cycling and public transport’ are the natural choice for most journey purposes, including developer funded sustainable transport infrastructure.
- Boroughs are encouraged to develop Delivery and Servicing Plans for growth areas that promote and support use of low/zero emission modes including Ultra Low Emission Vehicles.

Street Types for London

3.20 The Mayor has set out in *A City for all Londoners* and *Healthy Streets for London* his ambitions to reduce motorised traffic and improve the reliability of existing road capacity. Future decision making on this needs to be informed by a good understanding of how London’s roads and streets are being used now. Street Types for London was developed by TfL and the boroughs to provide a shared understanding of the role of London’s roads and streets, i.e.:

- transporting people and goods effectively and efficiently – the **movement** role; and
- providing public space that is safe and attractive – the **place** role.

3.21 Street Types therefore set a common context to support policy development, investment priorities and design decisions. It highlights where similar schemes have been successful and illustrates where aspiration and current performance are creating a challenge for delivery. Further information and advice is available via: street-types@tfl.gov.uk.

Statutory Duties: Section 17 of the Crime & Disorder Act 1998

3.22 Key developments and messages

- Boroughs (and TfL) have a statutory duty under Section 17 of the Crime and Disorder Act 1998 to consider crime prevention in all of their undertakings and do all they reasonably can to prevent crime and disorder.
- LIP related projects should “embed” crime prevention within their design and management stages.

3.23 What is needed for the 2018/19 submission?

- Boroughs should consider how their LIP proposals can contribute to reducing crime, fear of crime and antisocial behaviour.

Background and context

3.24 Borough initiatives should be informed by, and integrated into, wider community safety strategies as well as the Mayor’s transport policies and the Mayor’s Office for Policing and Crime (MOPAC) Police and Crime Plan. 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. Crime prevention includes counter terrorism measures which should be based on a balanced risk assessment

3.25 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 Mayoral and TfL objectives and to ensure effective practice.

3.26 To support and complement Section 17 considerations around crime prevention and reduction, enforcement and compliance considerations should be embedded in the planning and design of schemes and initiatives to help safeguard against problems such as increased congestion, collisions, road user conflict or poor journey time reliability. Boroughs must consider how any non-compliance will be dealt with, what resources will be used and how this will be funded.

Statutory Duties: Local Authority promotion of school travel

3.27 Key developments and messages

The Education and Inspections Act 2006 places a duty on local authorities to promote sustainable travel for journeys to, from and between schools and educational institutions. Guidance outlining this duty was published in 2014 and will be reviewed in 2017:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf

3.28 The five main requirements of the duty are as follows:

1. An assessment of the travel and transport needs of children and young people.
2. An audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to, from or between schools/institutions.
3. A strategy to develop the sustainable travel and transport infrastructure within the authority so the transport and travel needs of children and young people are better catered for.
4. The promotion of sustainable travel and transport modes on the journey to, from and between schools and educational establishments.
5. The publication of a Sustainable Modes of Travel Strategy (SMOTS).

3.29 What is needed for the 2018/19 submission?

- Much of this duty can be met through a borough's school travel plan programme and STARS (Sustainable Travel: Active, Responsible, Safe) accreditation and can be promoted and supported as part of the LIP programme.
- Schools must be STARS accredited to be eligible for TfL's school travel programmes: for further information visit <http://www.tfl.gov.uk/stars>.

4 LIP FUNDING

Conditions and requirements

4.1 Key developments and messages

- The conditions governing the allocation, use, management and reporting of LIP funding remain as per previous ASS guidance.
- LIP funding will be provided as part of a wider Healthy Streets funding portfolio designed to support delivery of *Healthy Streets for London*.

4.2 What is needed for the 2018/19 submission?

- Boroughs must continue to demonstrate through their Corridors, Neighbourhoods and Supporting Measures programme their commitment to cycling, bus reliability and air quality in order to access the complementary strategic funding available to support such activities.
- Boroughs should indicate on their submission forms (pro forma A) schemes that may have an impact on the operation of the TLRN or on TfL services (e.g. buses).

Background and context

4.3 LIP financial assistance is provided by TfL under Section 159 of the GLA Act 1999 to support local transport programmes that deliver the Mayor's transport priorities. LIP funding supports works on roads for which the boroughs are the highway authority as well as for complementary activities such as road safety education. Boroughs are encouraged to maximise the level of funding available from other sources, for example their own funding, contributions from the private sector or other government grants.

