



13 March 2025

Hannah Doody  
Chief Executive  
London Borough of Merton

(Via email)

Transport for London  
Investment Planning

Palestra, 197 Blackfriars Road  
London  
SE1 8NJ

0343 222 1234  
[tfl.gov.uk/contact](https://tfl.gov.uk/contact)

Dear Hannah Doody

In July we wrote to you asking you to submit a three-year delivery plan which sets out how you will deliver your Local Implementation Plan (LIP) between 2025/26 and 2027/28. I would like to take this opportunity to thank everyone involved for their hard work in developing these ambitious programmes that will transform the lives of Londoners.

Across the city we can expect up to 95km of new cycle routes, 20km of new bus lanes, 222 School Streets and 265 new pedestrian crossings over the next three financial years. These commitments show that, together, we can create cleaner, safer roads across London that encourage people to walk, cycle and use public transport.

The improvements delivered by London Borough of Merton are crucial to the success of our transport network. We cannot achieve the aims of the Mayor's Transport Strategy without working collaboratively with you and other boroughs to change London's streets.

I am happy to inform you that this year, subject to confirmation of the TfL budget, we have made £87.6 m available for London's boroughs, an increase of over £7m on 2024/25, to deliver the programmes set out in their approved Local Implementation Plans (LIP) in 2025/26. This letter will set out your borough's allocation, the conditions that apply to funding and how you can access it. More information on the different discretionary funds is included in Appendix I.

The total amount of Healthy Streets funding, including TfL schemes, has been increased in line with the 2025/26 Mayor's Budget. The table below shows total funding allocations for all boroughs. We have also introduced two new funds, Safer Streets and Better Bus Partnerships. Initial funding is included in this year's allocation; however, these are multi-year funds and allocations will increase over the life of the programmes as more projects enter the delivery phase.

#### Total amount available by programme:

Borough LIP Programme	2025/26 Total Allocation (£m)
Safer Corridors and Neighbourhoods (SCN)	36.3
Cycleways Network Development (CND)	16.3
Bus Priority and Better Bus Partnerships	13
Safer Streets	8
Liveable Neighbourhoods	2.6
Cycle Training	2.7

Cycle Parking and micromobility bays	4.1
Principal Road Renewal	2.1
Bridge Assessment and Strengthening	2.5
<b>Total</b>	<b>87.6</b>

The table below confirms Merton's initial allocations for 2025/26. A full list of the schemes receiving funding, along with any conditions on release, is shown in the attached spreadsheet sent with this letter.

### Summary of LIP funding for Merton

Borough LIP Programme	Borough Allocation (£k)
Safer Corridors and Neighbourhoods (SCN)	929
Cycleways Network Development (CND)	90
Bus Priority	100
Better Bus Partnerships	n/a
Safer Streets	0
Liveable Neighbourhoods	0
Cycle Training	76
Micromobility Parking	94
Cycle Parking	65
Principal Road Renewal	TBC
Bridge Assessment and Strengthening	TBC
<b>Total</b>	<b>1,354</b>

Please read Appendix I for a breakdown of individual allocations and any associated requirements or next steps. If you have any questions about your allocations, please contact your sponsor to discuss.

### Legal context

The provision of LIP funding is subject to conditions set out in legislation, specifically the Greater London Authority Act (GLA Act). The relevant legal requirements are summarised in the [Legal Context of LIP funding note](#). Fundamentally, all boroughs are required to have regard to the Mayor's Transport Strategy (MTS) when they carry out any of their functions. The approval of a LIP means that the schemes and projects within it have been deemed consistent with, and adequate to implement, the MTS, both in substance and with regards to the timetable for implementation. Any funding allocation for LIP schemes is made on that basis. This means that any significant deviation from an approved LIP may have consequences for the payment of funding. To avoid this situation occurring, boroughs are advised to keep TfL officers updated of any changes anticipated to proposals contained in the approved LIP.

Where necessary, if a borough fails to meet its legal obligations in terms of implementing LIP programmes adequately or in accordance with the approved timetable, and consistently with the MTS, consideration will be given to whether the powers available to the Mayor to

intervene should be used. These powers are set out in more detail in the separate note provided with this letter and linked above.

### **Finance**

To secure your allocated funding for projects in the approved LIPs for 2025/26, please submit scheme applications onto the TfL Portal by 31 May 2025. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming the current financial year's funding (2024/25) will be 11 July 2025. In line with best practice, we would encourage you to submit claims as and when schemes are completed so payments can be processed quickly after completion.

Copies of the LIP Finance and Reporting Guidance as well as the LIP Guidance for 2025-28 Delivery Plans can be found on [the TfL website](#). These documents, together with the [Legal Context of Lip funding note](#), set out more fully the terms and conditions that apply to LIP funding including the funding set out in this letter and the requirements on boroughs that TfL must take into consideration. Those terms and conditions include circumstances in which some or all of this grant may be repayable.

