



Guidance on developing borough Healthy Streets delivery plans 2025/26– 27/28

July 2024

MAYOR OF LONDON



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

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Foreword – Alex Williams, Chief Customer and Strategy Officer, TfL

TfL's partnership with London Boroughs is more important than ever. Without strong collaboration between borough and TfL officers, and a renewed focus on delivery, we cannot achieve our shared objectives for a healthier, more sustainable London that works for everyone.

Together, we have already quadrupled the Cycleway network across London from 90km in 2016 to over 360km and delivered 10km of new bus lanes in 2023/24 alone. London's boroughs have led the way for the UK in creating spaces that reduce road danger and improve air quality – with hundreds of School Streets and over half of borough roads with 20mph speed limits in place across the city.

As we look to the future, we know that our investment needs to work as hard as possible to achieve our targets to eliminate fatal and serious collisions from London's roads, tackle the obesity crisis, boost public transport use and deliver a net zero carbon transport system for London. This Guidance, and the accompanying datasets, are there to help boroughs shape their future Safe and Healthy Streets investment plans and target funding where it is most needed.

Foreword – Cllr Kieron Williams, London Councils' Executive Member for Climate, Transport and Environment

Transport schemes make it easier for millions of Londoners to move around the city every day. They are not only essential to supporting our net zero goals by enabling people to choose lower-emissions transport options, but they also unlock economic growth by making housing and infrastructure projects viable.

This LIP guidance is a collaborative effort between London Councils, London boroughs and TfL, who are working to make London cleaner, greener and as accessible as possible for our communities and visitors.

There is real appetite from Londoners for more active travel opportunities. We have seen a 20% increase in cycling since 2019, with 135,000 children and 50,000 adults completing cycle training between 2019-2021. Alongside this, Londoners are completing their journeys through walking for 39% of their trips.

LIP funded initiatives meet the desire for active travel, improve air quality and reduce dangerous driving across the capital. Through LIP, Boroughs have established 500 School Streets and improved road layouts to meet Vision Zero safety standards. Sustaining investment in locally led transport projects such as these will be crucial in the coming years.

Part 1: Purpose and Context

Purpose of this guidance

This guidance has been developed in partnership with the Local Implementation Plan (LIP) working group, which is made up of borough representatives from each sub-region, the London Technical Advisers Group, and the London Environment Directors Network, as well as London Councils and TfL. It is provided to help boroughs shape their LIP delivery plans for the three financial years from April 2025 to March 2028. It sets out the latest priorities for London's transport network and for delivering the Mayor's Transport Strategy. It is underpinned by the evidence and data provided to boroughs in the Healthy Streets Data Packs in February 2024.

All information needed on the process and requirements to obtain borough Safe and Healthy Streets funding is provided in this guidance and the data packs and TfL will assess borough delivery plans and allocate funding to boroughs in line with these documents.

While boroughs are expected to follow this timeline to ensure that they do not incur a delay in their allocation, we recognise that approval timelines for some boroughs may preclude submission by November. Please let us know at the earliest opportunity should this apply to you, so we can accommodate requests for extensions or submission of draft plans.

Policy context

The Mayor's Transport Strategy sets out his vision to create a future London that is a better place for all who live, work and travel in the capital. The Healthy Streets Approach is central to achieving this. This approach to planning London's streets is a framework for putting human health and experience at the heart of planning the city. Through this approach it is possible to harness the cross-cutting impact that streets offer to address many of London's pressing problems, such as health inequalities and road danger, creating places to live, learn and work that are safe, welcoming, and accessible for all. Fundamentally, this requires reducing use of private motor vehicles on London's roads in favour of walking, cycling and public transport - benefiting the health of Londoners through increasing physical activity, improving air quality, reducing road danger, and reducing noise and severance.

At the heart of the Mayor's Transport Strategy for London are the twin aims that 80 per cent of journeys in London are made by active, efficient and sustainable modes by 2041, and that we achieve our Vision Zero ambition of nobody being killed or seriously injured on London's roads. In response to the pressing climate emergency, the Mayor has set out his ambition for London to be a net zero carbon city by 2030, which requires a substantial reduction in road transport carbon emissions. These ambitions guide investment and delivery for both TfL and the boroughs.

Borough delivery is critical to achieving these aims and the [Borough three-year report](#) highlights some of what has been achieved in the face of continuing challenges of constrained LIP funding and local government financial challenges.

However, not all Londoners have access to streets that feel safe and attractive or choose to walk, cycle or use public transport - and London is not currently on track to meet its mode shift and Vision Zero targets.

Table 1 Progress against MTS Outcomes

MTS Outcome	Where we are 2022	Where we want to be in:	
		2030	2041
Londoners achieving 20 mins active travel per day.	38%	52%*	70%
Londoners living within 400m of the Cycleways network	20%	40%	70%
Average bus speed	9.4mph	10.2mph	10.9mph
Reduction in KSIs	13.5%	70%	100%

*Not a published target

Progress towards the 80% mode share target was slower than anticipated, even before the pandemic. Encouragingly, more recently, the sustainable mode share has increased but we need to do more to support more Londoners to change their travel habits.

There is progress to be made on Vision Zero. In 2022, nearly 4,000 people were killed or seriously injured in collisions on London’s roads. In those collisions speed was the single biggest factor and analysis of road danger in London shows that twice as many people were killed or seriously injured per kilometre of road network in the most deprived 30 per cent of London compared to the 30 per cent least deprived areas.

It is clear that we collectively need to develop ambitious plans and make faster progress to help London’s streets become safer and healthier for everyone that uses them.

Part 2: Process overview

Boroughs are asked to submit their delivery plan using Form A provided by TfL and submit the location of each scheme in GIS format (rather than providing geo-coordinates). No other documentation is required or should be submitted.

