

Notice of KEY Executive Decision

Subject Heading:	Approval to receive Local Implementation Plan (LIP) 2024/25 Grant
Decision Maker:	Neil Stubbings – Director of Place
Cabinet Member:	Councillor Barry Mugglestone - Cabinet Member for Environment
ELT Lead:	Neil Stubbings – Director of Place
Report Author and contact details:	Daniel Douglas -Transport Planning Team Leader Transport Planning 01708 433220 daniel.douglas@havering.gov.uk
Policy context:	New London Plan (2021) Mayor’s Transport Strategy (2018) Emerging Havering Local Plan 2016-2031 Local Implementation Plan (LIP3) Submission to Transport for London Cabinet Report – 13th November 2018 Havering’s Local Implementation Plan (LIP3)
Financial summary:	Approval sought for the claiming of an external grant from Transport for London. The external grant concerns LB Havering’s LIP Funding Allocation for the 2024/25 Financial Year as set out in the funding allocation letter dated 26 th January 2024 received by Havering from Transport for London.

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Reason decision is Key	Indicate grounds for decision being Key: (a) Expenditure or saving (including anticipated income) of £500,000 or more
Date notice given of intended decision:	11 March 2024
Relevant Overview & Scrutiny Committee:	Places Overview & Scrutiny Sub Committee
Is it an urgent decision?	No
Is this decision exempt from being called-in?	No

The subject matter of this report deals with the following Council Objectives

People - Supporting our residents to stay safe and well

Place - A great place to live, work and enjoy - X

Resources - Enabling a resident-focused and resilient Council

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

Approval sought for receiving grant funding of £1.762m from Transport for London (TfL) as set out in TfL's 2024/25 funding allocation letter dated 26th January 2024.

AUTHORITY UNDER WHICH DECISION IS MADE

Scheme 3.3.3 Powers common to all Strategic Directors

5. Grants

5.1 To apply for, accept and thereafter spend / allocate any grant funding connected with their directorate provided that any match funding or residual liabilities can be met from the existing budget of the directorate. For the avoidance of doubt this delegation shall allow the acceptance of any grant offered / allocated to the Council without any application.

STATEMENT OF THE REASONS FOR THE DECISION

Background

1. Historically, the Council has received funding from Transport for London (TfL) to support the delivery of the Local Implementation Plan (LIP). The Local Implementation Plan sets out how a borough will deliver the Mayor's Transport Strategy (MTS) at a local level.
2. Members will be aware that since the start of the Covid 19 Pandemic, TfL's finances have been significantly impacted, in most part a result of low patronage on public transport services, which they rely on for the majority of revenue generation.

TfL Funding

3. In May 2020 boroughs were instructed by TfL to pause their LIP programmes, due to financial funding uncertainties. This resulted in boroughs only receiving modest levels of funding from TfL during the Pandemic.
4. Since this time, TfL have been successful in agreeing a number of interim funding packages with the Government. Since March 2020, the Government has allocated almost £6.4bn of funding to enable TfL to continue to operate and

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maintain London's Transport network. This has included funding that has been passed onto London Boroughs through the Local Implementation Plan programme.

5. The last government settlement with TfL arrived in December 2023 with a further £250m allocated to TfL. The government now expects TfL to be financially sustainable from the 2024/25 financial year and no further government settlements are expected.
6. Since 2022 boroughs have received LIP funding similar to pre-pandemic levels.

2024/25 LIP Funding Submission

7. In October 2022 boroughs were asked to submit an annual spending submission to TfL for the following two financial years 2023/24 and 2024/25. Havering was subsequently allocated indicative levels of funding for each of these financial years of £1.396m.
8. In October of last year boroughs were asked to re-confirm their LIP programmes for 2024/25. Havering's programme was resubmitted to TfL following consultation with the Leader and Cabinet Member for Environment.
9. Havering submitted a programme funding bid to TfL to the value of £1.848m. The programme covered a variety of transport schemes and projects including Smarter Travel initiatives, Cycle Training, Casualty Reduction schemes, regeneration initiatives, and schemes to support sustainable modes of travel.
10. Early this year TfL confirmed Havering's LIP Funding allocation for the 2024/25 financial year. TfL have allocated Havering total of £1.762m. This is set out in the table below:

Havering	£(k)
Safer Corridors and Neighbourhoods	1,394
Cycleways Network Development (CND)	50
Bus Priority	0
Cycle Training	76
Cycle Parking	54
Principal Road Renewal	188
Bridge Assessment and Strengthening	TBC
Total	£1,762

11. TfL allocated funding to Havering for specific schemes following a review of Havering's submission. The detailed list of schemes funding was allocated to can be found in Appendix A.