Please circulate this letter to any officers who manage your LIP programmes to let them know the outcome of your funding submission. If you require any further information, then please contact your TfL Sponsor regarding the individual schemes. If you have any questions at this stage, my team and I will be happy to assist – and thanks again for your patience and perseverance through recent years.

Yours sincerely,



**Helen Cansick**  
**Head of Healthy Streets**

## Appendix I: Available funding

### Safer Corridors and Neighbourhoods

We published new LIP Guidance in August 2024 setting out requirements for Safer Corridors and Neighbourhoods schemes. Schemes that have not been allocated funding have been assessed to not be compliant with this guidance. In these circumstances, funding will be held for boroughs to give them an opportunity to bring forward alternate, compliant schemes. We expect to conclude this process by 30 April 2025 after which any remaining funding will be reallocated.

The Safer Corridors and Neighbourhoods programme has been allocated a total of £36.3m in 2025/26 with individual borough allocations distributed according to the funding formula and will be distributed according to the formula. The new available amounts are shown in the table below.

As this is higher than the figure we provided for planning purposes, any additional funding available above what has been allocated based on your submitted plan can be allocated to any approved scheme or a new approved scheme (subject to assessment by TfL as per the guidance). Please discuss this with your sponsor.

Some schemes have conditions on release of funding, such as further design endorsement through the Road Space Performance Group, a Healthy Streets Check for Designers taking place to ensure that the benefits align with the Healthy Streets Approach, and/or that any operational impacts are considered.

Your borough sponsor will be able to provide further guidance and respond to any queries you may have.

Borough	2025/26 SCN Allocation (£k)
Barking & Dagenham	1,007
Barnet	1,553
Bexley	1,343
Brent	1,019
Bromley	1,299
Camden	1,027
City of London	404
Croydon	1,370
Ealing	1,311
Enfield	1,325
Greenwich	1,183
Hackney	920
Hammersmith & Fulham	949
Haringey	1,146
Harrow	910
Havering	1,412

Hillingdon	1,216
Hounslow	1,165
Islington	689
Kensington & Chelsea	692
Kingston upon Thames	869
Lambeth	1,233
Lewisham	1,059
Merton	939
Newham	1,132
Redbridge	1,185
Richmond upon Thames	1,034
Southwark	1,216
Sutton	1,142
Tower Hamlets	1,233
Waltham Forest	967
Wandsworth	1,132
Westminster	1,216
Waltham Forest	967

## Safer Streets

We are making up to £50m available over the next three years to deliver significant safety improvements in local areas by reducing speeds and tackling the city's most dangerous roads. An initial £8m has been allocated to this programme in 2025/26. This is targeted at delivering schemes that will have the greatest road safety benefit at the highest priority locations for road danger and would be too expensive to be delivered within the Safer Corridors and Neighbourhoods programme. They should also be aligned with wider MTS aims and strategic objectives for active, efficient, and sustainable modes.

We have prioritised ambitious schemes that we anticipate will contribute the greatest progress on Vision Zero through being targeted at the most dangerous locations, with proposals that will significantly reduce main sources of harm. The extent to which schemes were likely to be delivered within the three-year funding cycle was also considered.

Unfortunately, the following scheme will not be funded via this programme, as its likely impact on Vision Zero was deemed lower than those that have been funded **South Wimbledon Junction Safer Streets Improvements**. Please raise this with your TfL Sponsor if you would like further feedback.

At your next progress meetings, TfL Sponsors will discuss how your initial allocation has been determined and the potential total funding available for your Safer Streets project. This will give you the opportunity to provide further clarification around approvals and milestones, as well requests for further funding in 2025/26 as follows.

Safer Streets funding will be allocated funding incrementally as schemes progress to the next stage of delivery. Schemes in design will be allocated a proportion of their funding, with an opportunity for further funding to be requested during the financial year depending on

progress. Funding to construct schemes will be released once all the relevant approvals are in place with agreed start dates. The funding is phased over three financial years, and all schemes should aim to be completed within this timescale.

### **Better Bus Partnerships**

This year we have launched a new pilot programme, Better Bus Partnerships, which will make up to £10 million available for three successful boroughs to deliver transformational bus infrastructure and operational improvements.

Your borough did not submit an expression of interest for this programme. We will keep you informed of any future bus priority opportunities in your borough.

### **Safer Cycleways Network Development**

In the Draft TfL Budget for 2025/26, Safer Cycleways Network Development (CND) has been allocated £16.3m. We have prioritised schemes that are in construction and that are expected to start construction in the first quarter of 2025/26, as well as high priority projects to be developed for future implementation.

As usual all cycling schemes that receive funding will be required to follow the stage gate process, with TfL Sponsors available to guide you on this. We would also emphasise the requirement that all Borough Cycling schemes commit to using both the Healthy Streets Check for Designers and the Cycling Quality Criteria. This is important to ensure that the design of the scheme meets both TfL's own design expectations and aligns with national design guidance LTN 1/20.