To ensure efficiency of the scheme submission process, TfL has launched a new online platform for scheme mapping and submission (<https://lip-schemes-tfl.hub.arcgis.com>). The platform is specifically designed to be a one-stop shop for boroughs to:

- Sketch and develop schemes on the built-in interactive map, which has all layers from the latest Healthy Streets data packs uploaded for your reference
- Submit the Form A spreadsheet
- Submit the scheme location GIS files

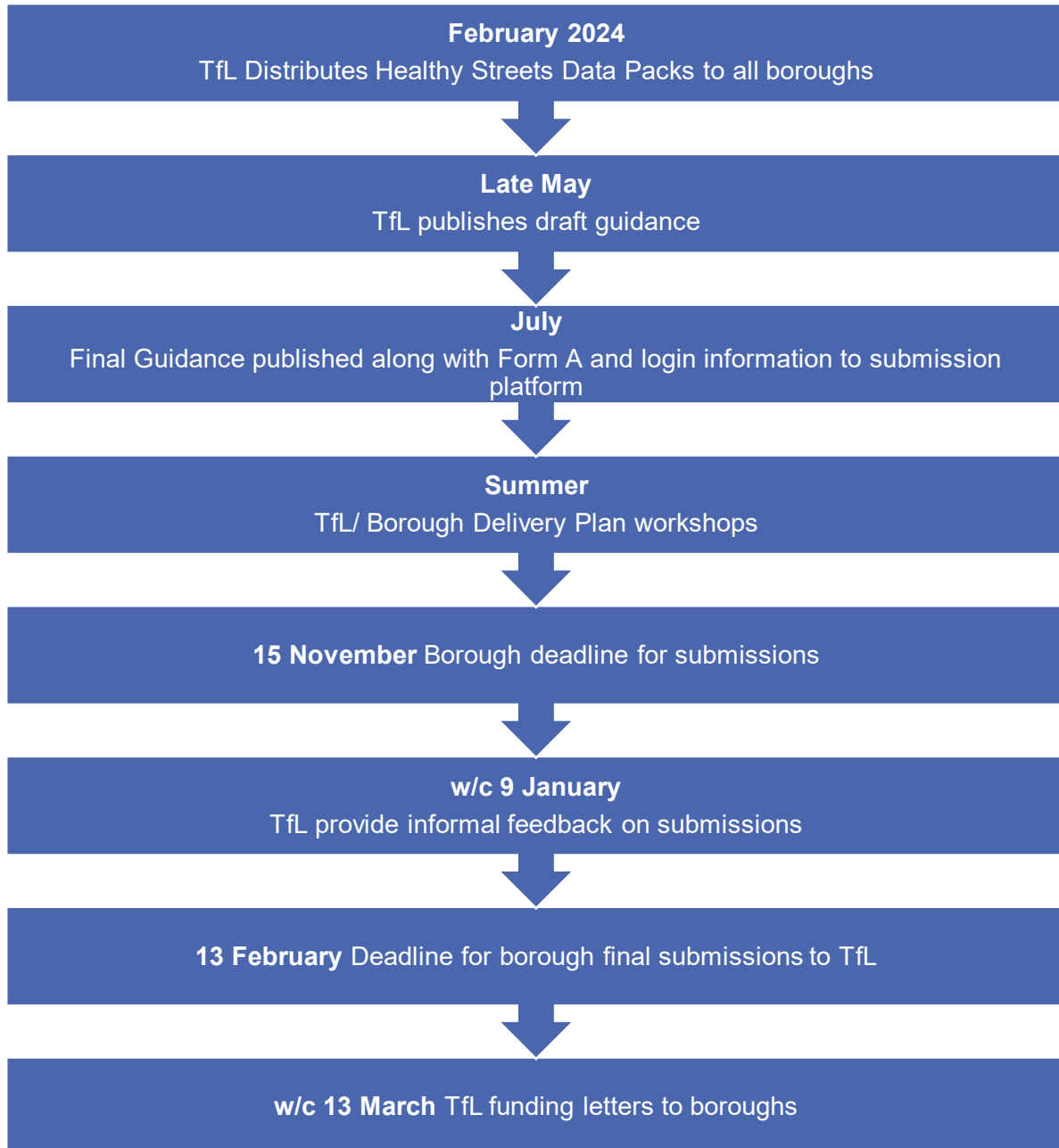
Please note: When submitting scheme locations in GIS format, all location extents should be drawn in the form of ‘polygon’ (rather than in ‘point’ or ‘line’). This applies to all scheme types, even if the scheme is about a crossing, junction, modal filter, corridor, or route, etc. Please refer to Appendix 1 for examples.

Figure 1 sets out the planned timeline for submission and assessment of the new plans when we expect to be able to allocate funding. TfL will also offer support to boroughs in preparation of their plans and will be in touch with boroughs to arrange initial workshops. We

will also provide the opportunity to continue dialogue with boroughs prior to submission and will undertake an initial review of all plans and provide feedback to boroughs.

Boroughs will have the opportunity to revise years two and three of their plans each year in the confirmation process that will take place in the Autumn of 2025 and 2026, or in year via the usual change request process.

Figure 1 Timeline for submission process



Part 3: The Delivery Plan

With the LIP Working Group, we have reviewed how our funding is used across London and updated the LIP Funding Programmes to help generate a pipeline of high impact, new schemes that balance delivery across modes and MTS outcomes and can be delivered at pace.

The 2025 TfL Business Plan will set out the funding available for Safe and Healthy Streets in London. A proportion of this funding is allocated to boroughs for the Safer Corridors and Neighbourhoods programme using the established LIP formula. An additional amount of capital funding is allocated to boroughs for network development including the London Cycleway network and the bus priority network.

