

**APPENDIX 1.**

**Copy of 20th April 2011 letter from TfL's Head of Projects and Programmes clarifying the pan-London capital funding (LIP) level and LIP Funding arrangements for 2011/12 - 13/14.**



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20 April 2011

Dear Colleague

## Local Implementation Plan (LIP) Funding

Further to my e-mail of 25 February 2011 confirming the Mayor's announcement to keep LIP funding at £147.8m per annum for the next three years (2011/12 to 2013/14), I am writing to advise how the additional financial assistance is to be allocated.

Taking each year in turn:

**2011/12:** There is no change to the available LIP funding for 2011/12 and consequently boroughs do not need to amend their agreed programmes. Following the Spending Review 2010 (SR10) £146m was announced for 2011/12, however, the difference in funding relates to carry-over that has been agreed for specific projects in Havering, Kensington & Chelsea, Redbridge and Westminster.

**2012/13:** The £142m LIP funding in 2012/13 announced previously following SR10 is to be increased by £5.8m. Of this, £1.0m will be allocated to the Major Schemes programme, with the remaining £4.8m allocated to Principal Road Maintenance. Due to the severe weather conditions experienced over the past two winters the most recent condition surveys show the proportion of the Principal Road Network (PRN) that requires structural maintenance has increased from 5% in 2009/10 to 7% in 2010/11, with the percentage of the network requiring maintenance forecast to continue to rise year-on-year unless additional investment is forthcoming.

**2013/14:** For 2013/14 there will be an increase in LIP funding of £15.8m in comparison with the previous £132m that was announced following SR10. The decision on how this funding is to be allocated will be made in 2012 once we are collectively in a clearer position to understand the Principal Road Network Maintenance, Bridge Strengthening and other requirements.

Whilst it is recognised that the additional financial support in 2013/14 may result in additional expenditure on key LIP outputs (e.g. levels of cycle parking delivered) and outcomes (e.g. mode share for cycling), boroughs are asked to continue with preparation of their final LIPs based on the funding announced following SR10, together with the revisions for 2012/13 identified in this letter.

*Notes:*

- 1. A borough-by-borough breakdown of the LIP funding will be issued in May/June 2011 as part of the 2012/13 LIP Financial Guidance*
- 2. There is potential for individual boroughs to bring forward certain of the additional PRN funding to 2011/12 if there are reasonable grounds (e.g. to enable Principal Road Maintenance to be undertaken for relevant roads in advance of the 2012 Games)*
- 3. In order to improve bus stop accessibility, boroughs are encouraged to ensure that where PRN resurfacing and/or reconstruction is programmed, a kerb height of at least 100mm is maintained within the vicinity of the bus stop flag (note: TfL is happy to supply details of those bus stops where maintenance works on the PRN are co-located).*

Please do not hesitate to contact me if you have any questions or concerns regarding this matter.

Yours sincerely

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

**APPENDIX 2.**

**Copy of 2012-2013 Local Implementation Plan Spending Submission Guidance  
Note issued to boroughs by TfL in May 2011.**



Local Implementation Plan (LIP)  
Annual Spending Submission  
Guidance for 2012/13

## **LIP ANNUAL SPENDING SUBMISSION GUIDANCE FOR 2012/13**

### **1.0 Background**

- 1.1 The Guidance on Developing the Second Local Implementation Plans (May 2010) provides the framework for each borough's Second LIP and associated Annual Spending Submission. Accordingly, the borough's draft/final Second LIP should be the starting point for the programmes of work contained within the 2012/13 Annual Spending Submission. The purpose of this guidance is to confirm the available LIP funding in 2012/13 and to provide specific information on matters relevant to the Annual Spending Submission.
- 1.2 The breakdown of LIP funding by programme accords with the advice given on 4 November 2010, following the outcome of the Spending Review 2010 (SR10), and the subsequent revisions that were confirmed on 20 April 2011, following approval of the 2011/12 TfL Business Plan by the TfL Board.

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

- 2.1 Appendix 1 sets out the division of 2012/13 LIP funding under the following programmes:
- 1 Principal Road Maintenance
  - 2 Bridge Strengthening
  - 3 Major Schemes
  - 4 Traffic Signals Modernisation
  - 5 Top Sliced Funding
  - 6 Corridors, Neighbourhoods and Supporting Measures.
- 2.2 Appendix 2 provides a breakdown of the top-sliced funding for Partnerships, Local Transport Funding and Borough Officer Training.
- 2.3 The borough-by-borough allocations under the Corridors, Neighbourhoods and Supporting Measures programme are determined through a needs based formula that was developed with LOTAG and London Councils. The key variables (indicators, weightings and data), used within the needs based formula are unchanged from those applied in 2011/12.