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12. Officers continue to work closely with TfL to ensure that when in year funding opportunities become available, they are maximised. In recent years, the Council has received in year funding for bus priority, cycle training, air quality and Crossrail programmes.

13. Officers will continue to examine TfL's Guidance to ensure that future transportation and urban realm projects covering these and other regeneration areas in the borough are channelled through the mechanisms most likely to optimise the total overall TfL funding made available to the Council to deliver them.

Next steps

14. Following formal sign off of this Executive Decision, the Council will begin the process of claiming the funding that has been allocated from TfL, in line with TfL funding guidance.

OTHER OPTIONS CONSIDERED AND REJECTED

15. Acceptance of the 2024/25 LIP Funding grant from TfL is required in order to enable the Council to deliver a range of transportation-related initiatives in the Borough. Without acceptance of this grant funding, the Council will not receive adequate funding for implementation of its highway, transportation and environmental policies and programmes, this will be to the detriment of Havering's residents and businesses as well as visitors to the borough.

16. There are no alternative funding sources or mechanisms for securing funding for these programmes in Havering in 2024/25

PRE-DECISION CONSULTATION

17. The Leader and Cabinet Member for Environment were briefed on the LIP Funding allocation received from TfL and the proposed programme of works.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Daniel Douglas

Designation: Team Leader Transport Planning



Signature:

Date: 13th June 2024

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

18. Under section 145 The Greater London Authority Act 1999 requires all London Borough Councils develop a Local Implementation Plan (LIP) setting out how they intend to implement the Mayor of London's Transport Strategy.
19. Councils make spending submissions to Transport for London for funding towards proposed transportation projects and initiatives.
20. There are no specific legal implications or risks arising directly from this funding allocation and programme of works. Although further legal resources in the form of drafting contractual documentation and advice will need to be committed to bring into effect the measures for which funding has been allocated

FINANCIAL IMPLICATIONS AND RISKS

21. The TfL funding allocation to the Council for the 2024/25 Financial Year will be the main source of capital funding for transportation projects and initiatives in the Borough.
22. Every opportunity will continue to be taken to secure funding from other sources and programme areas, including developer contributions, to supplement this in line with TfL's requirement that boroughs should reduce their dependency on TfL funding.
23. As before, the need to minimise as far as practicable ongoing maintenance costs will be taken into account in all schemes that are awarded funding. New schemes have the potential to reduce or increase maintenance requirements, but this net effect will need to be contained within existing budgets.
24. The Council Capital Programme has in recent years included funding to support capital investment in highway maintenance and improvement schemes. As far as possible within the constraints of the TfL LIP guidance and funding allocations, every opportunity will be taken to make use of the LIP funding in a way which safeguards the Council's own scarce capital resources.
25. The Councils LIP programme for 2024/25 which is shown in more detail in Appendix A is to the value of £1.762m. Funding will have to be spent by the end of the 2024/25 Financial Year.

**HUMAN RESOURCES IMPLICATIONS AND RISKS
(AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

26. It is anticipated that the programmes and projects in the LIP will be delivered mainly by Council officers. On occasion, there may need to be input and support from the Council's term framework contractors and/or consultants engaged specifically to manage projects.
27. If LIP funding were not secured for the 2024/25 programme of projects, this could impact on staff resources given that some posts across the Council are dependent on LIP funding to deliver their work programmes. Any staffing impact will be managed in accordance with the Council's agreed HR policies and procedures.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

28. The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:
- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
 - (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
 - (iii) Foster good relations between those who have protected characteristics and those who do not.
- Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.
29. The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.
30. An Equalities and Health Impact Assessment (EqHIA) was carried out as part of the Local Implementation Plan work earlier in 2019. Since the LIP3 helps to inform the 2024/25 LIP programme and schemes that have been allocated funding, there is not a requirement to undertake a further EqHIA to support this work.