Programmes and Measures

The LIP portfolio is set out below. Funding amounts for 2025/26 onwards will be confirmed later this year following completion of the 2025 TfL Business Plan. For planning purposes, you should assume a similar level of LIP Safer Corridors and Neighbourhoods (see Appendix 5) funding as for 2024/25 but a higher level of funding for discretionary programmes to reflect inclusion of the new budgets.

Table 2 Local Implementation Plan programmes

Programme	Allocation Method	2024/25 (£m)
Safer Corridors and Neighbourhoods	LIP formula	35.9
Safer Streets	Discretionary	n/a
Bus Priority	Discretionary	12.7
Better Bus Partnerships	Discretionary	n/a
Safer Cycleway Network Development	Discretionary	19.9
Cycle parking	Base funding- ring fenced equal amount Additional funding linked to activation	2.1
Cycle training	Base funding- ring fenced equal amount Additional funding linked to activation	2.7
Borough Assets	Discretionary based on asset condition	4.6
Micromobility parking	Needs based	0.6
Liveable Neighbourhoods	Delivery of existing in-flight schemes	2.2

Whilst funding is structured in targeted programmes to address specific issues, for example cycle route infrastructure or bus priority, we encourage borough partners to approach

schemes with a multimodal focus. For example, a safety-focused scheme that reduces capacity for buses should include a package of wider bus priority mitigation measures on both borough roads and/or (working with TfL) the TLRN to minimise delay to bus passengers (which could deter bus use). Similarly, if a bus priority scheme is proposed, officers might consider new pedestrian crossings or junction improvements which reduce road danger for those walking and cycling.

We also urge Boroughs to develop a pipeline of Healthy Streets schemes which are at different stages of the delivery cycle to enable a rolling programme of schemes into the next LIP Delivery cycle commencing in 2028.

We recommend that boroughs have back up Healthy Streets schemes for construction as there is often slippage that occurs, for example due to consultation resulting in changes being required to a scheme design delaying implementation. These back up schemes could then be considered for funding. Boroughs which can demonstrate they have ready-to-build schemes (e.g. a list of zebra crossings for roads with severe severance as flagged in the data pack) will be in a stronger position to receive additional funding diverted from schemes that have slipped.

The following tables set out the measures that are eligible for funding for each of the LIP Programmes. Given the scale of the challenge set out in Part 1 of this guidance, we are seeking delivery of schemes that deliver the greatest benefit. As such, schemes put forward for funding should include at least one core measure that is aligned to a relevant suitable location. Identification of suitable locations is linked to the data included the Borough Healthy Street Data Packs.

Core measures can be complemented with supporting measures also set out in the tables below and schemes can also include multiple core measures.

Safer Corridors and Neighbourhoods

Funding for Safer Corridors and Neighbourhoods programme is again allocated using the revised LIP formula introduced in September 2022. Core measures in this pot are focussed around reducing traffic speeds and volumes and supporting high quality conditions for walking.

Programmes should comprise a focussed set of infrastructure schemes with up to 20% of the borough allocation available annually for complementary behaviour change schemes and programmes (please note dedicated Cycle Training funding is in addition to this amount).

Each infrastructure scheme is expected to include at least one core measure from table 3 which can be combined with other core measures and/or supporting measures also listed in table 3. (Please note, there is no requirement that programmes include a core measure from each of the sub-categories in table 3 and suggested combinations of core and supporting measures are given in Appendix 3).

We recognise that there are some smaller scale measures that are more effectively delivered at higher volumes and so funding can also be used for 'mini programmes' that deliver one scheme type in multiple locations e.g. pedestrian accessibility improvements. Mini programmes can comprise of core measures (i.e. School Streets) or the measures listed in the 'Mini programmes' section of the below table.

Mini programmes must be under a cumulative value of £100k (project cost only /not including staff costs) and should only be used where individual scheme elements total under

£25k each. Any proposal with a project cost of over £25k must be submitted on its own. The mini programmes approach also applies to behaviour change where a behaviour change programme might be one overall scheme.

Table 3 LIP Safer Corridors and Neighbourhoods Infrastructure schemes

Schemes and measures that are eligible for LIP Safer Corridors and Neighbourhoods funding	
Core measures	Suitable locations
Traffic Reduction	
a) Modal filters to create area wide traffic reduction. This may include a combination of modal filters, bus gates and 'bus and cycle' only streets. b) Individual modal filters or bus gates/'bus and cycle' only streets	1. Strategic Neighbourhood Analysis High need / potential locations 2. Adjoining or encompassing Strategic Cycling Analysis links 3. Encompassing or adjacent to Vision Zero Priority Links or nodes 4. Supports access to bus services
Safer Town Centres	
a) Modal filters, bus gates, 'bus and cycle' only streets. b) Removal of motor vehicle traffic to provide pedestrian and cycle or pedestrian only space	1. Town Centres and High Streets 2. Local and Neighbourhood Centres
School Streets	Education and learning settings including nursery, primary and secondary schools as well as higher education. The School Streets prioritisation layer can help inform need and suitability of these
Speed reduction	
20mph speed limits	Any location is supported, and boroughs are encouraged to move towards boroughwide coverage where appropriate. Schemes should be developed in line with the latest Setting Local Speed Limits guidance
Other speed limit reductions	Relevant routes
Crossings	
a) New zebra or parallel crossings. b) Replacement of pedestrian refuge or informal crossing with zebra or parallel crossing.	1) Medium to Very High Pedestrian Severance Links 2) Priority Vision Zero Links

