

**Appendix 1: Provisional LIP (11/12) TfL Capital Funding Notification Paper**  
**5 May 2010.**

Highways Committee 9 February 2011.

Transportation Local Implementation Plan:

Transportation Capital Allocation 2011-2012.

## **LOCAL IMPLEMENTATION PLAN FUNDING FOR 2011/12**

### **1.0 Background and key issues**

1.1 The Guidance on Developing the Second Local Implementation Plans (May 2010) sets out the requirements and available support for London boroughs producing their second Local Implementation Plans (LIPs). It also provides the framework for the required Annual Spending Submission. Accordingly, the LIP Guidance should be the starting point for London boroughs when determining their proposed programmes of work. The purpose of this note is to confirm the available LIP funding from 2011/12 to 2013/14 and to provide specific information on issues of relevance to the 2011/12 Annual Spending Submission. The key points to note are as follows:

- The Corridors and Neighbourhoods programmes have been combined into a single programme resulting in four main<sup>1</sup> LIP programmes (Corridors & Neighbourhoods, Smarter Travel, Maintenance and Major Schemes)
- Funding for the second LIP period (2011/12 to 2013/14) is allocated for Corridors & Neighbourhoods and Smarter Travel using a needs based formula, details of which can be found in section 4 (Funding and approvals) of the LIPs Guidance (May 2010)
- The £100k per annum per borough for use on Local Transport Projects has been retained
- As a result of a review of LIP funded partnerships conducted in 2009/10, the number of partnerships in receipt of LIP funding has been reduced from 14 to 6 (five new sub-regional partnerships and one pan London partnership<sup>2</sup>), with the consequent savings re-cycled into the needs-based formula funding for 2011/12.
- There are no changes to the way in which Maintenance and Major Schemes funding is allocated, other than the fact that Major Schemes submissions will only normally now be considered for projects costing more than £1m in total over the whole life of the project.

*Notes: (1) funding is also provided for signal modernisation work and an amount is top-sliced to support partnerships and other matters (2) £1.5m has also been allocated to the Strategic Walks Network in 2011/12 to enable completion of the Network.*

### **2.0 Breakdown of LIP funding**

2.1 Appendix 1 sets out the key variables used in determining the available funding to be allocated for those programmes funded through the needs based formula. The formula is unchanged from that developed for the

transition year (2010/11), with the same indicators and weightings applied. However, the borough specific data has been updated to reflect the most recent information available. Details of these changes were sent to borough LIP contacts earlier this year.

- 2.2 Appendix 2 provides a breakdown of the top-slicing of the formula allocated budget.

### **3.0 Reforms to LIP support for partnerships**

- 3.1 In 2009/10 a review of LIP funded partnerships was undertaken, led by the Partnerships Review Team (PRT), which included representatives from the boroughs, London Councils, existing partnerships, GLA and TfL. The outcomes of this work were the formation of five new sub-regional partnerships (aligned to MTS sub-regions), a framework for governance and hosting requirements, funding information and suggested functions. Details on the partnership review can be found on the Borough Extranet:  
[http://boroughs.tfl.gov.uk/partnership\\_forums.aspx](http://boroughs.tfl.gov.uk/partnership_forums.aspx)
- 3.2 Funding has been determined for the new sub-regions on the basis of a fixed amount for each sub-region (£80k), with an additional amount per borough (£13k), based on core constituent boroughs within each sub-region, as set out in MTS. *Note: funding is dependent upon sub-regional partnerships operating fuzzy boundaries (i.e. other boroughs can join), but this will not change the available funding allocation.*
- 3.3 The boroughs within each sub-region are asked to agree a lead authority and to notify this to TfL, so the necessary arrangements for financial assistance can be made. The latest date for this notification is 6 December 2010, however, boroughs are positively encouraged to agree these matters in advance of this date, to enable a smooth transition from current to future partnership arrangements and to ensure that account is made within individual borough Annual Spending Submissions of any work they may wish the new partnerships to undertake on their behalf.