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HEALTH AND WELLBEING IMPLICATIONS AND RISKS

31. The funding that has been allocated by TfL will deliver schemes that encourage residents to walk and cycle instead of using the car. This includes schemes that support sustainable and active travel to and from school. Delivering schemes that encourage active travel in the borough supports the Council prevention of obesity strategy and emerging healthy weight strategy.

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

32. The funding that has been allocated by TfL will deliver schemes that encourage residents to walk and cycle instead of using the car including cycle parking, and the delivery of new pedestrian crossing points. Delivering schemes that encourage sustainable travel in the borough supports both the Council's Adopted Air Quality Action Plan and Climate Change Action Plan.

BACKGROUND PAPERS

None

APPENDICES

Appendix A – 2024/25 LIP Allocation
Appendix B – 2024/25 LIP Funding Allocation Letter

Key Executive Decision

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

~~Proposal NOT agreed because~~

Details of decision maker

Signed



Neil Stubbings
Strategic Director of Place

Date: 13th June 2024

Lodging this notice

The signed decision notice must be delivered to Committee Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____

Key Executive Decision

Programme	Scheme name	Staff Costs (£k)	Project Fee (£k)	Total Allocation (£k)
SC&N infra	Collision Reduction – Future schemes feasibility and Analysis	1.5	8.5	10
SC&N infra	School Travel Planning implementation (Engineering measures)	15	85	100
SC&N infra	Active Travel Strategy Implementation	20	180	200
SC&N infra	Improving Public Transport Reliability	10.5	59.5	70
SC&N infra	Straight Road Collision Reduction	12	68	80
SC&N infra	Collier Row Collision Reduction Package – Collier Row Road/Chase Cross Road/Clockhouse Lane junction	12	68	80
SC&N infra	Romford Package (North Street, Main Road)	12	68	80
SC&N infra	Romford Package (Mawney Road) Traffic Calming	12	68	80
SC&N infra	A1306/Upminster Road North/Upminster Road South junction.	12	68	80
SC&N infra	Ardleigh Green Road/Squirrels Heath Road collision Reduction Scheme	15	85	100
SC&N infra	A124 Package (Corridor between borough boundary and Doggets Corner junction in Upminster)	15	85	100
SC&N infra	Cycle Parking Programme (Schools)	9	55	64
SC&N infra	Road Safety Education and Publicity	15	85	100
SC&N infra	Delivery of Bikeability training, borough wide	9	51	60
SC&N infra	Delivery of Smarter Travel Programme	15	85	100
SC&N infra	Marshway Feasibility Implementation	14	76	90
Residential cycle parking	Residential Cycle Parking Programme			54
Cycle Network Development	Cycle route delivery			50
TfL Cycle Training Programme	Bikeability Training			76
Principal Road Maintenance	Main Road			188
Total Allocation				1,762

Transport for London



Mr Andrew Blake-Herbert
Chief Executive
London Borough of Havering
Town Hall
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Transport for London
Investment Delivery Planning

Palestra, 197 Blackfriars Road
London
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26 January 2024

(Via email)

Dear Mr Andrew

The improvements delivered by Havering 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.

Some of these success stories are set out in the Borough Three Year Report due to be published on Tuesday 30 January. This document demonstrates how you have used LIP funding over three years (2019/20, 2020/21, 2021/22) to transform local areas and make London's roads safer and more attractive for people using public transport, walking and cycling.

Having reached a capital funding agreement with Government, I am happy to confirm that we have made £80.4m available for London's boroughs to deliver their Local Implementation Plans (LIP) in 2024/25. This letter will set out your borough's allocation and how you can access it. I have included an appendix with the funding pots available to you.

The total amount available to boroughs has been increased from the £75m originally set out in our Draft Business Plan. This is due to the significant ambition for new cycling infrastructure demonstrated through borough Form A submissions and the need to upgrade some cycling infrastructure on borough roads to make it more accessible. As a result, we have allocated an additional £5m for borough-led cycling schemes in 2024/25. This will help the most ambitious boroughs to achieve further mode shift to active travel on local roads, making their networks safer for cyclists.