### **3.0 Preparing the LIP Annual Spending Submission**

- 3.1 Appendix 3 of this note provides the details of the 2012/13 indicative allocations for all boroughs under Corridors, Neighbourhoods and Supporting Measures, Principal Road Maintenance and the Local Transport Funding. The following matters should be taken into account when preparing the programmes of work within the 2012/13 LIP Annual Spending Submission:

## **Principal Roads Maintenance and Bridge Strengthening**

- 3.2 Applications in relation to Principal Road Maintenance and Bridge Assessment & Strengthening should be made directly onto the Borough Portal. The indicative funding available for each borough under Principal Road Maintenance (PRM) is based on an assessment of need taken from the most recent condition surveys. It is recommended that boroughs submit proposals for approximately 25% above the indicative funding to allow for possible reserve schemes to be brought forward. *Note: £1.3m of the Principal Road Maintenance funding in 2012/13 has been reserved for the condition surveys across the 33 London boroughs.*
- 3.3 In respect of Bridge Assessment & Strengthening applications, full supporting information should also be submitted to the London Bridge Engineering Group (LoBEG) 'BridgeStation' website <http://www.bridgestation.co.uk>. Submissions will then be prioritised and funding awarded according to pan London requirements and available resources. The submission to the LoBEG website should include the completion/update of borough structure registers. It should be noted that no application will be considered either by LoBEG or Transport for London unless this information has been provided in full.
- 3.4 Where appropriate, there may be potential for individual boroughs to bring forward part of the PRM allocation from 2012/13 to 2011/12, for example to enable Principal Road Maintenance to be undertaken in advance of the 2012 Games. Any such proposals should be discussed with Duro Basic, TfL Programme Manager for Principal Roads (see Appendix 4 for contact details).
- 3.5 In order to improve bus stop accessibility, boroughs are encouraged to ensure that where resurfacing and/or reconstruction is programmed, a kerb height of at least 100mm is maintained within the vicinity of the bus stop flag (note: TfL is able to supply details of those bus stops where maintenance works on the Principal Road Network are co-located). More detailed advice on accessible bus stops can be found at [http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible\\_bus\\_stop\\_design\\_guidance.pdf](http://www.tfl.gov.uk/assets/downloads/businessandpartners/accessible_bus_stop_design_guidance.pdf).

## **Major Schemes**

- 3.6 The focus of the Major Schemes programme is on delivering fewer, higher value schemes that make a transformational improvement, and assist in delivering the Mayor's Better Streets agenda. Boroughs can apply for a proportion of the required funding from the Major Schemes programme for schemes costing more than £1m. For schemes with a total project cost above £2m, a business case must also be submitted and a design review carried out to ensure the proposals accord with the Mayor's vision for public realm.

- 3.7 Funding for Major Schemes is awarded through a competitive bidding process, which follows a three-step progression described in detail in the Guidance for Submission of Major Schemes, which is available on the Borough Extranet <http://boroughs.tfl.gov.uk/737.aspx>. Any new Step One (scheme justification) applications for Major Schemes funding in 2012/13 should be submitted separately to TfL by close of play on **Friday 2 September 2011**. The Step One Proforma and supporting information should provide sufficient detail to so as to give a complete overview of the project. It should explain the reasons for the project, identify the objectives, key components, estimated costs and delivery programme. The written information must be supported with photographic and/or drawn information such as layout plans, images and visualisations that best give an “at a glance” description of the proposals. To avoid difficulties with large file sizes, the applications should be uploaded onto the LIP Funding Document Management system, which is available via the Borough Portal. A covering e-mail should also be sent to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk), marked for the attention of Scott Lester, Borough Projects & Programmes, confirming that the Major Scheme application has been uploaded.
- 3.8 New and on-going Major Schemes should also be referenced in the LIP Annual Spending Submission Proforma A – see Section 4.0 below.