### **4.0 Borough-by-borough allocations and Annual Spending Submissions**

- 4.1 Appendix 3 of this note provides the details of the 2011/12 allocations for all boroughs using the funding formula. Indicative funding totals are also provided for the two following years (2012/13 and 2013/14) to enable boroughs to develop their three year LIP Programme of Investment.
- 4.2 Boroughs should use Proforma A within the LIPs Guidance to provide details of the Annual Spending Submission for 2011/12, the information from which

will then be uploaded to the Borough Portal. Particular attention is drawn to the following additional information required within the proforma for the annual programme:

- **Expected main MTS outcomes** – these are detailed in Table 2.1 of the LIPs Guidance
- **Impact on Crossrail** – The Crossrail project is due to open in 2017 and provides many opportunities for complementary measures to maximise its value to local communities. Boroughs are encouraged to consider Crossrail related initiatives as part of their LIPs funding programmes. In addition, boroughs are asked to indicate on Proforma A what, if any, impact (positive, negative, neutral) the interventions will have on Crossrail
- **Impact on 2012 Games** – Boroughs are encouraged to examine opportunities to use LIP funding to complement the Games and provide a lasting legacy for London. Please indicate on Proforma A what, if any, impact (essential, positive, neutral or negative) the interventions will have on the 2012 Games, with particular attention being paid to the Olympic Route Network (Core, Venue, Alternative and Training) where the Olympic Delivery Authority has the powers to control works and activities in the run up and during the 2012 Games and 2011 testing period.
- **Signal requirements** – how many individual signal schemes will be required to implement the interventions (either to install new signals, modify existing or remove entirely), whilst recognising the need to carefully consider the appropriateness of new signals and only proposing them when there is no realistic alternative (refer to section 4.8 and 4.9 of the Guidance)

4.3 The submission for 2011/12 will need to be made to TfL by **8 October 2010**. Boroughs are required to send a copy of their submission with a covering letter to David Rowe, Head of Borough Projects & Programmes, TfL Surface Transport, Palestra, 197 Blackfriars Road, London SE1 8NJ, together with an electronic copy to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk) .

4.4 The financial assistance provided by TfL is under section 159 of the GLA Act 1999. Section 4 (Funding and approval of LIPs) of the Guidance sets out the relevant matters to which TfL will have regard in exercising its duties under section 159.

## **5.0 Annual report on interventions and outputs**

5.1 Outputs from individual schemes or packages of schemes delivered during the course of the financial year should be reported each July using proforma C within the LIPs Guidance. This replaces the need for spend and delivery information to be reported on a bi-monthly basis, although boroughs are

required to keep their live Programmes of Investment up to date on the Borough Portal.

## **6.0 Other matters**

- 6.1 The Greenways programme complements other key Mayoral cycling priorities such as Cycle Hire, Cycle Superhighways and Biking Boroughs in supporting more active travel. Boroughs should be aware that 2010/11 was the last year for which separate financial assistance for borough Greenways schemes applied. From 2011/12 onwards boroughs should look to bring forward Greenways proposals as part of their LIP Corridor & Neighbourhoods programmes. A separate process will apply for Greenways proposals brought forward by the other, non-borough managing authorities.
- 6.2 Details of recent publications of significance to boroughs in developing their LIP and Annual Spending Submissions are provided in Appendix 4.

## **7.0 Advice and support**

- 7.1 The newly created Borough Projects & Programmes (BPP) team within TfL Surface Transport has been established to work with boroughs to help them identify proposals that warrant LIPS funding and to provide the necessary support to help them deliver the solutions. Contact details for BPP, LIPs Policy and Road Maintenance and Bridges are provided in Appendix 5.

## Appendix 1 – Summary of key variables

LIP funding for Corridors & Neighbourhoods and Smarter Travel is allocated through a needs based formula. The table below sets out how the funding for these programmes has been determined from the total available £150m LIPs funding in 2011/12.

<b>Funding requirement</b>	<b>Explanation</b>
Total LIP budget in 2011/12	£150m has been allocated for LIP funding in 2011/12
Maintenance funding	£22.3m, which has been deducted from the overall LIP budget for maintenance schemes. This will fund Principal Road Renewal and Bridge projects
Major Schemes funding	£26m, which has been deducted from the overall LIP budget for Major Schemes.
Signals modernisation funding	£8.1m, which has been deducted from the overall LIP budget for life-expired signal replacement on borough roads
Available budget for needs based formula funding	£150m total LIP budget minus £22.3m for Maintenance, £26m for Major Schemes and £8.1m for signals, leaving a total overall budget of £93.6m.
Top-slicing	£6.7m to cover the administration of the five new sub-regional partnerships plus Local Transport Funding (see table 3 for further details)
Corridors and Neighbourhoods	This programme receives 87% of the available Funding Formula budget, which after taking account of the top-slicing explained above, results in £75.6m for 2011/12.
Smarter Travel	This programme receives 13% of the available Funding Formula budget, which after taking account of the top-slicing explained above, results in £11.3m for 2011/12.