Schemes and measures that are eligible for LIP Safer Corridors and Neighbourhoods funding	
Core measures	Suitable locations
a) Standalone signal controlled pedestrian / cycle crossings (either new or replacing pedestrian refuge). b) Provision of pedestrian signals on all or remaining arms of a signalised junction where none currently exist.	1) Medium to Very High Pedestrian Severance Links 2) Priority Vision Zero Nodes 3) Priority Vision Zero Links 4) Existing signalised junctions without pedestrian signals on all arms
Safer Borough Junctions	
Remove conflicting movements / reduce road danger with the use of: a) A filter on one or more arms of the junction permitting cycling only and/or; b) bus gate permitting buses only on one or more arms of the junction and/or; c) timed filter or bus gate limiting private motor vehicle access to certain times of day; d) ban turning movements for general motor traffic; e) signal controlled pedestrian lights where they are currently missing from the arm (s) of a junctions.	1) Priority Vision Zero Nodes
Mini programmes	
a) Level access for pedestrians via step-free bus stops or dropped kerbs b) Access barrier removal c) Rental micromobility parking bays d) Cycle parking e) Cycle contraflows	Boroughwide where appropriate
Supporting Measures: these can be delivered alongside Core Measures (see Appendix 3 for suggested combinations of measures)	
<ul style="list-style-type: none"> • Sustainable drainage systems (SuDS). • Continuous footways. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants • Cycle contraflows • Seating • Parklets • On-street cycle and rental micromobility parking • Upgraded control access barriers • Infrastructure for cargo bikes and last mile logistics • Bus stop enhancements including accessibility upgrades • On-street or in-school cycle and children kick-scooter parking • Speed compliance measures (20mph roads only) 	

Schemes and measures that are eligible for LIP Safer Corridors and Neighbourhoods funding	
Core measures	Suitable locations
<ul style="list-style-type: none"> Wayfinding and signage including Legible London 	

Table 4 LIP Safer Corridors and Neighbourhoods behaviour change schemes

Boroughs may deliver aligned supporting behaviour change/activation measures to promote new infrastructure or tackle barriers to active, efficient and sustainable modes such as (should be no more than 20% of Safer Corridors & Neighbourhoods allocation):
<ul style="list-style-type: none"> Evidence-led road safety education programmes and campaigns targeting the source of harm Cycle training for adults or children Delivering Travel for Life activities. Implementing FORS and CLOCS in procurement processes and supply chains Try before you bike scheme (i.e., cycle loan with or without option to buy at the end) Ebike/adapted bike/cargo bike loan schemes Dr Bike/Bike Maintenance Cycle security scheme (e.g., cycle marking and registering) Local cycling/community events Town centre cargo bike delivery services Led rides Local community grant schemes Appoint active travel business/school engagement officers

Borough Safer Streets

Healthy Streets schemes have a critical role to play in meeting the Mayor's aim of reaching Vision Zero by 2041. However, current progress on reducing KSIs on London's roads is behind the required trajectory to meet the 2041 target. Around 70 per cent of fatal or serious road casualties take place on borough roads, and many of the most dangerous locations in London can be found on these.

This funding is targeted at delivering schemes that will have the greatest road safety benefit at the highest priority locations for road danger and would likely be constrained by the SC&N funding. They should also be aligned with wider MTS aims and strategic objectives for active, efficient and sustainable modes.

Applications for this funding must be scheme types that are listed in Table 5 below and must meet the location requirements for the given scheme type. Proposals put forward for this funding are expected to have EFCs in the range of c£0.5m to £5m. Funding under this programme will be allocated incrementally as schemes progress to the next stage of delivery.

Table 5 LIP Safer Streets and Speeds schemes

Scheme types	Illustrative scheme ideas	Location Requirements
Lowering speed limits	Delivering borough-wide 20mph, or other large-scale programme of reducing speed limits, with accompanying compliance measures	Any location is supported
Modal filters to create area wide traffic reduction.	Single large, or multiple, LTNs focused in single area with appropriate supporting measures to enable increased active travel and public transport.	Any location will be considered, but the following are encouraged: <ul style="list-style-type: none"> • Top / High SNA Vision Zero Need • Adjoining or encompassing SCA links • Encompassing or adjacent to Vision Zero Priority Links or nodes • Encompassing roads with high pedestrian severance • Supports access to bus services
Safer High Streets	Removal of private motor traffic or significant road space reallocation and traffic calming on high street, with supporting measures to enable increased active travel and public transport.	<ul style="list-style-type: none"> • Top and High Priority Vision Zero Links and Nodes
Safer Borough Junctions	Significantly reducing motor traffic / reallocating road space or removing / separating conflicting movements at dangerous junctions, with accompanying segregation of cycles in time/space and upgrades to pedestrian facilities	<ul style="list-style-type: none"> • Top and High Priority Vision Zero Nodes

In allocating funding, priority will be given to schemes that will have the greatest impact on reducing the number of people killed or seriously injured in road collisions. We anticipate that funding will be prioritised for ambitious schemes that will significantly reduce casualties.

We know that speed is the single biggest factor in collisions that result in death or serious injury. Therefore, schemes that expand lowering speed limits at scale will be prioritised first, and boroughs without extensive 20mph are encouraged to prioritise lowering speeds over other scheme types.

For scheme types other than lowering speeds, schemes will be prioritised according to their impact on Vision Zero, based upon scheme location and proposed concept. Key location factors will be:

- Vision Zero Node / Link Priority Level (1 or 2)
- Volume and proportion of collisions involving people walking, cycling or on powered two- wheel vehicles
- Strategic Neighbourhood Analysis Vision Zero need (area wide filtering schemes only)

Scheme concepts will be assessed according to the extent they remove the sources of harm, with priority given to those expected to have the greatest impact on increasing safety. Boroughs will also be expected to show that the scheme is technically deliverable within the three year funding window, offers value for money and that it holds key stakeholder and political support.

For schemes to progress from development to delivery they will need to demonstrate alignment with MTS outcomes, including Healthy Streets indicators and strategic transport needs indicated by the Strategic Bus, Cycling and Walking analyses. This reflects the legal requirement for LIPs to be consistent with the MTS.

