



18 December 2015

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Dear Simon

## **Local Implementation Plan (LIP) 2016/17 Annual Spending Submission**

Thank you for submitting your Annual Spending Submission to TfL.

The submission has now been reviewed and I can confirm it meets the requirements of TfL's 2016/17 Annual Spending Submission Guidance (May 2015). This letter confirms TfL's support to your authority in 2016/17 for the LIP programmes identified in Table 1 below.

As the next step your officers should ensure that the financial information for all agreed LIP schemes is entered onto the Borough Portal by **Friday 12 February 2016**. As the Borough Portal is used by TfL and the London boroughs to manage the allocation and reporting of funds, as well as forecasting and subsequent claims, it is essential the information on the Portal (including VOWD) is entered correctly and kept up to date. Failure to do so could be interpreted that the allocation is not required and therefore it may be withdrawn. If your officers have difficulty entering this data or accessing the Portal please contact Julie Clark at [julieclark@tfl.gov.uk](mailto:julieclark@tfl.gov.uk).

Copies of the LIP Finance and Reporting Guidance as well as the LIP 2016/17 Annual Spending Submission Guidance and the LIP 2014/15 to 2016/17 Delivery Plan can be found on the TfL website at: <http://www.tfl.gov.uk/info-for/boroughs/local-implementation-plans>. These documents detail the other relevant matters to which TfL will have regard.



**Table 1: London Borough of Lewisham 2016/17 LIP funding allocations**

LIP Programme	Allocation (£'000)	Comment
Corridors and Neighbourhoods	2,292	
Local Transport Fund	100	
Principal Road Maintenance	380	To be allocated subject to scheme details being entered onto the portal
Major Schemes Deptford High Street	672	Funding is to continue modelling, detailed design and consent processes. Please note the updated key requirements for the Major Schemes funding set out in Appendix 1 to this letter
<b>Total</b>	<b>3,444</b>	

Details of the 2016/17 LIP allocations for Principal Road Maintenance should be visible on the Portal in early January 2016.

The London Bridges Engineering Group (LoBEG) is currently reviewing the pan-London bridge assessment and strengthening programme. Therefore any allocation now showing on the Portal in respect of this programme should be considered provisional and will be confirmed in February 2016 following further consultation with LoBEG.

The 2016/17 settlement is the final year of the current three year LIP funding period 2014/15 - 2016/17. Future LIP funding is dependent on the outcome of Central Government’s Comprehensive Spending Review (CSR) and the implications for the wider LIP process following next year’s Mayoral election; for example, a new Mayor’s Transport Strategy may require boroughs to prepare new strategic LIP documents (LIP3).

Thus, there is a need to bridge the potential gap between the expiry of the current LIP Delivery Plans in 16 /17 and the new arrangements to come in to effect under LIP3. A position on future LIP funding and the arrangements to manage this – whether short- or longer-term and with caveats as appropriate – will be determined this Spring with input from a working group on which London Councils and LoTAG will be represented. This position will be communicated to the boroughs via the LIP Annual Spending Submission Guidance for 2017/18 (due Spring 2016).



Finally, I would like to thank you and your officers for your work in preparing the LIP submissions. I look forward to continuing to work with you in 2016/17.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Lester'.

**Scott Lester Interim Head of Borough Projects & Programmes**



## Appendix 1 – Key requirements for Major Schemes

Major Scheme funding is allocated on the following basis;

- Projects must 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.
- Release of funding for implementation is subject to meeting the requirements of the Major Schemes process and an approved and costed design being accepted by all parties.
- The Major Schemes process does not replace any other TfL procedures for scheme design and approval (e.g. Road Space Management TMAN requirements). All the necessary quality, approval and consent requirements must be met at the appropriate stages of the project's design and development.
- Scheme promoters are required to consult all relevant stakeholders including those within TfL during the design process. The Borough Programmes and Projects team in Surface Planning can facilitate detailed discussions between boroughs and other teams in TfL as required.
- To ensure a high level of urban design, projects should be considered by an independent design review. For all schemes or proposals at an early stage of development, promoters must utilise UDL's design surgeries to gain advice on design matters from experienced professionals, prior to progressing to detailed design.
- Schemes greater than £2m total cost will also be subject to TfL's Design Review process.
- 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. Consideration should also be given to the objectives of the scheme, such as encouraging increased levels of walking and/or cycling and to what mitigating measures may be needed to ensure that the collision numbers will not increase for these users as a result
- From April 2013 boroughs have been responsible for improving the health of their populations year on year. TfL published its Health Action Plan in February 2014 setting out the evidence base for how transport and street environments relate to health, as well as the actions that TfL will take to better recognise and reflect our role in improving the health of Londoners. As part of the design work on LIP Major Schemes,



promoters should consider how these can help deliver the objectives for health improvement. Further information can be obtained from your borough's Director of Public Health or you can contact TfL's Public Health Specialist Lucy Saunders (e-mail: [lucysaunders@tfl.gov.uk](mailto:lucysaunders@tfl.gov.uk)).

- The governance arrangements, design programme, plan for delivery and the profile of the actual funds required for the design must be agreed with TfL at the outset of the development phase and before commencing detailed design. Once agreed, these will form a baseline for the continuing governance of the project. Accordingly these details must be kept updated as the project progresses.
- 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 third party funding contributions identified within your authority's bid (Step1) must be confirmed as being available to enable the project to proceed.
- As part of the scheme design the borough undertakes an assessment of all other funding opportunities that can contribute to the scheme including contributions from developers and other sources.
- Since 2013 TfL has been using the London Highways Alliance Contracts (LoHAC) schedule of rates to enable a cost comparison of the price of delivering a scheme via LoHAC compared with their local contractors. TfL expects to see the LoHAC used for the non tendered Major Schemes where this offers better value for money than individual borough contracts.
- All Major Schemes are required to undergo a Road Safety Audit (RSA), which complies with TfL's RSA procedure, during both the pre and post-construction phases.
- TfL's Traffic Accident Diary System (TADS) provides a means for monitoring the number and severity of collisions before and after the introduction of measures. All Major Schemes must be recoded on the system before the start of implementation and at the end of implementation to ensure before and after comparison of the collisions.