## Appendix 2 – Breakdown of Top Slice

Top Slice	£m	Comments
Partnership strategy development	£0.1m	£20k paid to the lead borough in each new sub-regional partnership
Borough officer training	£0.77m	This relates to learning and development support for borough officers in respect of specific requirements (e.g. road safety) and other matters
LEPT	£0.16	Paid to London Councils. for the five sub-regional partnerships and to London Councils for LEPT (see table 3 below for breakdown of funding)
South London sub-regional partnership	£0.17	Paid to the south sub-region lead borough (refer to section 3)
East London sub-regional partnership	£0.2	Paid to the east sub-region lead borough (refer to section 3)
North London sub-regional partnership	£0.13	Paid to the north sub-region lead borough (refer to section 3)
Central London sub-regional partnership	£0.17	Paid to the central sub-region lead borough (refer to section 3)
West London sub-regional partnership	£0.16	Paid to the west sub-region lead borough (refer to section 3)
Strategic Walking Network (SWN)	£1.5	Final year of LIP financial assistance to enable completion of the network
Local Transport Funding	£3.3	£100k payment for each borough to spend on transport projects of their choice that support the delivery of the Mayors Transport Strategy
<b>Total</b>	<b>£6.67</b>	

**Appendix 3 - Details of the 2011/12 allocations for all boroughs under  
Corridors & Neighbourhoods and Smarter Travel**

<b>2011/2012 LIPS Funding</b>				<b>2012/13 Indicative funding</b>	<b>2013/14 Indicative funding</b>
<i><b>Borough</b></i>	<i><b>Corridors &amp; Neighbourhoods</b></i>	<i><b>Smarter Travel</b></i>	<i><b>Total</b></i>	<i><b>Total</b></i>	<i><b>Total</b></i>
	£'000	£'000	£'000	£'000	£'000
<b>Barking and Dagenham</b>	1,604	212	<b>1,816</b>	<b>1,820</b>	<b>1,820</b>
<b>Barnet</b>	3,439	617	<b>4,056</b>	<b>4,064</b>	<b>4,064</b>
<b>Bexley</b>	1,861	303	<b>2,164</b>	<b>2,168</b>	<b>2,168</b>
<b>Brent</b>	2,455	373	<b>2,828</b>	<b>2,833</b>	<b>2,833</b>
<b>Bromley</b>	2,648	428	<b>3,076</b>	<b>3,082</b>	<b>3,082</b>
<b>Camden</b>	2,330	301	<b>2,631</b>	<b>2,636</b>	<b>2,636</b>
<b>City of London</b>	805	100	<b>905</b>	<b>906</b>	<b>906</b>
<b>Croydon</b>	3,003	437	<b>3,440</b>	<b>3,447</b>	<b>3,447</b>
<b>Ealing</b>	3,045	519	<b>3,565</b>	<b>3,572</b>	<b>3,572</b>
<b>Enfield</b>	2,882	510	<b>3,392</b>	<b>3,399</b>	<b>3,399</b>
<b>Greenwich</b>	2,486	371	<b>2,857</b>	<b>2,863</b>	<b>2,863</b>
<b>Hackney</b>	2,198	246	<b>2,444</b>	<b>2,449</b>	<b>2,449</b>
<b>Hammersmith and Fulham</b>	1,891	271	<b>2,162</b>	<b>2,166</b>	<b>2,166</b>
<b>Haringey</b>	2,085	272	<b>2,356</b>	<b>2,361</b>	<b>2,361</b>
<b>Harrow</b>	1,577	247	<b>1,825</b>	<b>1,828</b>	<b>1,828</b>
<b>Havering</b>	2,289	411	<b>2,700</b>	<b>2,705</b>	<b>2,705</b>
<b>Hillingdon</b>	2,590	489	<b>3,080</b>	<b>3,086</b>	<b>3,086</b>
<b>Hounslow</b>	2,512	448	<b>2,959</b>	<b>2,965</b>	<b>2,965</b>
<b>Islington</b>	1,932	253	<b>2,185</b>	<b>2,189</b>	<b>2,189</b>
<b>Kensington and Chelsea</b>	1,883	243	<b>2,126</b>	<b>2,130</b>	<b>2,130</b>
<b>Kingston</b>	1,427	252	<b>1,680</b>	<b>1,683</b>	<b>1,683</b>
<b>Lambeth</b>	2,862	336	<b>3,198</b>	<b>3,204</b>	<b>3,204</b>