Boroughs can submit multiple schemes, but funding is unlikely to be provided to more than one scheme per borough. We will welcome joint bids from multiple boroughs for cross-boundary schemes. The choice of schemes to be funded will reflect the prioritisation approach described above and ensure a balance of geographical spread and scale of schemes. It is unlikely that funding will be provided to all boroughs.

Schemes should be submitted via Form A, with the supplementary information requested in the Borough Safer Streets application form also completed.

Bus Priority Funding

Bus journey times are central to encouraging more people to use public transport, as they are a key factor in whether customers choose to travel by bus or another mode. Improving bus journey times can start a virtuous circle of increasing ridership, reducing traffic, allowing for further resources to improve the bus network even more. Boroughs play a crucial role in delivering better bus journey times because 70 per cent of the strategic bus network uses borough roads and 77 per cent of the speed and reliability challenges are on borough road.

To ensure buses contribute to key MTS outcomes and enable boroughs to deliver their LIP objectives we have broadened the range of Core measures eligible for Bus Priority funding to target deliverable schemes that provide the highest level of benefit for buses.

Discretionary TfL funding is available to boroughs through the Bus Priority Programme to deliver ambitious bus priority schemes targeted at locations where buses are identified as underperforming. Schemes are expected to target areas which will provide the highest level of benefit for bus priority and are deliverable within the three-year funding timeframe. To understand where to target bus priority interventions, the Borough should use the provided Strategic Bus Analysis illustrating underperformance or locations of strategic importance,

i.e., along Superloop corridors. Locations which do not fall under these categories should be discussed with TfL or strategic evidence should be provided to illustrate its importance. The Core measures eligible for Bus Priority funding are outlined in the table below.

Table 6 LIP Bus priority schemes

Schemes and measures that are eligible for LIP Bus Priority funding		
Core measures	Supporting measures	Suitable locations
<ul style="list-style-type: none"> a) New bus lanes and extensions to existing bus lanes b) New bus gates and 'bus and cycle only' streets c) Increases in operational hours of existing bus lanes to operate 24/7 d) Upgrade bus lanes to meet minimum 3m to 3.2m widths or 4-4.5m to enable safe overtaking by and of cyclists e) Bus gate at junctions permitting timed release of buses only on one or more arms of the junction f) Rationalised kerbside activity and 'pinch point' removal to limit interference with bus progression g) Bus stop accessibility enhancements 	<ul style="list-style-type: none"> • Bus stop accessibility enhancements in line with TfL bus stop accessibility guidance • Improved conditions at and around stops focused on safety and security • Improvements to the accessibility and experience of walking routes to bus stops (see SC&N table) 	<ul style="list-style-type: none"> 1) Alignment with bus underperformance identified in the SBA 2) Locations along Superloop services

Better Bus Partnerships

Better Bus Partnerships overview

In addition to the existing Bus Priority programme, TfL is looking to partner with three boroughs on a new programme called Better Bus Partnerships, with up to £10m on offer for each of the successful boroughs to deliver transformational bus infrastructure including bus priority, improvements to public transport interchange and improved walking environments to public transport as well as behaviour change measures.

The key outcomes for this programme are to improve bus journey times, reduce journey time variability and increase bus ridership, alongside supporting Vision Zero and net carbon zero targets including by reducing traffic.

Through this partnership approach, TfL and boroughs will be able to work together to address local barriers to bus use and promote its use to residents and businesses. This will include discussing service planning and shaping a package of enhanced customer measures to improve the experience of using the bus to sit alongside the borough-led delivery of bus infrastructure.

Better Bus Partnership deliverables

Better Bus Partnerships schemes will need to be developed to respond to local challenges and opportunities and be focused on addressing the key outcomes outlined above. Schemes are expected to include a range of components to improve bus customer journey times. Schemes could focus on one or multiple locations, e.g. they could be areas such as town centres or corridors, as well as potentially borough wide interventions. However, all schemes must demonstrate a high level of ambition for bus priority.

Boroughs will also be expected to work collaboratively with TfL to implement bus focused operational initiatives to the betterment of the network. The Bus and Road Operational Partnership Forum will be an opportunity for the boroughs to engage with TfL to discuss their ambition for operational changes.

Funding is available for boroughs to deliver borough-led components of the programme. Example components are identified in table 7 below. The components listed are illustrative and boroughs should develop their proposals responding to local challenges, opportunities and context to achieve the programme outcomes.

Table 7 Better Bus Partnership example components

Example borough led components	Example TfL led components developed in partnership with the borough
<ul style="list-style-type: none"> • Ambitious bus priority- see table 6 of schemes and measures that are eligible for LIP Bus Priority funding. • Demand management e.g., parking policy • Bus to Bus and Bus to Rail Interchange • Freight and servicing measures to reduce the impact of these trips on bus performance and journey times. • Supporting measures to improve whole bus journey experience • Bus infrastructure to enable more efficient bus operations (to be agreed through discussion with TfL) e.g., highway interventions to make routeings more direct between stops • Active engagement and delivery of operational initiatives for bus performance 	<ul style="list-style-type: none"> • TfL will establish a bus operations partnership forum to share insights and coordinate operational activity partnership. • Marketing and promotional activity • Bus customer experience enhancements e.g., improved waiting environment and customer information at stops Provide expertise regarding operational initiatives which the borough will be expected to implement where suitable

Location selection

Better Bus Partnerships takes a flexible approach to locations and design, focusing on the right solution in the right location to deliver the programme outcomes. A scheme could cover one or multiple locations in a borough and could include borough wide measures such as behaviour change or demand management e.g. parking policy. Suitable locations should include:

- where strategic data in the Borough Healthy Streets Data Packs illustrate bus performance challenges
- where there are multiple bus routes that would benefit from a scheme
- strong levels of bus use with the potential to increase bus ridership e.g., projected housing and jobs growth.
- Wider factors such as deprivation and poor air quality

It is critical to consider deliverability within the three-year time frame including political and stakeholder support when selecting a location. Boroughs are encouraged to engage with TfL in the early phases of developing their submissions including to support location identification.