### **Traffic Signals**

- 3.9 Careful consideration should be given to the appropriateness of new traffic signals and such facilities should only be proposed where there is no realistic alternative (please refer to Sections 4.8 and 4.9 of the Second LIPs Guidance). Boroughs are also encouraged to consider removing any existing signals that are no longer considered necessary, or are no longer serving the purpose for which they were originally introduced.
- 3.10 Where a scheme does involve traffic signal works, boroughs can now invoice TfL for the full costs associated with confirmed schemes, even where the required works may continue beyond the end of the financial year. This should enable more effective resource planning and avoid the likelihood of subsequent payments being required after the year end. TfL’s Traffic Directorate will provide quotations for signals works and any changes to a quotation (i.e. the level of funding required) will be agreed with the borough through a change control process if the scope/scale of works is materially altered.



## 2012 Olympic Games

- 3.11 The implementation, operation and decommissioning of the Olympic Route Network and other London 2012 requirements will necessitate that significant parts of the road network are clear of any works during certain periods. The relevant London 2012 projects include:
- Olympic Route Network and Paralympic Route Network (Core, Venue, Alternative and Training routes)
  - Olympic Park, individual competition and accommodation venues (e.g. Wembley Stadium and Park Lane Hotels)
  - Road Events (e.g. Cycle Road Race)
  - Venue Local Area Traffic Management and Parking Controls
  - Central London Movement Management Area, currently being developed for Westminster and Camden (which is to help manage the high concentrations of people)
  - Training Venues
  - Non-competition venues (e.g. fleet depots & Games Family hotel accommodation)
  - National Houses
  - London Events (e.g. cultural events on the London Events Coordination Calendar [LECC])
- 3.12 Information on the above matters is currently being compiled and will be available on a borough-by-borough basis to show the extent of the road network that will need to be kept clear of any works, and the periods when such controls would apply. This material will be available in early June 2011, although may be subject to change over the following few months following further discussions with the ODA, LOCOG, GLA and borough officers.
- 3.13 Boroughs should plan on the basis that the 2012/13 LIP financial assistance is not to be used to undertake works on any parts of the road network that need to be kept clear during the lead up to, operation and decommissioning of the Games.

## 4.0 Annual Spending Submission Proforma

- 4.1 Boroughs should use the enclosed spreadsheet, which is based on 'Proforma A' within the LIPs Guidance, to provide details of proposals under Corridor, Neighbourhood & Supporting Measures and Major Schemes within the 2012/13 Annual Spending Submission. For new schemes, this information will then be uploaded by TfL onto the Borough Portal. *Note: as indicated in section 3.2, applications in relation to Principal Road Maintenance and Bridge Assessment & Strengthening should be made directly onto the Borough Portal.*
- 4.2 Based on feedback from borough officers on the Annual Spending Submission process last year, certain revisions have been made to the

proforma. In particular, that a short 'Reference Guide' has been added to provide advice on the information required within the different cells and drop down menus included where appropriate to provide consistency in reporting. Other points to note are as follows:

- **Funding sources:** details should be provided of where the required project funding will come from, including sources other than LIP financial assistance, e.g. council capital and revenue funding, developer funding or government grants
- **Expected main MTS outcomes** – these are detailed in Table 2.1 of the Second LIPs Guidance and repeated within the spreadsheet for ease of reference
- **Impact on Crossrail** – the Crossrail project is due to open in late 2018 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
- **Impacts on TfL Services or Infrastructure** - it is 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 proposal that has an impact on TfL services or infrastructure. This includes proposals that have an 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.
- **Road humps:** boroughs are strongly encouraged to avoid the use of road humps. In a press release issued by the Mayor on 28 November 2008 he advised that *“Road humps are often simply a lazy way of delivering slower speeds, and also do little to encourage people to walk, cycle and spend time using their streets. I want to encourage councils to be bold and to think much more creatively about ways of achieving slower speeds, and creating better streets.”* Accordingly, all other options should be exhausted before consideration is given by boroughs to the potential use of vertical deflections such as road humps and speed cushions. Where such measures are considered by a borough to be the only option, TfL may require further discussions to determine the acceptability of the proposals.
- **Scheme monitoring:** If boroughs would like monitoring data to be provided by TfL for casualties, bus journey times and/or bus stop accessibility associated with specific schemes, this can be requested within the Annual Spending Submission.

4.3 The submission for 2012/13 will need to be made to TfL by Friday **7 October 2011**. Boroughs should e-mail their submission, together with a covering letter to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk), marked for the attention of David Rowe, Head of Borough Projects &

Programmes, TfL Surface Transport, Palestra, 197 Blackfriars Road, London SE1 8NJ.