<b>Lewisham</b>	2,600	336	<b>2,935</b>	<b>2,941</b>	<b>2,941</b>
<b>Merton</b>	1,650	281	<b>1,930</b>	<b>1,934</b>	<b>1,934</b>
<b>Newham</b>	2,232	289	<b>2,521</b>	<b>2,526</b>	<b>2,526</b>
<b>Redbridge</b>	2,321	358	<b>2,679</b>	<b>2,684</b>	<b>2,684</b>
<b>Richmond</b>	1,773	337	<b>2,111</b>	<b>2,115</b>	<b>2,115</b>
<b>Southwark</b>	2,774	352	<b>3,126</b>	<b>3,132</b>	<b>3,132</b>
<b>Sutton</b>	1,466	217	<b>1,683</b>	<b>1,686</b>	<b>1,686</b>
<b>Tower Hamlets</b>	2,418	318	<b>2,736</b>	<b>2,741</b>	<b>2,741</b>
<b>Waltham Forest</b>	2,144	287	<b>2,431</b>	<b>2,436</b>	<b>2,436</b>
<b>Wandsworth</b>	2,692	397	<b>3,090</b>	<b>3,096</b>	<b>3,096</b>
<b>Westminster</b>	3,755	490	<b>4,245</b>	<b>4,253</b>	<b>4,253</b>
<b>TOTAL</b>	<b>75,629</b>	<b>11,301</b>	<b>86,930</b>	<b>87,100</b>	<b>87,100</b>

## Appendix 4 – Relevant publications

Recent publications of relevance to boroughs preparing LIPs and the 2011/12 Annual Spending Submissions are listed below:

- The Guidance on Developing the Second Local Implementation Plans  
[http://boroughs.tfl.gov.uk/documents/borough\\_information/spending\\_plans/lip2-guidance-may-2010.pdf](http://boroughs.tfl.gov.uk/documents/borough_information/spending_plans/lip2-guidance-may-2010.pdf)
- The Sub-Regional Challenges & Opportunities documents include data and analysis that may be useful for boroughs when preparing their LIPs  
[http://boroughs.tfl.gov.uk/sub\\_regional\\_information\\_plans.aspx](http://boroughs.tfl.gov.uk/sub_regional_information_plans.aspx)
- The Guidance for Implementation of Electric Vehicle Infrastructure is a step-by-step guide to boroughs considering implementing charging infrastructure  
<http://www.london.gov.uk/electricvehicles/charging/implementation.jsp>
- The Cycle Safety Action Plan contains a number of actions of relevance to the London boroughs (in particular actions 3.1.1-3.1.5 and 3.2.3)  
<http://www.tfl.gov.uk/roadusers/cycling/13382.aspx>
- The Legible London Guidance provides practical advice for boroughs considering implementing the Legible London wayfinding system  
<http://boroughs.tfl.gov.uk/documents/general/implementing-legible-london.pdf>
- The Smarter Travel Sutton Lessons Learned Report has been prepared to assist other boroughs in the planning of smarter travel programmes as part of their LIPS <http://www.smartertravelsutton.org/about/lessonslearnt>.

## Appendix 5 – TfL Contacts

Name:	Title/Subject:	Contact No:	Email address
Peter McBride	Regional Borough Programme Manager (South)	Tel: 020 3054 0862	<a href="mailto:Peter.McBride@tfl.gov.uk">Peter.McBride@tfl.gov.uk</a>
Daniel Johnson	Regional Borough Programme Manager (Central)	Tel: 020 3054 4710	<a href="mailto:Danieljohnson@tfl.gov.uk">Danieljohnson@tfl.gov.uk</a>
Julie Dye	Regional Borough Programme Manager (East)	Tel: 020 3054 0850	<a href="mailto:Julie.Dye@tfl.gov.uk">Julie.Dye@tfl.gov.uk</a>
Lennox Davidson	Regional Borough Programme Manager (North and West)	Tel: 020 3054 0770	<a href="mailto:Lennox.Davidson@tfl.gov.uk">Lennox.Davidson@tfl.gov.u k</a>
Bron Plaskowski	Traffic Signals	Tel: 020 3054 0819	<a href="mailto:Bron.plaskowski@tfl.gov.uk">Bron.plaskowski@tfl.gov.uk</a>
Duro Basic	Road Maintenance and Bridges	Tel: 020 3054 1129	<a href="mailto:Duro.Basic@tfl.gov.uk">Duro.Basic@tfl.gov.uk</a>
Kate Holgate	LIPs Policy Manager	Tel: 020 7126 4394	<a href="mailto:KateHolgate@tfl.gov.uk">KateHolgate@tfl.gov.uk</a>
Billy Parr	LIPs Policy Assistant Manager	Tel: 020 7126 4045	<a href="mailto:bilyparr@tfl.gov.uk">bilyparr@tfl.gov.uk</a>
Stephen Mayers / Tony Clarke	LIP Portal Support	Tel: 02030544994	<a href="mailto:bspsupport@tfl.gov.uk">bspsupport@tfl.gov.uk</a>

**Appendix 2: Post Comprehensive Spending Review-2010 (adjustment) TfL Letter**

**4 November 2010.**

Highways Committee 9 February 2011.