Developing a Better Bus Partnership submission

All boroughs are welcome to submit a proposal for one Better Bus Partnership. Boroughs are encouraged to contribute match funding from non-TfL sources including developer funding as well as identify synergy with other planned investment e.g. local regeneration projects.

Selection of boroughs will be via a two-stage process with an initial Expression of Interest where interested boroughs will need to submit a short form alongside their Form A setting out their scheme vision, statement of deliverability and Cabinet Member support. These will be reviewed by TfL to select a shortlist of boroughs to develop a more detailed bid. Detailed bid development will be between February and April 2025. Key considerations for the shortlisting will be ambition and deliverability. A decision about successful boroughs will be made in June 2025.

TfL will work collaboratively with boroughs on the delivery of Better Bus Partnership projects. Release of funding to successful boroughs will be on an incremental basis as the project develops. Projects will require a Business Case in accordance with TfL's Business Case Development Manual.

Safer Cycleway Network Development funding

The rapid expansion of London's Cycleway network continues to be a shared success story and continued delivery at pace will be needed to achieve MTS targets. Funding will be available to boroughs to progress Cycleway schemes that are currently on the Safer Cycle Network Programme. Boroughs are also encouraged to put forward new Cycleway schemes to be developed for future implementation.

As per current arrangements, funding under this programme will be allocated incrementally as Cycleway schemes progress to the next stage of delivery.

Other proposals aiming to reduce road danger for people cycling but which are not part of a Cycleway scheme can be funded through the Safer Corridors and Neighbourhoods funding.

Any proposals for new cycle routes must meet the [New Cycleway Quality Criteria](#) and have a completed HSCD to be funded through LIP funding.

Table 8 LIP Safer Cycle Network Development schemes

Schemes and measures that are eligible for LIP Safer Cycle Network Development funding		
Core measures	Example of supporting measures	Suitable locations
Existing or new Cycleway scheme meeting the New Cycleway Quality Criteria (CQC) – Cycleway schemes may include: <ol style="list-style-type: none"> a) Modal filters b) Protected routes on busier roads (as per CQC) c) New cycle crossings (parallel or toucan crossings) d) Upgrade of informal crossings to parallel or toucan crossings e) Contraflows f) Access barrier removal or upgrade 	<ul style="list-style-type: none"> • Cycle parking • Lighting on existing/new off road routes • Sustainable drainage systems (SuDS). 	Routes should be chosen based on: <ol style="list-style-type: none"> 1) Alignment with priority connections identified in the strategic cycling analysis 2022 (SCA) 2) Whether the intervention fills a gap in the existing Cycleway network 3) Links or nodes on existing Cycleway routes that do not meet Cycle Quality Criteria standards

Cycle Parking

Boroughs are being provided with an equal base allocation of funding for cycle parking on an annual basis, with a further activation fund linked to infrastructure delivery and cycle potential, as agreed through the LIP working group.

This funding is to be used for residential, school, town centre and station cycle parking only and the proposals are to be detailed in the “Cycle Parking” tab of Form A. These proposals must meet the priority criteria set out below. New cycle parking spaces for cargo or adapted cycles are eligible for funding.

Boroughs can also use Safer Corridors and Neighbourhoods funding to deliver additional cycle parking or other types of cycle parking not set out in the table below. Boroughs are also encouraged to include cycle parking in the design of other Safer Corridors & Neighbourhoods schemes.

Table 9 LIP Cycle parking schemes

Schemes and measures that are eligible for LIP Cycle Parking funding	
Core measures	Suitable locations
Residential Cycle Parking	<ol style="list-style-type: none"> 1) Council housing/ housing association land 2) Areas of higher deprivation (Index of Multiple Deprivation between 1 to 4) 3) In an area-wide traffic reduction scheme 4) Connected to the strategic cycle network i.e., within 400m of the signed Cycleway network, including former Quietways/Cycle Superhighways, or within 400m of a Strategic Cycling Analysis (SCA) connector
School Cycle Parking	<ol style="list-style-type: none"> 1) Schools must be engaged or accredited through the Travel for Life programme and either a) within 400m of the cycle network/ SCA connector, b) in an LTN or c) on a School Street (or planned LTN or School Street within the borough's three-year plan)
Town Centre Cycle Parking	<ol style="list-style-type: none"> 1) Town centres and high streets connected to the strategic cycle network or SCA connector (i.e. within 400m)
Public Transport Cycle Parking	<ol style="list-style-type: none"> 1) Stations that do not meet TfL's recommended provision i.e., minimum 20 spaces within 50m of the station and minimum 30% spare capacity

Cycle Training

Through TfL's Cycle Training Programme, boroughs are being provided with an equal base allocation of funding for cycle training on an annual basis, with a further activation fund linked to infrastructure delivery and cycle potential, as agreed through the LIP working group.

Cycle training funding is to be used for both adult and children cycle training, with boroughs asked to aim for at least 25 per cent of the funding to be spent on adult cycle training.

In addition to funding allocated through the Cycle Training Programme, boroughs can submit proposals for additional cycle training funding through their Safer Corridors and Neighbourhood submissions.

Road renewals and bridge strengthening

We will work with the boroughs through the London Technical Advisors Group (LoTAG) and London Bridges Engineers Group (LoBEG) to agree how this allocation will be targeted to the highest priority sections of road and assets.