- 4.4 The financial assistance provided by TfL is under Section 159 of the GLA Act 1999. Section 4 (Funding and Approval) of the Second LIPs 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 Profoma C within the Second 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.

- 5.2 The 2010/11 Annual report on interventions and outputs should be submitted to TfL by **Friday 15 July 2011** and should be sent to [boroughprojectsandprogrammes@tfl.gov.uk](mailto:boroughprojectsandprogrammes@tfl.gov.uk).

## **6.0 Advice and support**

- 6.1 Contact details for the Borough Projects & Programmes team, LIPs Policy, Olympic Route Network and Road Maintenance and Bridges officers are provided in Appendix 4.

## Appendix 1 – Breakdown of 2012/13 LIP Funding by Programme

LIP funding for Corridors, Neighbourhoods and Supporting Measures 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 £147.8m LIPs funding in 2012/13.

<b>Programme</b>	<b>Funding Allocation</b>
Total	£147.8m total LIP funding in 2012/13
Principal Road Maintenance (PRM)	£20.3m for PRM schemes (refer to section 3.2 – 3.5).
Bridge Strengthening	£5.3m for Bridge Strengthening (refer to section 3.3)
Major Schemes	£28m for the Major Schemes programme (refer to section 3.6 – 3.8).
Traffic Signals Modernisation	£9.8m for life-expired signal replacement on borough roads
Top-slice	£4.47m to cover the administration of the five sub-regional partnerships, one-pan London partnership (LEPT) and Local Transport Funding (see Appendix 2 for further details)
Corridors, Neighbourhoods and Supporting Measures	The balance of funding of £79.93m is allocated via the needs based formula for Corridors, Neighbourhoods and Supporting Measures.

## Appendix 2 – Breakdown of Top Slice

Top Slice	£m	Comments
Borough officer training	£0.3m	This relates to the Borough Apprenticeship Programme, further details for which can be found on the Borough Extranet.
LEPT	£0.14	Paid to London Councils as the host authority
South London sub-regional partnership	£0.15	Paid to the Croydon as the south sub-region lead borough
East London sub-regional partnership	£0.17	Paid to Newham as the east sub-region lead borough
North London sub-regional partnership	£0.12	Paid to Haringey as the north sub-region lead borough
Central London sub-regional partnership	£0.15	Paid to City of London as the central sub-region lead borough
West London sub-regional partnership	£0.14	Paid to Ealing as the west sub-region lead borough
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>£4.47</b>	

Note: Partnerships in receipt of LIP funding must conform to the minimum requirements for governance and hosting established through the Partnership Review that was undertaken in 2009/10. These requirements are intended to ensure robust and effective partnerships, to encourage participation of elected members and to meet the requirements of s159 funding. Further details of 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)

**Appendix 3 - 2012/13 borough allocations under Corridors, Neighbourhoods & Supporting Measures, Principal Road Maintenance and Local Transport Funding**

<b>Borough</b>	<b>Corridors, Neighbourhoods &amp; Supporting Measures (£,000)</b>	<b>Principal Road Maintenance (£,000)</b>	<b>Local Transport Funding (£,000)</b>	<b>Total (£,000)</b>
Barking and Dagenham	1,670	492	100	2,261
Barnet	3,729	954	100	4,783
Bexley	1,990	999	100	3,089
Brent	2,600	788	100	3,488
Bromley	2,828	880	100	3,808
Camden	2,419	430	100	2,949
City of London	832	116	100	1,048
Croydon	3,163	863	100	4,125
Ealing	3,278	742	100	4,119
Enfield	3,119	1,043	100	4,262
Greenwich	2,627	774	100	3,501
Hackney	2,247	269	100	2,616
Hammersmith & Fulham	1,988	465	100	2,553
Haringey	2,167	493	100	2,760
Harrow	1,678	679	100	2,457
Havering	2,483	491	100	3,074
Hillingdon	2,832	796	100	3,727
Hounslow	2,721	562	100	3,383
Islington	2,009	325	100	2,434
Kensington & Chelsea	1,955	248	100	2,302
Kingston	1,544	439	100	2,083
Lambeth	2,940	424	100	3,464
Lewisham	2,699	316	100	3,115
Merton	1,775	550	100	2,425
Newham	2,318	793	100	3,211
Redbridge	2,463	555	100	3,118
Richmond	1,941	840	100	2,881
Southwark	2,875	471	100	3,445
Sutton	1,547	173	100	1,820
Tower Hamlets	2,515	277	100	2,892
Waltham Forest	2,235	627	100	2,962
Wandsworth	2,841	309	100	3,250
Westminster	3,903	820	100	4,823
<b>TOTAL</b>	<b>79,930</b>	<b>19,000</b>	<b>3,300</b>	<b>102,230</b>