Total amount available by programme:

Borough LIP Programme	2024/25 Total Allocation (£m)
Safer Corridors and Neighbourhoods	35.9
Cycleways Network Development (CND)	19.9
Bus Priority	12.7
Crossrail Complementary Measures	0.3
Liveable Neighbourhoods	2.2
Cycle Training	2.7
Cycle Parking	2.1
Principal Road Renewal	2.1

MAYOR OF LONDON



VAT number 756 2769 90

Bridge Assessment and Strengthening	2.5
Total	80.4

In September we wrote to you asking you to confirm your Local Implementation Plan (LIP) Programme for 2024/25. 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.

Collectively, from these programmes we can expect 30km of new cycle routes, over 15km of new bus lane, more than 90 School Streets and more than 50 new signalised pedestrian crossings to be progressed or delivered over 2024/25. These commitments show that even against a constrained financial backdrop, by working in partnership we can create cleaner, safer roads across London that encourage people to walk, cycle and use public transport.

The table below confirms your allocations for 2024/25. 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 Havering

Borough LIP Programme	Individual Borough Allocation (£k)
Safer Corridors and Neighbourhoods	1,394
Cycleways Network Development (CND)	50
Bus Priority	0
Cycle Training	76
Cycle Parking	54
Principal Road Renewal	TBC
Bridge Assessment and Strengthening	TBC
Total	1,574

You have not requested the full value of your allocation and we will work with you to enhance your programme.

The rest of this letter provides more information about each of the funding streams available to your borough and sets out any requirements associated with the funding allocation.

Finance

To secure your allocations for 2024/25, please submit scheme applications onto the TfL Portal by 31 May so we can release the agreed funding as quickly as possible. The Value of Work Done (VoWD) should then be updated at least once every two months. The deadline for claiming this financial year's funding (2023/24) will be 26 July 2024. In line with best practice, we would encourage you to submit claims as and when schemes are completed so payments can be processed quickly.

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>.

Please circulate this letter to the 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.

We are excited to see what the future holds for safer, more sustainable streets in London; our collective ambition and delivery-focus leading the way for the UK and beyond.

Yours sincerely,



Penny Rees
Head of Healthy Streets

Available funding

Safer Corridors and Neighbourhoods

This programme has been allocated £35.9m in 2024/25 with individual borough allocations distributed according to the funding formula. Some schemes have conditions on release 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.

Cycleways Network Development

In the latest funding settlement for 2024/25, Cycleways Network Development (CND) has been allocated £19.9m. We have prioritised schemes that can move to construction in 2024/25 or 2025/26 as well as high priority ambitious 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 construction schemes, once all approvals have been received and there are fixed construction start dates, the remaining funding that can be spent this financial year will be allocated with any remaining funding allocated in subsequent financial years. 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 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, including ambitious targets for new bus lanes - with 25km planned for delivery by 31 March 2025 included as a condition of the August 2022 funding deal with central government. London Boroughs play a crucial role in realising the potential of the bus and meeting this target.

Following review of Bus Priority submissions included within the Form As, a total of £12.7m has been allocated to the 2024/25 Bus Priority Programme to support the bus lane delivery target, and to deliver additional schemes that improve bus journey times.

Please note that for the majority of 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 for Borough bus priority, to match the level of ambition for cycling infrastructure, and therefore further funding is available for additional bus priority schemes if you request it. We have already released seed funding to ambitious boroughs who want to help us improve bus priority on the new Superloop routes. There is further funding available for this activity, as well as additional funding available for bus priority measures elsewhere in your borough. If you are able to do more for bus priority, please get in touch with BillDavey@tfl.gov.uk to discuss.

Liveable Neighbourhoods

The Liveable Neighbourhoods programme restarted last year, with budget available to continue five high priority schemes. These are Holborn (Camden), West Ealing (Ealing), Enfield Town (Enfield), Greenwich Town Centre (RB Greenwich) and Coppermill Village (Waltham Forest).

Cycle Training

£2.7m of cycle training funding has been allocated in 2024/25. 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 2024/25 (unless they have requested less). Some boroughs have also been allocated a further £12,000 based on the availability of cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation.