4.4 TfL will now provide LIP funding as part of a wider Healthy Streets funding portfolio designed to support delivery of the Healthy Streets Approach in line with the key outcomes identified in *Healthy Streets for London*. Under this approach borough funding will be targeted towards the effective delivery of what London needs. The distribution of LIP funding within the wider portfolio can be summarised as follows:

Healthy Streets: Borough funding portfolio	
Formula	Supporting delivery of the boroughs' LIP work programmes; reflecting borough priorities while also demonstrating delivery of Mayoral transport priorities and Healthy Streets outcomes.
Discretionary	<p>Additional LIP scheme funding that boroughs will bid for, including Liveable Neighbourhoods that will replace Major Schemes. This funding will be directed towards defined and agreed projects, based on spatial priorities and clear expectations of what outputs and/or outcomes boroughs will deliver through such schemes.</p> <p>This funding stream also includes investment in maintaining borough assets – principal roads and bridges – and will continue to be allocated on the basis of surveys and identified needs.</p>

Strategic	Additional funding to improve bus priority, borough cycling, air quality and other outcomes as needs arise London-wide. TfL research and analysis has identified what London needs and where; this funding is linked to the delivery of specific agreed outputs, i.e. specific projects in specific locations.
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4.5 The LIP financial assistance will continue to be managed through the Borough Portal, a web based tool developed by TfL to manage allocation of funds, reporting, forecasting and subsequent claiming of funding. TfL will continue to pay boroughs for LIP projects in arrears on receipt of information to show that the work has been completed.

4.6 TfL has allocated LIP funding for boroughs in its 2016 business plan and the table below sets out the breakdown for 2018/19 by programme. These allocations are subject to revision as part of TfL's 2017 business planning round and the formal allocation of 2018/19 budget.

Category	Funding Programme	2018/19 (£m)
Formula	Corridors, Neighbourhoods and Supporting Measures	74
	Top-sliced (LIP partnerships, good practice)	1
Discretionary	Liveable Neighbourhoods / Major Schemes	30
	Principal Road Maintenance	20
	Bridge Strengthening	7
	Traffic Signal Modernisation	11
Strategic	Bus Priority (including Enabling Works)	24
	Borough Cycling Programme	41
	Crossrail Complementary Measures	9
	Pedestrian Town Centres	3
	Mayor's Air Quality Fund	3
TOTAL		223

Formula funding

Corridors, Neighbourhoods and Supporting Measures

4.7 Key developments and messages

- The individual allocations to each borough under the Corridors, Neighbourhoods and Supporting Measures programme for 2018/19 are shown at Appendix 2.

4.8 What is needed for the 2018/19 submission?

- Details of the proposed projects within the Corridors, Neighbourhoods and Supporting Measures programme for 2018/19 should be shown on the submission form (pro forma A).
- Required information on potential impacts on TfL services or facilities and other matters should also be shown on the submission form.

Background and context

- 4.9 Indicative allocations to boroughs are calculated by using a needs-based formula that is focused on the achievement of objectives and outcomes. The formula assesses need on the basis of a set of metrics as agreed with London Councils and London Technical Advisers Group (LoTAG) 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, CO₂ emissions from transport; and
 - Accessibility – residential population weighted by index of deprivation.
- 4.10 The indicators included in the formula are intended to reflect two important factors:
- 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 adequate 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.

Top-sliced funding

- 4.11 Funding is top-sliced from the Corridors, Neighbourhoods and Supporting Measures programme budget for the following activities (see Appendix 1 for details):
- Supporting good practice, including borough officer training; and
 - LIP Partnership Support.
- 4.12 Under the latter, TfL provides LIP funding to four sub-regional partnerships (Central, North, South and West) and one pan-London partnership (the London European Partnership for Transport - LEPT). This supports member authority activities such as transport planning, co-ordination, sharing best practice and securing funding and third party support. (Funding for the previous East partnership was subsumed in to the overall Corridors, Neighbourhoods and Supporting Measures budget.)
- 4.13 In previous years, top-sliced funding was also available to support Local Transport Funding. From 2018/19, funding for local transport priorities will have to be met directly from individual borough Corridors, Neighbourhoods and Supporting Measures allocations given the pressures on TfL's borough budgets (see Section 2.11 of this guidance).