Transportation Local Implementation Plan:

Transportation Capital Allocation 2011-2012.



Transport for London  
Surface Transport

Palestra  
197 Blackfriars Road  
London, SE1 8NJ

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

4 November 2010

Dear Colleague

## Local Implementation Plan Funding for 2011/12 to 2013/14

I wrote to you on 11 May 2010 to provide details of the indicative Local Implementation Plan (LIP) financial support to be made available (through section 159 of the GLA Act) for 2011/12, 2012/13 and 2013/14. This funding, which amounted to £150m per annum, was based on TfL's previous Business Plan settlement from the Department of Transport (DfT).

Due to the Spending Review 2010 (SR10) the overall support available to boroughs through the LIP process has been reduced to reflect the new profile of the General Grant TfL receives from DfT. This equates to an overall reduction in LIP funding of £4.0m (-3%) in 2011/12, £8m (-5%) in 2012/13 and £18m (-12%) in 2013/14. The Mayor advised the Chairman of London Councils on 3 November 2010 of the revised LIP settlement and the implications for programme budgets.

The purpose of this letter is to inform you of the principles that have been applied in prioritising the individual LIP programmes and budgets in the context of the overall reduction in funding. These are set out below:

- **Principal Road Maintenance:** The current proportion of the network that is classified in a 'good condition' is 95% (based on 2009/10 surveys). Even if the current levels of LIP investment in Principal Road Maintenance are sustained there is still forecast to be a year-on-year reduction in the proportion of the network that is in a good condition. For this reason, it is not intended to reduce the LIP budget for Principal Road Maintenance. *Note: the forecast does not take into consideration any additional borough investment in principal road renewal, which has been a factor in previous years (e.g. re-surfacing the carriageway as part of wider traffic management improvements).*

- Bridge Strengthening:** The method of prioritising spend for bridge strengthening has been developed with borough officers through the London Bridges Engineering Group (LoBEG). This uses a risk based prioritisation system that takes into account public safety, functionality and economic benefits. Based on the latest information from LoBEG, it is considered beneficial to change the profile of spend to enable priority schemes to be programmed over an optimal period (e.g. minimising works in specific areas during the Olympic period). Doing this will also mean that existing weight restrictions will not need to stay in place longer than necessary, thereby minimising traffic disruption and journey times. It is therefore intended to vary the LIP funding profile for bridge strengthening to £7.7m in 2010/11, £8m in 2011/12, £5.3m in 2012/13 and £6.5m in 2013/14. *It should be noted that future bridge assessments may identify further structures that are a high priority for strengthening post 2012/13, but this cannot be confirmed at the current time.*
- Traffic Signal Modernisation:** The LIP budget includes provision for the replacement of time-expired equipment at older signals sites on borough roads. The programme is based on the age of the infrastructure, with an optimal 18 year asset life cycle. Modernisation reduces the failure rate for signals, thereby improving reliability and reducing maintenance costs. Modernisation also enables the timings to be optimised, which reduces delays and provides journey time benefits. Due to a 'baby-boom' of traffic signals installed in the late 1990's and early 2000's, the level of funding required for modernisation of signals on borough roads increases from £7.8m in 2010/11, to £8.1m in 2011/12, £9.8m in 2012/13 and £10.0m in 2013/14. TfL continues to seek to identify ways to reduce these costs, through improved levels of network intelligence, performance and condition data, which could enable the life of the signal assets to be lengthened. It is proposed that any savings identified will be re-cycled into the LIP formula funding to ensure the total settlement is unchanged. In addition, where signals are approaching the end of their life, and where appropriate, TfL will consider the use of modernisation funds to assist with the removal of signals rather than pay for the replacement of the time expired equipment.
- Major Schemes:** The Major Schemes programme supports larger projects (of more than £1m in value) which meet the principles of the Mayor's *Better Streets* agenda. Funding is awarded through a competitive bidding process. Examples of supported schemes, which are also *Better Streets* flagship projects, include Leicester Square, Sutton Town Centre, Herne Hill, Orpington Town Centre, Piccadilly Two-Way, Exhibition Road, Wimbledon Town Centre, Camden Town

(Britannia Junction) and Kingsland High Street. Within the previous LIP funding announcement, it was planned to increase the funding allocated to Major Schemes (from £24m in 2010/11 to £26m in 2011/12 to £28m in 2012/13 and 2013/14). Given the importance of this programme in delivering the Mayor's public realm agenda, it is proposed to support a slightly smaller increase in funding in 2012/13 and 2013/14 than was previously announced (to £26m in 2011/12 and then £27m in the following two years). This will enable all the current committed Major Schemes to be progressed, together with support for a limited number of new schemes.

