



27 September 2022

Mr John Hooton  
Chief Executive, London Borough of Barnet

*(Via email)*

Dear John

Transport for London  
Investment Delivery Planning

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In August we reached an agreement with Government on a funding settlement until 31 March 2024. While the agreement does leave a funding gap, which we are working hard to fill, it enables us to reinstate Local Implementation Plan (LIP) funding at the level provided in 2021/22. This equates to a total of £69m per annum for 2022/23<sup>1</sup> and 2023/24 across all London boroughs. This letter confirms your borough's allocation to 31 March 2024, where known, and subject to approval by TfL's Programmes and Investment Committee on 5 October 2022.

In addition to the £69m per annum for boroughs, the agreement also provides £80m per annum for the same two years specifically for active travel schemes led by us. While these schemes are predominantly on our road network, many also include sections on borough roads. This means the total investment in borough roads is greater than the £69m<sup>2</sup> set aside for direct investment. Please note, the Local Transport Fund and Partnership funding is paused for the foreseeable future.

## Summary of LIP funding

Table 1 below summarises your authority's periods 4 to 13 allocation in 2022/23 and 2023/24. Please note, the agreement with Government does not currently permit allocations for 2022/23 to be carried forward into 2023/24, however we are in discussions with the DfT to try and address this point, so if there are any significant issues you envisage with delivery in the current year please contact us as soon as possible.

Programme	2022/23 allocation Periods 4 - 13 (£'000)	2023/24 allocation where known (£'000)
Safer Corridors and Neighbourhoods	1,321	1,536
Cycleways Network Development	10	TBC
Bus Priority	15	TBC
Crossrail Complimentary Measures	0	0
Liveable Neighbourhoods	0	TBC
Cycle Training	56	TBC
Cycle Parking	34	36
Principal Road Renewal	TBC	TBC
Bridge Assessment and Strengthening	TBC	TBC
<b>Total</b>	<b>1,436</b>	<b>TBC</b>

<sup>1</sup> Approx. £10.6m of borough funding has already been spent in funding periods 1-3 during 2022/23, leaving approx. £58.3m left to allocate to boroughs for the remaining periods (4-13)

<sup>2</sup> Approx. 50 per cent of this amount is allocated to LIP Corridors, with the remaining amount allocated to other borough funding streams (see Table 1 for full breakdown for your borough)

We have asked borough officers to submit forms setting out their projects for 2023/24 and 2024/25 by 28 October 2022 and have provided data to enable each borough to assess their local transport priorities for this purpose. Please note funding for 2024/25 is outside the Government funding agreement.

### **LIP Safer Corridors and Neighbourhoods**

We previously discussed with our borough partners revising the LIP formula to better align outcomes with the Mayor's Transport Strategy (MTS). The metrics used in the previous formula were aligned to the previous MTS, which was developed in the late 00's and published in 2010. Much has changed in the Capital since then and we believe now is the right moment to update the formula to support boroughs to deliver the aims of the current MTS and help London make a green recovery from the pandemic. We have applied the new formula to this round of funding to distribute the allocations for 2022/23, and provisionally for 2023/24.

The new formula was developed in consultation with boroughs in 2018/19 and, although this is the first year it will be applied, in recent years we have been supporting officers to produce programmes which align with current MTS objectives. Your sponsor will be happy to discuss the new LIP formula in more detail should you need further information.

This programme is now called Safer Corridors and Neighbourhoods and has been allocated £30.88m for the remainder of 2022/23 and £35.9m in 2023/24. Your allocation can be spent on any of the schemes that were submitted on the 2022/23 Form A submission, provided they were not highlighted as 'out of scope' in the recent feedback from your sponsor. Please assemble and submit your programme of schemes so we can approve your applications on the portal. Priority should be given to completing schemes you are already working on and / or converting temporary schemes into permanent ones.

### **Cycleways Network Development**

In the latest funding settlement for 2022/23, Cycleways Network Development (CND) has been allocated £9.8m. A key focus is to get schemes on the ground in both 2022/23 and 2023/24. We will therefore be allocating funding to boroughs with projects that are close to or ready to construct or for high priority projects to be developed for future implementation. All schemes that are allocated funding will be required to follow the stage gate process, which TfL sponsors will share at your next progress meetings. All designs will be required to conform to LTNI/20 which means following London Cycle Design Standards and meeting TfL's Cycleways Quality Criteria. As before the pandemic, CND funding will be allocated incrementally as schemes progress to the next stage of delivery. Funding for schemes in construction will be allocated a proportion of funding this financial year with the remaining allocation next year. There could be an opportunity for schemes in construction or in design to be allocated funding during the financial year depending on progress.

### **Bus Priority**

Buses are central to the outcomes of the MTS around reduced carbon, improved air quality and vision zero. This requires buses to be attractive to Londoners through competitive journey times. We recognised this through the 25km of new bus lanes target in the Bus Action Plan, which has been adopted by Government in our latest funding settlement. London Boroughs play a crucial role in realising the potential of the bus and meeting the 25km target.