Discretionary funding

Major Schemes / Liveable Neighbourhoods

4.14 Key developments and messages

- The Major Schemes programme will be replaced from 2018/19 by the Liveable Neighbourhoods programme that reflects the new Healthy Streets Approach.
- Major Schemes already on the programme will be funded to completion though no new submissions will be accepted on to the programme.
- Major Schemes to be completed must continue to be progressed in accordance with the requirements set out in TfL's Major Schemes Guidance.
- TfL retains the right to withhold or reduce Major Schemes funding to projects in order to stay within its annual budget limits or to schemes which do not meet the key requirements or objectives set out in the guidance.
- The new Liveable Neighbourhoods programme will fund large scale, area-based schemes to deliver the Healthy Streets Approach in and around town centres and in residential areas.
- Investment will be focused on transformational improvements in walking and cycling provision, road safety and road danger reduction and mode shift from private car use to public transport, walking and cycling.

4.15 What is needed for the 2018/19 submission?

- Boroughs planning to bid for Liveable Neighbourhoods funding are advised to consult the separate guidance for this programme (to be issued June 2017).

Background and context

4.16 The new Liveable Neighbourhoods programme forms part of the Healthy Streets funding portfolio and will differ from Major Schemes by:

- Being subject to clearer expectations from TfL in relation to the outcomes that will be delivered and data led prioritisation of locations for investment.
- Embedding the Healthy Streets Approach, Vision Zero and the need for mode shift from the private car. (This could include non-infrastructure proposals to be funded together with any infrastructure delivery.)
- Broadening the remit of town centre schemes to include improvements to key walking and cycling routes to town centres, and linkages to strategic routes (e.g. Quietways) and to public transport (such as stations).
- Including an explicit potential to focus on residential areas (neighbourhoods) and local streets, as well as town centres.
- Engaging communities in the development of proposals and using innovative approaches, such as trials and open streets events, to deliver early results and build support for schemes.
- Integrating more closely with other Mayoral commitments such as:
 - prioritising Quietways cycling routes that complement Mini-Hollands and beginning a new round of schemes;
 - establishing safe walking routes to school; and
 - encouraging the roll out of 20mph zones.

- 4.17 Liveable Neighbourhood projects would be expected to fall into one of two categories:
- Smaller projects (i.e. less than £2m estimated full cost); characterised by a limited set of interventions based on the Healthy Streets Approach, to ensure routes are safe, comfortable, accessible and greener.
 - Larger projects (i.e. from £2m estimated full cost); forming the greater proportion of the programme, these schemes will consist of an area-wide set of improvements with a wide set of interventions and impacts across modes and will deliver significant increases in cycling, walking and public transport use. Measures will also need to encourage modal shift and traffic reduction.
- 4.18 Funding for Liveable Neighbourhoods projects will be awarded through a competitive bidding process. This will follow a four-stage process as described in detail in the separate Guidance for Submission of Liveable Neighbourhood Schemes (to follow):
- Justification based on the Mayoral transport priority outcomes that will be delivered and the alignment of the schemes to areas with the most potential for delivering the objectives of the Liveable Neighbourhood programme.
 - Scheme development including consultation, detailed design and assurance requirements.
 - Implementation of project and roll out of measures.
 - Post implementation monitoring and mitigation.
- 4.19 For schemes worth more than £2m over the whole life of the project, an initial business case must be submitted as part of the bid and kept updated as the scheme progresses. In addition, to ensure a high standard of urban design, all projects will be specifically assessed through a light-touch ‘design surgery’ process.

Maintenance Programmes: Principal Road Maintenance (PRM) and Bridge Assessment & Strengthening (BAS)

- 4.20 Key developments and messages
- Funding support for PRM and BAS works will continue to be allocated on the basis of need as informed by condition surveys.
- 4.21 What is needed for the 2018/19 submission?
- Applications for PRM & BAS should be made directly via the Borough Portal.
 - PRM submissions should be made for a sum approximately 25% above a borough’s indicative funding so that reserve schemes can be brought forward if needed.
 - BAS applications must be complemented by a submission of full supporting information to the London Bridge Engineering Group (LoBEG) ‘BridgeStation’ website <http://www.bridgestation.co.uk>: no application will be considered either by LoBEG or TfL unless this information has been provided in full.

Background and context

- 4.22 The indicative PRM funding available to each borough is shown at Appendix 2. This is based on 2016/17 survey data and will be finalised when 2017/18 survey data becomes available. A sum of PRM funding has been reserved in 2018/19 for borough principal road condition surveys and some provision has also been made for emergency/urgent works across all the boroughs.
- 4.23 BAS submissions will be prioritised and funded according to pan-London needs 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: applications will not be considered without this information.