- **Top-sliced funding:** Funding is 'top sliced' from the LIP settlement for the following activities:
  - **Borough discretionary budget:** Since 2009/10, £100k per annum (£3.3m in total) has been awarded to each borough through the LIP settlement for use at their discretion on transport projects, provided the use is in accordance with section 159 of the GLA Act. The discretionary budget has proved very popular with the London boroughs and it is proposed to retain the discretionary funding at the current level.
  - **Partnerships:** The number of partnerships in receipt of LIP funding was reduced from 14 to 6 (five new sub-regional partnerships and one pan London partnership) following a review in 2009/10. These arrangements were agreed with the boroughs through consultation and endorsed by London Council's TEC. Given that LIP funding to partnerships is predominately for staffing, it is not considered appropriate to taper any reduction in financial assistance. For this reason the overall reduction in LIP funding for year three (2013/14) has been used as the basis for apportioning a 12% reduction in the level of funding available to partnerships each year. A three year commitment is proposed to enable partnerships to effectively plan their workload in line with the new LIP resources.
  - **Strategic Walks Network (SWN):** £1.5m funding was set aside for the SWN in 2011/12 to enable completion of the network. It is proposed this funding be reduced to £800k in 2011/12, which is sufficient to enable the physical completion of the network, with minimal expenditure on promotion and marketing.
  - **Other 'top sliced' funding:** £870k per annum was 'top sliced' for training and strategy development (£270k funding for road safety training, £500k for other training requirements and £100k for sub-regional strategy development). For training it is proposed this be

reduced to £300k to be focused on the Borough Apprenticeship Programme. No allocation is proposed for sub-regional strategy development, given the resources TfL already devotes to this work.

**Formula Funding:** Allocations for Corridors & Neighbourhoods and Smarter Travel to boroughs are determined through a funding formula that uses a number of metrics to establish 'need' on a consistent basis across the 33 London boroughs. The funding is provided to boroughs to deliver schemes that address key Mayoral objectives and reflect local priorities. Currently separate allocations are made for two programmes: corridors/neighbourhoods and smarter travel. This division of funding supports delivery of infrastructure improvements (e.g. bus stop accessibility & public realm improvements) and behavioural change activities (e.g. road safety education). However, in order to provide greater flexibility and local accountability, it is proposed to provide a single 'block grant' for formula funding, to be renamed 'Corridors, Neighbourhoods and Supporting Measures'.

### **Impact of the budget changes on LIP funding**

The consequences of the re-prioritisation of LIP funding for programme budgets and partnerships are shown in Appendix 1. Boroughs will note that due to the protection of certain budgets (e.g. Principal Road Maintenance), the changes in some other programmes are greater than the overall reduction in LIP funding. A borough-by-borough breakdown of how the LIP funding would be allocated for Corridors, Neighbourhoods and Supporting Measures is provided in Appendix 2.

In respect of the 2011/12 Annual Spending Submissions, TfL will aim to provide confirmation back to you on the acceptance of your proposals within the next few weeks. You do not need to resubmit your 2011/12 Annual Spending Submission in light of the changes to LIP funding. However, you will need to determine how to accommodate the c.4% reduction in funding for Corridors, Neighbourhoods and Supporting Measures based on your local transport priorities and alignment with the goals and outcomes of the Mayor's Transport Strategy.

The deadline of the 20 December 2010 for the submission of draft LIPs to TfL remains unchanged.

Yours sincerely

David Rowe  
**Head of Borough Projects & Programmes**



## Appendix 1: New LIP allocations 2011/12 to 2013/14

		Table 1: LIP funding by programme		
		2011/12	2012/13	2013/14
Top Sliced Funding	<b>Total</b>	146.00	142.00	132.00
	<b>Principal Road Maintenance</b>	15.30	15.50	15.50
	<b>Bridge Strengthening</b>	8.00	5.30	6.50
	<b>Major Schemes</b>	26.00	27.00	27.00
	<b>Signals Modernisation</b>	8.10	9.80	10.00
	Boroughs discretionary budget: 33 @ £100k	3.30	3.30	3.30
	Borough officer training	0.30	0.30	0.30
	Partnerships ( <i>see table 2 below</i> )	0.87	0.87	0.87
	Strategic Walking Network (SWN)	0.80	0.00	0.00
	<b>Corridors, Neighbourhoods and Supporting Measures</b>	83.33	79.93	68.53