Micromobility Parking

The Micromobility Parking Programme funds mandatory, non-docked parking bays for rental e-bikes and e-scooters. The aim of this programme is to provide consistent, co-ordinated, designated parking for rental e-bikes and e-scooters.

The funding criteria (as set out below) is in support of a potential single contract and the current trial of e-scooters. Criteria for subsequent years may need to be amended on the potential for that single contract or any government legislation.

Funding criteria

Boroughs that have made a statement of intent for the London rental micromobility contract tender, or commitment to make a statement, including a clearly stated plan for parking provisions to support it.

- Any bays installed with this funding are proposed to be part of the single contract and support a contiguous London network.
- Any bays installed with this funding are in accordance with 'Rental Micromobility Parking Guidance' for boroughs, specifically the following points to meet the requirements of the single contract:
 - Mix mode bays.
 - Minimum 3.16m x 1.8m.
 - Bay marking in accordance with DfT guidance.
 - Located on the carriageway as default, footway as an exception.
- Value for money.
- Deliverability.

It is assumed that boroughs will ensure compliance with all relevant legislation and guidance i.e. road safety, equality, inclusion and diversity

The formal submission, micromobility parking tab on Form A, requires information regarding micromobility parking strategy and plans that enables evaluation against the first two points of the criteria, and location specific details, which includes costs that enables value for money evaluation and proposed delivery dates that enables deliverability evaluation. This allows for locations that may already have progressed through consultation and design and those that have not. For those that do not have designs, it is likely that if a location is approved for funding there will be an initial allocation for design costs with full approval following the completion of the design. Where available, please forward a copy of the design. Funding for locations could be awarded over more than one year of the LIP i.e. design in year one, build in year two.

No funding will be awarded to boroughs who are not formally committed to the single contract. However boroughs that are proposing / considering signing up are welcome to make a submission. It will be evaluated but any award would be deferred until suitable commitment to the contract is made.

Bays will be mixed mode. If the borough is not part of the e-scooter trial, then any bay will need to be installed with the capability to be future proofed for e-scooters. In this case it is assumed that the borough is planning to join the e-scooter trial.

Funding limitations

For clarity, TfL will not fund:

- Schemes which do not include core measures
- Measures not in the above list of core and supporting measures.
- Schemes outside the scope of Suitable locations.
- Behaviour change measures which exceed 20% of the Safer Corridors and Neighbourhoods annual cost allocation.

- Safe Drive Stay Alive courses (SDSA) and Compulsory Basic Training for motorcycles and mopeds (CBT)
- Long term transport studies such as feasibility studies for town centre redevelopment, which do not have near-term tangible outcomes. NB: Longer term town centre schemes can be included if they have been discussed and agreed with TfL in advance and there is a viable plan for construction within 2 years of the study funding allocation being received from TfL. If boroughs have ideas for the removal of one-way systems, gyratories, or major roundabouts to improve high streets or other locations please see the note in the section below in 'TfL traffic management and design support'.
- Upgrades to existing controlled crossings unless there is clear evidence base – this is because the priority is to fund additional crossing points (NB upgrades to pedestrian refuges will be considered)

Should boroughs wish to bring forward schemes that include measures that are not included in Tables 3 to 8 and/or do not meet the required location criteria for example Controlled Parking Zones, please provide written justification including expected benefits (e.g. in terms of traffic or road danger reduction), evidence for these or monitoring plan and how the scheme contributes toward MTS outcomes and borough LIP objectives. Please discuss any such proposals with TfL in advance of submitting proposals.

Please note:

- Schemes that include modal filters or School Streets must have robust enforcement measures e.g. ANPR cameras which are operational from the opening day of the scheme incorporated into the proposals.
- It will not generally be possible to fund electric vehicle charging infrastructure development or delivery via the LIPs unless it is part of a wider Healthy Streets scheme.
- Car clubs (EVs only) can be delivered as a complementary measure to schemes removing substantial amounts of parking in a neighbourhood where there is evidence that they will support traffic reduction. Ideally funding for implementation of bays and charge points should be sought from the car club operator or revenue generated from permits or profit share agreements.

Inclusion of non – TfL funded schemes in Delivery Plans

We welcome the inclusion of non-TfL funded measures that contribute to the delivery of LIP objectives and targets in the delivery plan and help to give a fuller picture of MTS delivery across London. While provision of this information is optional, it will support our understanding of where there may be emerging challenges and can feed into our own resource and borough support planning.

Information on such schemes can include (but is not limited to):

- Healthy Streets projects funded directly by boroughs and/or third parties (for example developers or the Government's Levelling Up Fund). Including these proposals would give a complete picture of the investment in streets improvements in each borough
- Policy decisions such as planning policy and kerbside management measures could include:
 - New Controlled Parking Zones (CPZ) and extending the hours and scope of operation of existing schemes e.g. moving to emissions based parking rates

- Limits and/or reductions in the number of permits made available to residents in CPZs
- Incremental increases in charges for parking
- Review and removal of car parking places
- Highways asset renewal programmes: maintenance schemes are often a good opportunity to make design improvements and can be coordinated with borough LIP and Healthy Street schemes for example by undertaking the following when maintenance and/or renewals are taking place:
 - reducing the areas resurfaced in hard materials by replacing these with SUDs, soft landscaping or permeable materials
 - upgrading pedestrian refuges to zebra or parallel crossings.
 - ensuring all one-way streets can be legally cycled in both directions.
 - Centre line removal (to reduce speeds)
 - ensuring clear legal or design priority is given to pedestrians at side roads in the form of raised entry treatments/continuous footways, side road zebras or filtered side roads.
 - upgrading or removing access control barriers to comply with current guidance
 - replacing speed humps with sinusoidal humps or bus friendly speed tables
 - ensuring gully grates are cycle-friendly
 - introducing dropped kerbs
 - upgrading dropped kerbs to continuous footways
 - adding tactile paving into resurfacing schemes where needed
 - using the opportunity to create smooth even pavements addressing root damage from street trees
 - declutter and consolidate street furniture (link to access barrier removal guidance)
- Electric vehicle charging infrastructure: London continues to lead the UK in the rollout of public EV charging infrastructure, but we will need to increase the delivery and distribution of charge points across the capital to meet our forecast charge point requirements and support the transition from diesel and petrol powered vehicles to Ultra Low Emission Vehicles. EV charging infrastructure is not funded through LIPs - Boroughs have led the way in delivering the local charging infrastructure that drivers vehicle and to further support this delivery TfL has published an EV infrastructure borough support pack on our EV/charge point information webpage. The document provides information to help boroughs with development of local level electric vehicle infrastructure forecasts, electric vehicle infrastructure strategies and borough delivery of charge points.