Traffic Signals

4.24 Key developments and messages

- New and existing traffic signals need to provide capacity for all transport modes (including walking, cycling, and buses) whilst also minimising congestion on the road network. New and emerging technologies can be utilised to provide this capacity and also to mitigate against disruption to road users during highway construction and utility works.
- Careful consideration should be given to whether or not new traffic signals are an appropriate measure; these should only be proposed where there is no feasible and/or cost effective alternative.

Strategic funding

- 4.25 Other Healthy Streets funding of £80m is available to boroughs in 2018/19 (see Section 4.6 for details) to support delivery of the following programmes:
- Bus Priority (including Enabling Works).
 - Borough Cycling Programme (i.e. Central London Cycling Grid, Cycling mini-Holland and Cycling Quietways).
 - Crossrail Complementary Measures.
 - Pedestrian Town Centres.
 - Mayor's Air Quality Fund.
- 4.26 This funding will enable TfL to work with the boroughs to determine and deliver measures at specific locations or in areas where TfL's analytical and research tools have identified intervention is most needed and/or would be of most benefit. It will be managed in the same way as Formula and Discretionary funding and, as it is intended to support delivery of Healthy Streets objectives and outcomes, particularly with regard to cycling, bus priority and air quality, will complement investment made through these programmes.

Delivery and value for money

London Highways Alliance Contracts (LoHAC)

4.27 Key developments and messages

- Schemes delivered using LIP funding should maximise opportunities for efficiencies: TfL therefore expects to see LoHAC used for LIP funded schemes where this offers better value for money than individual borough contracts.
- TfL and the London Technical Advisers Group (LoTAG) will work collaboratively with boroughs to assess the value for money for LIP funded schemes and assess the benefits offered by different highway contracts.

Highways Maintenance Efficiency

4.28 Outside London the Department for Transport (DfT) provides funding to highway authorities for highway maintenance through the Highways Maintenance Efficiency Programme (HMEP). London authorities fund such works from a myriad of sources including borough Revenue Support Grant settlements, LIP funding and local income from business rates and council reserves.

4.29 The London Technical Advisers Group (LoTAG) is promoting the Highways Asset Management Status Report to help boroughs maximise the benefit of asset management, to identify and share good practice, and to help LoTAG identify where they can advise and support. Crucially, the Report will inform a London-wide State of the City Report that outlines key information on asset quantity, condition, value and investment need, and helps to build the case for investment in maintaining London's assets from 2018/19 onwards. LoTAG will separately contact the boroughs outlining the actions needed to inform the State of the City Report.

Cost efficiencies

4.30 With the continuing pressure on resources at boroughs, reductions in TfL resources and an overall reduction in investment funding for London, it is more necessary than ever that TfL and the boroughs work together to deliver efficiently. TfL will continue to work with boroughs to look at additional targeted resources where necessary to deliver specific projects¹. TfL will also be looking to provide greater clarity about services that it can provide in exploring, developing and even delivering larger projects on behalf of boroughs.

4.31 TfL now has additional challenges to its own larger projects to see whether the outcomes that it wishes to see from a project could be delivered for less cost. TfL has now carried out several of these on larger borough projects, and it is intended that for schemes of more than £1m TfL will institute this as part of approvals. This will include looking at Quantity Surveying (QS) assessment of costs; ensuring that risk is considered adequately; and constructive workshops with TfL and borough staff looking at projects in some detail. TfL would also welcome boroughs working together on such processes.

¹ Note: further detail on information and services that TfL provides to help inform and support borough delivery is set out at Appendix 5 to this guidance.

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

4.32 Key developments and messages

- TfL needs to review the proposed construction plans for all LIP funded schemes on Borough Principal Roads and the Strategic Road Network (SRN).
- Boroughs are asked to submit via the TMA Notification Process the construction plans for such schemes in 2018/19 for review by TfL: further details of the TMA process can be found on the LondonWorks website: www.londonworks.gov.uk.
- This does not replace the full TMA approvals process which applies to any scheme on the SRN or Transport for London Road Network.
- In addition to schemes on the SRN / TLRN, promoters should discuss with TfL the impacts during construction and at completion of schemes that are likely to affect busy bus corridors.

5 PRO FORMA A / ANNUAL SPENDING SUBMISSION (ASS)

5.1 Key developments and messages

- Boroughs should use the pro forma A spreadsheet that accompanies this guidance to record their 2018/19 ASS: this should set out proposals under the Corridor, Neighbourhood & Supporting Measures and Major Schemes / Liveable Neighbourhood programmes.
- Pro forma A has been revised in the light of the new Mayor's emerging transport priorities as reflected in *A City for All Londoners* and *Healthy Streets for London*.
- TfL and boroughs have developed Street Types for London to allow for a holistic view of London's road network and its functions.
- The information on individual schemes must be uploaded onto the Borough Portal once the programme has been agreed by TfL.
- 2018/19 LIP Annual Spending Submission returns, including pro forma A, must be made to TfL by **Friday 20 October 2017**².