CND funding will be allocated incrementally as schemes progress to the next stage of delivery. For schemes that are at or nearing construction, it is important to provide an updated programme and cost estimate and confirm the amount to be allocated on the borough portal before construction begins.

In some cases, funding may need to be phased over multiple financial years or deferred to the following financial year depending on budget availability across the CND programme. Schemes in design will be allocated a proportion of their funding, with an opportunity for further funding to be requested during the financial year depending on progress.

At your next progress meetings, TfL Sponsors will discuss how your initial allocation has been split. This will give you the opportunity to provide further clarification around approvals and milestones. Once this information is received, there will be an opportunity to increase funding or substitute schemes.

### **Bus Priority**

Bus travel is a core part of the sustainable transport network as well as being affordable, inclusive, and accessible. Buses are the most commonly used form of public transport in London, they carry more people than any other mode (aside from walking) on central London's streets and over a third of all journeys are made by low-income Londoners.

It is therefore essential that buses work efficiently and reliably and are an attractive option. Our Bus Action Plan sets out how we will achieve this. London Boroughs play a crucial role in realising the potential of the bus.

Following the review of Bus Priority submissions, a total of £13m has been allocated to the 2025/26 Bus Priority Programme to support schemes that improve bus journey times.

Please note that for most schemes where funding for design and build was requested, we have only released a portion of the requested funding to undertake design for these schemes in the first instance.

When design is complete, we will ask boroughs to complete a pre-construction checklist before releasing the provisionally allocated construction funding. The pre-construction checklist should be requested from your TfL Sponsor when a scheme is nearing the build phase. If you feel that the initial allocation provided is insufficient to complete design, please contact your TfL Sponsor.

We are keen to increase the level of ambition and scale for Borough bus priority and we are pleased to see an increased interest in bus priority for the upcoming financial years. We want to continue to encourage bus priority, therefore if new strategic schemes are developed out of cycle, please get in touch with your TfL sponsor to discuss. If there is funding available, we may be able to accommodate new schemes sooner than the next financial year.

### **Liveable Neighbourhoods**

The Liveable Neighbourhoods programme has funds available to continue four high priority schemes. These are Holborn (Camden), West Ealing (Ealing), Enfield Town (Enfield), and Greenwich Town Centre (RB Greenwich).

### **Cycle Training**

£2.7m of cycle training funding has provisionally been allocated in 2025/26 subject to finalisation of TfL's budget. This is in addition to any cycle training funding allocated through the Safer Corridors & Neighbourhoods programme. To ensure that cycle training is available to adults and children throughout London, each borough has been allocated a base level of funding of £76,000 for financial year 2025/26 (unless they have requested less). The remaining funding is allocated to 18 boroughs through supplementary funds to support and promote investment in infrastructure. This is allocated to boroughs based on the availability of cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation. You have qualified for a further £0 through this process.

Please continue to dedicate at least 25% of your allocations to Adult Cycle Training. We ask that you also ensure your reporting for 2024/25 and previous years cycle training is up to date on The Bikeability Trusts link system. We will be unable to allocate 2025/26 funding to your borough until this has been completed. Please contact Samuel Laphorne ([samuellaphorne@tfl.gov.uk](mailto:samuellaphorne@tfl.gov.uk)) with any questions related to Cycle Training.

### **Cycle Parking**

£2.7m of cycle parking funding has been allocated in 2025/26. Each borough will receive £65,000 to deliver the approved schemes submitted within their Form A. The remaining funding is allocated to 17 boroughs through supplementary funds to support and promote investment in infrastructure. This is allocated to boroughs based on the availability of cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation. You have qualified for a further £0 as part of this process.

If you have not submitted enough proposals to match this funding allocation, the TfL Sponsor will shortly contact you to identify additional proposals. Should you not wish to receive your full allocation, it will be reallocated to other boroughs.

To celebrate the roll out of thousands of new secure residential cycle parking spaces, TfL will supply stickers to London boroughs to apply onto TfL-funded cycle hangars. The TfL Sponsor will contact you to arrange this.

For queries about the cycle parking programme, please contact [CycleParkingImplementation@tfl.gov.uk](mailto:CycleParkingImplementation@tfl.gov.uk)

### **Micromobility bays**

£1.4m has been allocated to fund new micromobility parking bays (i.e., e-scooters and cycle hire). The TfL Sponsor will shortly contact you to confirm your allocation with respect to the Form A submission.

Please note that as per the LIP guidance, new micromobility parking bays must be located on the carriageway as default and on the footway as an exception.

For queries about the micromobility bays programme, please contact [CycleParkingImplementation@tfl.gov.uk](mailto:CycleParkingImplementation@tfl.gov.uk)

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

An allocation of £2.1m per annum has been allocated for the Borough Principal Road Network to continue condition surveys, State of the City, and deal with high priority sites, and a further £2.5m towards borough bridge maintenance. As usual, we will work with the boroughs through the London Technical Advisors Group (LoTAG), London Bridges Engineers Group (LoBEG), and London Highway Engineers Group (LoHEG) 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.