		Table 2: LIP funding to partnerships		
		2011/12	2012/13	2013/14
<b>Total</b>		<b>0.87</b>	<b>0.87</b>	<b>0.87</b>
<b>South London sub-region</b>		0.15	0.15	0.15
<b>West London sub-region</b>		0.14	0.14	0.14
<b>North London sub-region</b>		0.12	0.12	0.12
<b>East London sub-region</b>		0.17	0.17	0.17
<b>Central London sub-region</b>		0.15	0.15	0.15
<b>LEPT</b>		0.14	0.14	0.14

**Appendix 2 - Details of new LIP formula funding allocations for all boroughs 2011/12 to 2013/14**

<b>Funding for Corridors, Neighbourhoods and Supporting Measures</b>			
<b><i>Borough</i></b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>
	£'000	£'000	£'000
<b>Barking and Dagenham</b>	<b>1,741</b>	<b>1,670</b>	<b>1,432</b>
<b>Barnet</b>	<b>3,888</b>	<b>3,729</b>	<b>3,197</b>
<b>Bexley</b>	<b>2,074</b>	<b>1,990</b>	<b>1,706</b>
<b>Brent</b>	<b>2,711</b>	<b>2,600</b>	<b>2,229</b>
<b>Bromley</b>	<b>2,949</b>	<b>2,829</b>	<b>2,425</b>
<b>Camden</b>	<b>2,522</b>	<b>2,419</b>	<b>2,074</b>
<b>City of London</b>	<b>867</b>	<b>832</b>	<b>713</b>
<b>Croydon</b>	<b>3,297</b>	<b>3,163</b>	<b>2,712</b>
<b>Ealing</b>	<b>3,417</b>	<b>3,278</b>	<b>2,810</b>
<b>Enfield</b>	<b>3,252</b>	<b>3,119</b>	<b>2,674</b>
<b>Greenwich</b>	<b>2,739</b>	<b>2,627</b>	<b>2,252</b>
<b>Hackney</b>	<b>2,343</b>	<b>2,247</b>	<b>1,927</b>
<b>Hammersmith and Fulham</b>	<b>2,072</b>	<b>1,988</b>	<b>1,704</b>
<b>Haringey</b>	<b>2,259</b>	<b>2,167</b>	<b>1,858</b>
<b>Harrow</b>	<b>1,749</b>	<b>1,678</b>	<b>1,438</b>
<b>Havering</b>	<b>2,588</b>	<b>2,483</b>	<b>2,129</b>
<b>Hillingdon</b>	<b>2,952</b>	<b>2,832</b>	<b>2,428</b>
<b>Hounslow</b>	<b>2,837</b>	<b>2,721</b>	<b>2,333</b>
<b>Islington</b>	<b>2,095</b>	<b>2,009</b>	<b>1,723</b>
<b>Kensington and Chelsea</b>	<b>2,038</b>	<b>1,955</b>	<b>1,676</b>
<b>Kingston</b>	<b>1,610</b>	<b>1,544</b>	<b>1,324</b>
<b>Lambeth</b>	<b>3,065</b>	<b>2,940</b>	<b>2,521</b>
<b>Lewisham</b>	<b>2,814</b>	<b>2,699</b>	<b>2,314</b>
<b>Merton</b>	<b>1,851</b>	<b>1,775</b>	<b>1,522</b>
<b>Newham</b>	<b>2,417</b>	<b>2,318</b>	<b>1,987</b>
<b>Redbridge</b>	<b>2,568</b>	<b>2,463</b>	<b>2,112</b>
<b>Richmond</b>	<b>2,023</b>	<b>1,941</b>	<b>1,664</b>
<b>Southwark</b>	<b>2,997</b>	<b>2,875</b>	<b>2,465</b>
<b>Sutton</b>	<b>1,613</b>	<b>1,547</b>	<b>1,327</b>
<b>Tower Hamlets</b>	<b>2,622</b>	<b>2,515</b>	<b>2,157</b>
<b>Waltham Forest</b>	<b>2,330</b>	<b>2,235</b>	<b>1,916</b>
<b>Wandsworth</b>	<b>2,962</b>	<b>2,841</b>	<b>2,436</b>
<b>Westminster</b>	<b>4,069</b>	<b>3,903</b>	<b>3,346</b>
<b>TOTAL</b>	<b>83,330</b>	<b>79,930</b>	<b>68,530</b>

**Appendix 3: TfL 2011-2014 Major Scheme Funding Notification Letter**

**16 December 2010.**

Highways Committee 9 February 2011.