5.2 What is needed for the 2018/19 submission?

- The 'Guide' at the first tab of the pro forma A spreadsheet gives advice on the information required within the different cells. Other key 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 air quality grants from Defra).
 - Expected Mayoral transport priority outcomes: these are detailed in Section 3 of this guidance and repeated within the spreadsheet for ease of reference; boroughs should identify the outcomes most relevant to each proposal.
 - Street Types for London: boroughs should indicate the agreed street type against each scheme, where appropriate, and indicate under the scheme description where performance will be improved and/or the street type changed.
- The following information should also be provided for activities within the 2018/19 programme:
 - Impacts on TfL Services or Infrastructure: effective consultation, engagement and communication must take place for any proposal likely to have an impact on buses, e.g. bus routes, stops and terminal points/stands, or other TfL services or infrastructure. Early discussions must take place between the borough and TfL to determine the acceptability of such proposals; and

² Boroughs should e-mail their submission, together with a covering letter to: boroughprojectsandprogrammes@tfl.gov.uk, marked for the attention of Head of Borough Projects & Programmes, TfL Surface Transport, Palestra, 197 Blackfriars Road, London SE1 8NJ.

- Scheme requirements: if boroughs would like monitoring data to be provided by TfL for collisions (i.e. in addition to the TADS requirement) or bus journey times, or for support with press coverage for specific schemes, this should be identified within the pro forma.

Background and context

- 5.3 Submissions will be reviewed by TfL to ensure the key requirements set out in this guidance and accompanying advice have been met. Where a borough's ASS meets these requirements it will be approved. However, if the requirements have not been met, TfL may request additional information or a revised submission within a given timescale.
- 5.4 As indicated in section 4.21, applications in relation to Principal Road Maintenance and Bridge Assessment & Strengthening should be made directly onto the Borough Portal. Scheme information entered on the Borough Portal must include certain details, such as the geo-coordinates of the proposed works and the forecast Value of Work Done (VOWD).

6 ANNUAL REPORT ON INTERVENTIONS AND OUTPUTS

- 6.1 Outputs from individual LIP funded schemes or packages of LIP funded schemes delivered during the course of the financial year should be reported each July using pro forma C: Annual Report on Interventions and Outputs. This does not replace the need for boroughs to keep their live programmes up to date on the Borough Portal.
- 6.2 The 2016/17 annual report on interventions and outputs should be submitted to TfL by **Friday 21 July 2017** and should be sent to:
boroughprojectsandprogrammes@tfl.gov.uk.

7 ADVICE AND SUPPORT

- 7.1 Contact details for the Borough Projects & Programmes team and Road Maintenance and Bridges officers are provided at Appendix 6.

Appendix 1: Breakdown of 2018/19 top-sliced LIP funding

Top Slice	£m	Comments
Supporting good practice	0.30	This relates to initiatives to strengthen and develop the boroughs' skill base, capacity and resilience, including support for borough officer training.
LEPT	0.14	A review with member authorities of the then five sub-regional partnerships was carried out in 2013 and confirmed the continuing support for four of these. A similar review for LEPT was carried out with all boroughs in 2014 and also confirmed continuing support for this arrangement.
South London sub-regional partnership	0.15	
North London sub-regional partnership	0.12	
Central London sub-regional partnership	0.15	
West London sub-regional partnership	0.14	
Total	1.00	

Appendix 2: 2018/19 Allocations for Corridors, Neighbourhoods & Supporting Measures and Principal Road Maintenance

Borough	Corridors Neighbourhoods & Supporting Measures (£,000)	Principal Road Maintenance (£,000)
Barking and Dagenham	1,613	462
Barnet	3,476	1,457
Bexley	1,598	839
Brent	2,515	882
Bromley	2,432	880
Camden	2,377	438
City of London	1,016	84
Croydon	2,767	859
Ealing	3,089	819
Enfield	3,027	1,086
Greenwich	2,271	737
Hackney	2,068	328
Hammersmith and Fulham	1,755	481
Haringey	2,224	429
Harrow	1,512	661
Havering	2,247	435
Hillingdon	2,780	938
Hounslow	2,655	0
Islington	1,941	333
Kensington and Chelsea	1,705	257
Kingston	1,417	490
Lambeth	2,667	408
Lewisham	2,273	318
Merton	1,540	455
Newham	2,414	810
Redbridge	2,432	574
Richmond	1,705	826
Southwark	2,400	454
Sutton	1,241	153
Tower Hamlets	2,551	264
Waltham Forest	2,138	762
Wandsworth	2,401	361
Westminster	3,553	720
provision for surveys / emergencies		1,000
Total	73,800	20,000