The allocation of funds to bus priority across London increases year on year from £5.2m<sup>3</sup> in 2022/23 to £9.5m in 2023/24, which reflects the growing importance of this programme in the context of our Bus Action Plan. We are targeting delivery of 25km of new bus lanes by March 2025 and the bus priority programme will pivot towards this. We will arrange to meet with your officers to discuss locations for new bus lanes which could begin development in 2022/23 as well as discussing your 2023/24 bus priority programme before the Form A submission.

### **Liveable Neighbourhoods**

After a significant period on pause, we are pleased to announce a limited restart of the Liveable Neighbourhoods programme, with £2m allocated in 2022/23 and a further £2m in 2023/24. As well as continuing urgent works to progress the Holborn Gyrotory scheme, the funding will be used to restart four other Liveable Neighbourhood schemes that have either continued to make progress throughout the pandemic, or otherwise demonstrated strong stakeholder and political support to continue, with the restart of further schemes contingent on funding availability in future years. The five Liveable Neighbourhood schemes that will receive funding in 22/23 are Holborn (Camden), West Ealing (Ealing), Enfield Town (Enfield), Greenwich Town Centre (RB Greenwich) and Coppermill Village (Waltham Forest).

### **Cycle Training**

Cycle training has been allocated £2m for the remainder of 2022/23 taking the total budget for face-to-face cycle training for 2022/23 to £2.7m (£660,000 was allocated in Q1). £2.7m is also allocated for 2023/24. To ensure that cycle training is available to adults and children throughout London, each borough has been allocated a base level of funding of £56,000 for the remainder of this financial year (unless they have requested less). Some boroughs have also been allocated a further amount based on the availability of infrastructure enabling cycling in each borough i.e. Cycleways, Low Traffic Neighbourhoods (LTNs), School Streets and 20 mph speed limits as well as the estimated cycling potential and previous cycle training delivery track record.

We will be in touch with details of a new process for reporting delivery of cycling training in the coming weeks. In the meantime, if you have any questions, please contact [samuellapthorne@tfl.gov.uk](mailto:samuellapthorne@tfl.gov.uk).

### **Cycle Parking**

Cycle parking has been allocated £1m for the remainder of 2022/23 to be allocated equally across all boroughs who submitted cycle parking proposals for 2022/23. Each borough will receive £34,000 (unless they requested a lesser amount) and boroughs can also use funding from their Safer Corridors & Neighbourhoods allocations for cycle parking if they wish to, including as part of other Corridor & Neighbourhood schemes e.g. in LTNs.

In 2023/24, each borough will receive £36,000 from a £1.2m cycle parking budget, to be spent on residential cycle parking only. Boroughs will still be able to use Safer Corridors & Neighbourhoods funding to deliver other types of cycle parking or additional residential cycle parking.

### **Road renewals and bridge strengthening**

An allocation of £2.1m per annum has been allocated for the Borough Principal Road

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<sup>3</sup> This includes TfL staff costs

Network to continue condition surveys and deal with high priority sites, and further £2.5m towards borough bridge maintenance. As usual, we will work with the boroughs through the London Technical Advisors Group (LoTAG) and London Bridges Engineers Group (LoBEG) 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.

### **Staff costs**

Staff costs will no longer be provided as a standalone lump sum, and officers should book their time against the projects they are working on. Behaviour change initiatives can be funded but should be no greater than 20 per cent of your overall allocation for this programme.

### **Active travel and cycling**

Funding for active travel schemes no longer requires the endorsement of the Active Travel Oversight Group. Allocations will instead be reviewed quarterly by the DfT's Capital Oversight Group. We are expected to collaborate with Active Travel England to ensure all active travel schemes are consistent with the rest of the country. Cycling schemes specifically must conform with LTNI/20 which means following London Cycle Design Standards, meeting Cycleways Quality Criteria and completing a Healthy Streets Check for Designers. Note that the deadline for delivery of schemes funded through the DfT Active Travel Fund has passed, and we will not be inviting any further applications for the programme.

### **Finance**

To secure your allocations, please submit scheme applications onto the TfL Portal once your programme has been agreed. The Value of Work Done (VoWD) should be entered for the remainder of the year and this will be locked on 17 March 2023. The deadline for claiming this financial year's funding will be 11 August 2023. We would encourage you to keep the VoWD up to date and submit claims as and when schemes are completed.

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>.

Thank you for continuing to deliver throughout one of the most challenging periods in London's history. As we emerge from the pandemic, it is vital we continue working together to make the changes London needs to fully recover.

Please circulate this letter to the officers who manage your LIP programmes and ask them to contact their TfL Sponsor if they require clarification on the individual schemes that will be funded. If you have any questions, my team and I will be happy to assist.

Yours sincerely,



**Penny Rees**  
Head of Network Sponsorship