Transportation Local Implementation Plan:

Transportation Capital Allocation 2011-2012 Report.



Mr Adrian Pigott.  
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Environment & Culture  
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16<sup>th</sup> December 2010

Dear Adrian

## Local Implementation Plan (LIP) Funding - 2011/12

On 4 November 2010 I wrote to advise you of the consequences of the Spending Review 2010 (SR10) on the level of funding allocated to your authority (under section 159 of the 1999 GLA Act) to support LIP delivery for 2011/12.

The purpose of this letter is to confirm that the Corridors, Neighbourhoods, Smarter Travel and Principal Road Maintenance proposals submitted by your authority in October 2010 within your 2011/12 Annual Spending Submission are acceptable to TfL.

As indicated in my letter of 4 November, due to SR10 it will be necessary for you to determine how to accommodate the 4% reduction in formula funding in 2011/12 based on your local transport priorities and alignment with the goals and outcomes of the Mayor's Transport Strategy (*note: greater flexibility has been provided in the use of the formula funding from 2011/12 onwards enabling you to determine the level of resources devoted to corridor, neighbourhoods and smarter travel measures*). To do this you will need to enter your prioritised submissions onto the Borough Portal by 28 January 2011. Alternatively if you would like TfL to enter this data on your behalf, you will need to submit an updated Annual Spending Submission workbook to [BoroughProjectsandProgrammes@TfL.gov.uk](mailto:BoroughProjectsandProgrammes@TfL.gov.uk) by 14 January 2011. This will allow TfL to perform the tasks required to create the schemes on the Portal.

I can confirm that funding will also be provided to your borough for the Major Scheme as set out below.

Project	TfL Major Schemes allocation to your borough
---------	--



	2011/12	2012/13	2013/14
Northwick Park – Station Area	£190,000	-	-

In addition, funding is provisionally identified for your borough for the new Major Scheme as set out below, subject to the design being completed in 2011/12 and an approved and costed scheme being accepted by TfL.

Project	TfL Major Schemes allocation to your borough		
	2011/12	2012/13	2013/14
Harlesden Town Centre – Provisional allocation for Implementation	£0	£1,500,000	£1,500,000

The Major Scheme funding is allocated on the basis set out in Appendix 1. Myself, or one of my colleagues, will be in touch shortly to arrange a meeting with your officers to discuss the scheme(s) in more detail.

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 2011, following further consultation with LoBEG.

Please note that the section 159 funding to support LIP delivery is conditional on your proposals not contravening the current Mayor's priorities, and not involving the removal or change to infrastructure previously funded by TfL unless this is specifically agreed with TfL - see sections 4.18 – 4.20 of the 'Guidance on Developing the Second Local Implementation Plans'.

It is also important to note that there are considerable pressures on TfL budgets and it is therefore essential that effective consultation, engagement and communication takes place for any scheme that has an impact on TfL services or infrastructure. This includes proposals that impact on bus routes, stops and terminal points/stands. For such schemes it will be necessary for early discussions to take place between the borough and TfL to determine the acceptability of the proposals.

Further details of how the Boroughs' overall programme allocation figures were calculated using the agreed needs based formula, and details of the funding for partnerships and other boroughs, are available on the Boroughs Extranet via the link below:

[http://boroughs.tfl.gov.uk/documents/news/lip-funding-settlement\\_2011-12-letter.pdf](http://boroughs.tfl.gov.uk/documents/news/lip-funding-settlement_2011-12-letter.pdf)



Information regarding historic commitments is also found via this link. Please note that if you have any schemes which you have begun to implement using your 2010/11 LIP allocation and which you are not able to complete during the current financial year, it is assumed that the cost of scheme completion is included in your 2011/12 LIP submission. If this is not the case we will need to discuss this further, as your LIP allocation is fixed at the amount described above.

I hope you find the above information useful.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Rowe'.

**David Rowe**  
**Head of Borough Projects & Programmes**



## Appendix 1

Major Scheme funding is allocated on the following basis;

- To ensure a high level of urban design, the project will be subject to TfL's Design Review process in line with the principles set out in *Better Streets*.
- For new projects, where the overall cost is greater than £1m the scheme will require a Business Case in accordance with TfL Business Case Development process
- That the governance arrangements, design programme, plan for delivery and the profile of the actual funds required for the design will be agreed with TfL.
- The scheme is taken forward in accordance with the requirements set out in TfL's Major Schemes guidance
- The borough undertakes an assessment of all funding opportunities that can contribute to the scheme which will include contributions from developers and other sources.
- Funding for implementation would be subject to an approved and costed design being accepted by all parties