Appendix 3: Behaviour Change initiatives

Workplaces and Communities

TfL Business Offers – Cycling Workplaces

TfL offers employers in London free cycling products and services to encourage employees to cycle to work and for business travel. Offers include: free cycle parking, cycle safety checks, cycle safety seminars, bike marking and commuter cycle skills sessions. Public sector employers, including London Boroughs, are eligible for this scheme and a range of other initiatives focussing on road safety, sustainable and active travel.

The Cycling Workplaces initiative is centrally funded by TfL, and designed to complement local authorities' own business engagement activities. London Boroughs are therefore encouraged to utilise the scheme as a source of funding, which should not duplicate any separate TfL funding e.g. LIP.

Contact: cyclingworkplaces@tfl.gov.uk www.tfl.gov.uk/cyclingworkplaces

BikeSafe – London (BSL)

BikeSafe-London is a Rider Skills Day available to all motorcycle riders, delivered by the Met Police's Motorcycle Safety Team (MST). Boroughs can use their LIP funding to purchase BSL vouchers from TfL at a discounted rate, and these vouchers can then be disseminated to riders throughout the borough or combined with MST enforcement activity to deliver these to riders stopped in the course of enforcement.

Contact: communityengagement@tfl.gov.uk

1-2-1 motorcycle Skills

A two hour, 1-2-1 training scheme for motorcycle riders. Targeted at those who commute to work or education on a low powered motorcycle or scooter. Free for riders to attend and available across London. Scheme to be formally launched in the summer. More details will be provided prior to launch.

Contact: communityengagement@tfl.gov.uk

'Preparing for your Compulsory Basic Training' e-learning course

A 30 minute online course for riders about to undertake Compulsory Basic Training for the first time. The course covers essential riding theory and elements of the Highway Code. The course will be free to complete and available across London. Scheme to be formally launched in the summer. More details will be provided prior to launch.

Contact: communityengagement@tfl.gov.uk

Cycling Grants London

Cycling Grants London offers grants of up to £10,000 over 3 years to projects that encourage London's diverse communities to cycle more often and more safely. To be eligible for the Cycling Grants London scheme your organisation must operate within Greater London and be one of the following groups: a community organisation, a charity or third sector organisation; or a not for profit organisation, community interest company (CIC) or social enterprise.

Projects that are suitable for funding are those which:

- will encourage people to cycle more often and cycle more safely for transport or leisure, particularly those who are new to cycling, used to cycle but no longer do so or are infrequent cyclists; and will focus on connecting with a diverse range of communities which are currently detached, for a variety of reasons, from cycling in London.

The application window is open in August – September; for full information and dates of the application window visit: CyclingGrants.London

Cycle Training

TfL funds Bikeability (child cycle training) and Cycle Skills (adult cycle training) through the boroughs' Local Implementation Plan (LIP) and other funding streams. All London boroughs offer free or heavily subsidised child and adult cycle training to anyone who lives, works or studies in London. The majority of child cycle training is delivered at schools, however many boroughs also offer holiday courses and family training. Additionally, as part of Cycling Workplaces, employers can request "Commuter Cycle Skills Sessions" (cycle training) for their employees. These can be one-hour "taster" sessions delivered by a cycle trainer at the workplace, or two-hour 1-2-1 sessions.

Contact: schoolsandyoungpeople@tfl.gov.uk or visit <https://tfl.gov.uk/modes/cycling/cycling-in-london/cycle-training>

Guided Walks

TfL fund three guided walk weekends per year with 40+ walks offered per weekend. Walks take place in May ('Spring into Summer'), September ('Autumn Ambles') and January/February ('Winter Wanders'). Walks are free for all to attend but pre-booking is required. The walks range in length from one mile to over five miles. Boroughs are encouraged to promote the walks to their residents and will be contacted via the Schools and Young People weekly comms email.

