



16 December 2013

**Transport for London**  
Surface Transport

Mr Adrian Pigott  
Principal Transport  
Planner  
London Borough of Brent  
Brent House  
349-357 High Road  
Wembley  
Middx HA9 6BZ

11Y8, Palestra  
197 Blackfriars Road  
London, SE1 8NJ

Phone: 020 7222 5600  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

Dear Adrian

## **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.

I'm also pleased to advise that the Sudbury Village LIP Major Scheme has been added to the 2014/15 Major Schemes programme, with a provisional allocation of £100k to LB Ealing as lead authority for the WestTrans partnership. The key requirements associated with the Major Schemes funding are set out in Appendix 1.

Between now and March next year we will work with WestTrans and borough officers preparing the delivery plan for the design stage of the Sudbury Village Major Scheme. This engagement will: ensure early identification of the TfL and 3<sup>rd</sup> party resource that may be required to deliver the Major Scheme; provide an opportunity to address any issues in the bid which were identified in our assessment; and support officers in preparing a robust delivery plan for the scheme including confirmation of the governance. 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.

The design for the Sudbury Town Major Scheme will need to include adequate cycle parking in the town centre and incorporate appropriate provision for



cyclists travelling east-west across Greenford Road between Cavendish Avenue and Rosebank Avenue.

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**. If you would like TfL to enter this data on your behalf, please contact my colleague Tony Clark at [anthonyclark@tfl.gov.uk](mailto:anthonyclark@tfl.gov.uk). *Note: 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#](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

**David Rowe**  
**Head of Borough Projects & Programmes**  
**MAYOR OF LONDON**





## 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.