*Note: a further £1.3m of the Principal Road Maintenance funding has been reserved for condition surveys across the 33 London boroughs in 2012/13.*

## Appendix 4 – 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.uk</a>
Bron Plaskowski	Traffic Signals	Tel: 020 3054 0819	<a href="mailto:Bron.plaskowski@tfl.gov.uk">Bron.plaskowski@tfl.gov.uk</a>
Scott Lester / Anthony O'Keefe	Major Schemes	Tel: 020 3054 0802	<a href="mailto:Scott.lester@tfl.gov.uk">Scott.lester@tfl.gov.uk</a> <a href="mailto:Anthonyokeefe@tfl.gov.uk">Anthonyokeefe@tfl.gov.uk</a>
Duro Basic	Principal Road Maintenance and Bridges	Tel: 020 3054 1129	<a href="mailto:Duro.Basic@tfl.gov.uk">Duro.Basic@tfl.gov.uk</a>
Lizzy Peto	Olympic Route Network Consultation & Engagement	Tel: 020 3054 0159	<a href="mailto:ORNandPRNengagement@tfl.gov.uk">ORNandPRNengagement@tfl.gov.uk</a>
Kate Holgate / Billy Parr	LIPs Policy	Tel: 020 7126 4394	<a href="mailto:KateHolgate@tfl.gov.uk">KateHolgate@tfl.gov.uk</a> <a href="mailto:billyparr@tfl.gov.uk">billyparr@tfl.gov.uk</a>
Stephen Mayers / Tony Clark	Borough Portal Support	Tel: 02030544994	<a href="mailto:bspsupport@tfl.gov.uk">bspsupport@tfl.gov.uk</a>

**APPENDIX 3.**

**Copy of 15 December 2011 letter from TfL's Head of Projects and Programmes approving Brent's October 2011 LIP Spending Submission and capital programme for 2012/13.**





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Team Leader/Principal Transport Planner;  
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15<sup>th</sup> December 2011

Dear Adrian

## Local Implementation Plan (LIP) Funding - 2012/13

Thank you for submitting your LIP 2012/13 Annual Spending Submission to TfL on 6 October 2011. This has now been reviewed and I can confirm that the Corridors, Neighbourhoods and Supporting Measures proposals submitted by your authority are acceptable to TfL.

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

Project	TfL Major Schemes allocation		
	2012/13	2013/14	2014/15
Harlesden Town Centre Major Scheme- Completion of design.	£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 in more detail.

The financial information for the agreed schemes should be entered onto the Borough Portal by Friday 20 January 2012. 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.*

The 2012/13 LIP allocations for Principal Road Maintenance should already be visible to you on the Portal.



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 2012, following further consultation with LoBEG.

As part of the on-going drive to reduce the impacts of roadworks in the Capital, the Mayors office has asked TfL to review the proposed construction plans for all schemes on the Strategic Road Network (SRN), to ensure disruption is kept to a minimum. Accordingly, as part of the TMA Notification Process for schemes on the SRN you will be required to include details of the proposed construction plans. Further details on the TMA process can be found on the LondonWorks website [www.londonworks.gov.uk](http://www.londonworks.gov.uk).

The LIP financial assistance is provided under Section 159 of the GLA Act. Further details of the funding requirements and conditions can be found in the 'Guidance on Developing the Second Local Implementation Plans'. In addition, information on 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/borough\\_information/spending\\_plans/lip-annual-spending-submission-guidance-2012-13.pdf](http://boroughs.tfl.gov.uk/documents/borough_information/spending_plans/lip-annual-spending-submission-guidance-2012-13.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 2011/12 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 2012/13 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**

cc. Tim Jackson



## 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 in line with the principles set out in Better Streets.
- For smaller schemes (below £2m), or proposals at an early stage of development, promoters can utilise UDL's design surgeries to provide advice on design matters. The surgeries are informal and do not have written or public observations. They are an opportunity to get design advice, ideas and observations from experienced professionals as the proposals progress.
- 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.