Visit www.walklondon.org.uk for more information or contact communityengagement@tfl.gov.uk

Schools and young people

STARS (Sustainable Travel: Active, Responsible, Safe)

STARS is a school travel accreditation scheme run in nearly 50 per cent of schools London wide and is delivered in partnership with the London boroughs. STARS aims to inspire and motivate schools to deliver active and safer travel activities to pupils, their families, staff and the wider school community. STARS offers a framework to reward schools for their achievements at three levels (Bronze, Silver, Gold), the more activities delivered the greater the change to sustainable travel as part of the school journey, the higher the accreditation award.

Contact: For more information on how to become STARS accredited, visit www.tfl.gov.uk/stars or contact stars@tfl.gov.uk

Junior Travel Ambassadors (JTA)

TfL's Junior Travel Ambassador scheme encourages peer-to-peer engagement and provides primary schools with all the resources and guidance they need to promote safer, active and independent travel within the school community.

Contact: JTA@tfl.gov.uk

Youth Travel Ambassadors (YTA)

TfL's Youth Travel Ambassador scheme is a youth-led programme for secondary schools and sixth form centres in London. Young people aged 11-19 can make a difference to the transport issues affecting their school communities by researching, developing and delivering bespoke campaigns to their peers.

Contact: YTA@tfl.gov.uk

Children's Traffic Club London (CTC London)

TfL's Children's Traffic Club London is a free road safety education programme designed to give pre-school children aged three and four, and their parents and carers, valuable road safety skills in addition to promoting sustainable travel modes. Every child who joins the Club will receive a welcome pack containing fun characters, stickers, stories and songs. Each pack has a 'Magic Code', which unlocks interactive games, stories and songs on an engaging website where children can track their journey using a fun route map.

Contact: schoolsandyoungpeople@tfl.gov.uk

Walk About, Talk About DVD

This multimedia resource looks at ways pedestrians can stay safer on London's roads and how parents/carers can be good role models. Six short film sections show a Road Safety expert taking parents/carers and their children on different journeys and covers crossing the road, safer crossing places, travelling safely, safer journeys and journey planning.

Contact: schoolsandyoungpeople@tfl.gov.uk

Start Your Journey

A borough-specific resource designed to help year six students plan their journey to secondary school safely and responsibly and provide them with important advice for travelling independently, including key messaging on: responsibility and safety, travel choices, journey planning and Zip Oyster photocard.

Contact: schoolsandyoungpeople@tfl.gov.uk

Educational Resources

TfL offers Road Safety resources to be used within schools or at home. Resources are available for Key Stage 1, 2, 3, 4 and Post 16, all of which fit into the National curriculum.

Contact: schoolsandyoungpeople@tfl.gov.uk

Appendix 4: Road Danger Reduction - TfL training and information

Training for Borough Officers

Urban Motorcycle Design Handbook Training

The Motorcycle Design Handbook offers insight into the unique needs of Motorcyclist's on London's roads for designers and engineers to consider when planning and implementing schemes. This guidance was developed in conjunction with a number of key stakeholders. Training courses are offered to TfL and Borough representatives on the use of the handbook. <http://content.tfl.gov.uk/tfl-urban-motorcycle-design-handbook.pdf>

Contact: DPRoadSafety@tfl.gov.uk

Urban Design London (UDL) Courses

UDL offer a number of training and networking events on topics ranging from 'Creating Streets for Cycling' to 'Understanding Viability.' These can be accessed by the boroughs through a one-off annual subscription. These courses disseminate best-practice design skills, and help to ensure London's built environment practitioners create and maintain well-designed, safe, good quality places.

Contact: info@urbandesignlondon.com / www.urbandesignlondon.com

Streets Toolkit

Design guidance documents to help planners, engineers, designers and other practitioners create high quality streets and public spaces. Includes guidance on streetscape, cycle infrastructure and accessible bus stops.

20mph toolkit

Support for boroughs in deciding where to implement 20mph speed limits, advice on evidence base and how best to implement. Boroughs to be contacted in due course.

<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>

MAST Training

TfL funds training on the use of MAST casualty data, which is made available to Borough Officers. This is designed to help borough officers improve the data-led approach to road safety programme delivery.

Contact: DPRoadSafety@tfl.gov.uk

Road Safety Data and Services for Boroughs

Road Safety Audits

TfL offers Road Safety Audits at all stages to the Boroughs. TfL also offers free road safety advice to the boroughs if required.

Contact: andrewcoventry@tfl.gov.uk / TfLSafetyAudit@tfl.gov.uk

Road Safety Research

A number of useful research reports, data releases, progress reports and fact sheets concerning road safety in Greater London are available on the TfL website. This includes open road safety data back to 2005, available under data extracts, and the London Digital Speed Limit Map.