We have noted that adult cycle training numbers have reduced over the last two years, so as a guide for 2024/25, we would expect circa 25% of your funding to be dedicated to Adult Training. Please can you also ensure your reporting for 2023/24 and previous years cycle training is up to date on The Bikeability Trusts link system. We will be unable to allocate 2024/25 funding to your borough until this has been completed. Please contact Samuel Laphorne (samuellaphorne@tfl.gov.uk) with any questions or issues for Cycle Training

Residential Cycle Parking

Unless a lower amount was requested by boroughs, each borough will receive £54,000 to deliver the approved schemes submitted within their Form A. The remaining funding is allocated to 16 boroughs through supplementary funds to support and promote investment in infrastructure. This is allocated to boroughs based on the availability cycling infrastructure in each borough, as well as the estimated cycling potential and levels of deprivation.

Please note there is also funding available for micromobility parking bays, for those Boroughs intending to participate in the potential single contract for e-bikes and e-scooters currently

being explored by London Councils, the boroughs and TfL. Further information on this will be released in spring 2024.

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.

Key Executive Decision

Borough	Scheme type					Vaisala Condition		
	Road Name / Site	Scheme size (m2)	Scheme cost £xx	Bid amount £xx	Successful Bid Payment to claim on the portal	Very Poor & Poor	Fair	Total Disrepair
Enfield	Green Lanes	5,270	£264,000	£200,000	£200,000	98%	1%	99%
Hillingdon	Oxford Road	8,266	£353,300	£200,000	£200,000	94%	6%	100%
Harrow	Honeypot Lane	6,431	£273,400	£200,000	£200,000	94%	6%	99%
Richmond upon Thames	Hampton Court Road (Hampton Wick)	3,250	£237,000	£200,000	£200,000	83%	14%	97%
Bexley	Blendon Road	3,669	£154,100	£154,100	£154,100	89%	6%	95%
Havering	Main Road	8,000	£187,500	£187,500	£187,500	82%	14%	95%
Kingston upon Thames	Richmond Road	4,750	£200,000	£200,000	£200,000	84%	14%	98%
Tower Hamlets	Westferry Road	1,520	£170,000	£170,000	£170,000	80%	15%	95%
Greenwich	Greenwich High Road	4,000	£200,000	£200,000	£188,400	88%	13%	100%
					£1,700,000			
Islington	Hornsey Road	3,300	£250,000	£200,000		77%	18%	95%
Hammersmith & Fulham	Fulham Road	2,210	£320,000	£200,000		76%	15%	91%
Barnet	Friern Barnet Road	3,045	£204,800	£200,000		76%	14%	89%
Brent	Harrow Road	7,161	£482,000	£200,000		71%	17%	88%
Wandsworth	Garratt Lane	6,600	£400,000	£200,000		63%	31%	94%
City of London	London Wall	860	£70,000	£70,000		72%	25%	97%
Barking & Dagenham	High Road	9,350	£372,000	£200,000		73%	21%	94%
Lambeth	Waterloo Road	3,814	£343,000	£200,000		67%	22%	89%
Camden	Eversholt Street	5,142	£510,000	£200,000		51%	38%	89%
Bromley	College Road	4,890	£144,000	£144,000		65%	31%	95%
Southwark	Walworth Road	1,630	£200,000	£200,000		50%	42%	92%
Waltham Forest	Sewardstone Road	2,400	£190,000	£190,000		58%	24%	82%
Redbridge	High Street	7,196	£540,000	£200,000		58%	30%	87%
Croydon	Foxley Lane	7,200	£200,000	£200,000		52%	35%	87%
Ealing	Uxbridge Road	8,500	£450,000	£200,000		56%	27%	83%
Westminster	Trafalgar Square	3,325	£190,000	£190,000		41%	28%	69%
Merton	Croydon Road	9,000	£288,000	£200,000		44%	31%	75%
Lewisham	Beckenham Hill Road	4,450	£115,000	£115,000		53%	20%	73%
Sutton	London Road	4,750	£200,000	£200,000		41%	41%	81%
Haringey	Muswell Hill	2,952	£199,553	£200,000		39%	32%	71%
Hackney	Victoria Park Road	3,000	£251,000	£200,000		27%	35%	61%
Kensington & Chelsea	Kensington High Street	4,230	£204,885	£200,000		6%	45%	52%
Hounslow	Not Received	N/A	N/A	N/A		N/A	N/A	N/A
Newham	Not Received	N/A	N/A	N/A		N/A	N/A	N/A