Contact: www.tfl.gov.uk/corporate/publications-and-reports/road-safety

Data Provision

Large amounts of data are available to the boroughs, including STATS19 road safety data collected in TfL's ACCSTATS system, and much of this is sent out every month to contacts within all London boroughs. This includes a borough specific road safety dashboard. TfL also generate road safety priority link and node lists for boroughs and London wide. Additional data is available upon request, and this can be tailored to specific data requirements.

Relevant contact: Individual Officers (existing contacts) or collisiondata@tfl.gov.uk

ACCSTATS Lite

As of September 2016 a new tool, ACCSTATS Lite an online version of the ACCSTATS system, was made available to all boroughs. Access is via a secure OneLondon account using a keyfob provided by TfL. This enables borough officers to extract their own site specific collision reports and includes basic mapping functionality. It is also possible to view and filter collisions on a borough wide basis.

If access is required please contact collisiondata@tfl.gov.uk for further details.

London Collision Map

The London Collision Map utilises Google Maps to display collisions in London for the period 2005 to 2015, the most recent finalised yearly figures available from the police. Collisions can be mapped at a London borough level as well as specific collision groups and locations. The map can be searched using address information and has standard Google tools such as aerial photography and street view integrated in.

Contact: <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision>

Traffic Accident Diary System (TADS)

Boroughs should identify on the Submission form (pro forma A) a minimum of three schemes to be entered on the Traffic Accident Diary System (TADS). This allows for the number and severity of collisions and casualties before and after the introduction of measures to be monitored, to ensure that there has been no negative impact on road safety. TADS reports are run on a quarterly basis and supplied to boroughs, however data for individual schemes can also be supplied on an ad-hoc basis on request. TfL is also happy to monitor other, non LIP funded, schemes on a borough's behalf on request.

Contact: Individual Officers (existing contacts) or collisiondata@tfl.gov.uk

Marketing Toolkits

TfL run a range of safety campaigns aimed at various road users. London boroughs can use campaign assets in their own channels, including posters, leaflets, films and radio adverts. To request toolkits, including assets, for our safety campaigns, please email:

Contact: marketingtoolkits@tfl.gov.uk

Community Road Watch (CRW)

CRW enlists volunteers to monitor speeds at certain locations throughout London using speed guns, with vehicles which are exceeding the speed limit by 10 per cent plus 2mph having their details recorded and passed to the Police. Offender's punishment escalates with the number of discretions, increasing from a warning letter to targeted enforcement.

Contact: CommunityRoadwatch@tfl.gov.uk

Appendix 5: Borough Delivery Support - TfL services and information

Geographical Information Systems (GIS) services for boroughs

Geographical Information Systems (GIS) mapping services

TfL provides Geographical Information Systems (GIS) mapping services to boroughs and maintains a number of spatial datasets that can be requested by boroughs including:

- Cycle Quietways
- Cycle Superhighways
- Central London Grid
- Mini Hollands
- Street Types for London

Contact: SSP_GIS@tfl.gov.uk

Bus service reliability data services for Boroughs

Bus service reliability and public transport data

TfL provides bus performance data to boroughs to improve journey time reliability and reduce congestion. TfL's services to aid Bus reliability include;

- iBus data and analysis for both journey times and speeds for all routes.
- Bus Origin and Destination (BODs) data.
- The bus lanes database.

Contact: Individual Officers (Existing contacts)

Appendix 6: TfL Contacts

Name:	Title/Subject:	Contact No.:	Email address
Graham Nash	Interim Head of Borough Projects & Programmes	020 3054 1792	Graham.Nash@tfl.gov.uk
Tony Clark	Borough Portal Support	020 3054 4994	bspsupport@tfl.gov.uk
Daniel Johnson	Regional Borough Programme Manager (Central)	020 3054 4710	Danieljohnson@tfl.gov.uk
Julie Clark	Regional Borough Programme Manager (East)	020 3054 0850	julieclark@tfl.gov.uk
tbc	Regional Borough Programme Manager (North and West)	020 3054 0802	
Peter McBride	Regional Borough Programme Manager (South)	020 3054 0862	peter.mcbride@tfl.gov.uk
Anthony O'Keeffe	Major Schemes	020 3054 4989	Anthonyokeeffe@tfl.gov.uk
Duro Basic	Principal Road Maintenance and Bridge Strengthening	020 3054 1129	Duro.Basic@tfl.gov.uk