Scheme development

To create high-quality schemes using the Healthy Streets Approach, the Healthy Streets Check for Designers tool scores how proposed schemes relate to the 10 Healthy Streets Indicators. It also provides a way to inform the public of proposed changes to a street and explains how the design offers improvements.

The Healthy Streets Check for Designers should be used for all Healthy Streets infrastructure schemes funded by TfL to assess the benefits the scheme is delivering. However, this is not expected for schemes where it would be disproportionate e.g. cycle parking or for bus priority schemes where success is measured through a positive impact on bus journey times rather than Healthy Streets indicators.

However, this does not preclude the development of integrated, holistic schemes that provide both bus priority and Healthy Streets enhancements – for example, a new bus lane

that also considers pedestrian crossings or cycling facilities at known collision priority areas. Further exceptions will be reviewed as part of the submission and review process.

The Check should be used throughout the design process and involves collecting data on the existing conditions, with further reviews on the preferred design and the post-consultation design. Boroughs are encouraged to share scores and designs with stakeholders to help evolve schemes through the design process.

The Check is available as part of the Healthy Streets toolkit, which includes guidance on how to use the tool: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

To ensure that borough LIP delivery contributes to a consistent high-quality cycle network, it is essential that proposed signed cycle routes meet the quality thresholds defined for the London-wide Cycleways network and comply with best practice in the London Cycling Design Standards (LCDS).

We will continue to require boroughs to use the Cycle Route Quality Criteria to assess the quality of all cycle routes delivered through LIP funding and will work with boroughs to add these routes to the Cycleways network through on-street and digital signage.

TfL requires a completed Quality Criteria assessment to be submitted to TfL via the borough's Principal Sponsor at the concept / preliminary design stage to ensure the design is fit for purpose.

However, it would be beneficial in most instances to submit an assessment as soon as the baseline data is collected to identify constraints and potential challenges when they first emerge. This will be used to provide the borough with feedback on any areas to focus on to improve quality, prior to moving to detailed design and implementation. Where it would not be possible to bring a route up to the required minimum standard, TfL will ask a borough to look at alternative alignment options or potentially to cease work on the project and look to reallocate funding within their programme.

TfL traffic management and design support

Projects that impact on public transport, the TLRN or SRN, or require changes to traffic signals, will require engagement with TfL at an early stage, regardless of funding source in line with TfL's statutory duties as a Strategic Transport Authority under the Traffic Management Act 2004. TfL manages this engagement through the Traffic Management Act Notification process (TMAN) further details of this process are included in Appendix 2.

We urge boroughs with ideas for transformative projects, including local demand management measures, to contact TfL early in the development phase. This will help ensure early engagement and support from across TfL for the scheme with a view to potential LIP funding.

Benefits appraisal

Boroughs should set out how they intend to monitor the outcomes of higher value or higher impact schemes within their programme. This outcome monitoring is intended to support local case-making and further evidence the value of Healthy Streets investment and will provide all boroughs with a growing number of case studies to communicate the benefits of further Healthy Streets investment to stakeholders. It will also evidence the success of the approach and boroughs' role within it, to make a strong case to funding bodies for continued and enhanced funding in the future.

- Borough Directors of Public Health can support transport teams in making the case for improving health and reducing health inequalities through mode shift to walking, cycling and public transport, and achieving the Vision Zero ambition of nobody being killed or seriously injured on London's roads.

For non-infrastructure supporting measures, such as behaviour change initiatives, TfL requests each programme to set high level outcome indicators and for a monitoring and evaluation plan to be put in place to track progress. For example, for a programme of school cycle training, outcomes may include mode share to school and activity levels amongst the children. This will help inform future decision making about the value of behaviour change interventions.

In some cases, it may be suitable for schemes to include the provision of fixed count infrastructure to provide long term and real time data on performance and use. Where boroughs are considering these, they should speak to TfL regarding specifications, this will enable data to be fed into TfL's London-wide network monitoring platforms.

In addition, boroughs are encouraged to speak to TfL about the data already available from its own fixed count infrastructure and other sources which can be used in borough outcome monitoring.

Boroughs will be asked to share the results of their monitoring with TfL and other boroughs, likely via the borough projects and programmes Share Point, to build up a repository of relevant data and evidence of scheme outcomes across London to support future case making.

Within the three-year plan boroughs will be expected to identify the schemes they intend to monitor and may provide a statement about their approach to monitoring. However, it is expected that more detailed outcome monitoring strategies will be developed on a scheme by scheme basis.

This is in addition to the usual LIP audit and ongoing requirement to add at least 3 schemes per year to the Traffic Accident Diary System (TADS).

Appendix 1: Submitting the Form A

Boroughs are required to submit their requests for LIP funding using Form A provided via the new LIP Submission Platform along with their GIS mapping of proposed schemes. No other documentation is required or should be submitted. The Form A contains detailed instructions on how to complete the form- please ensure you follow these.

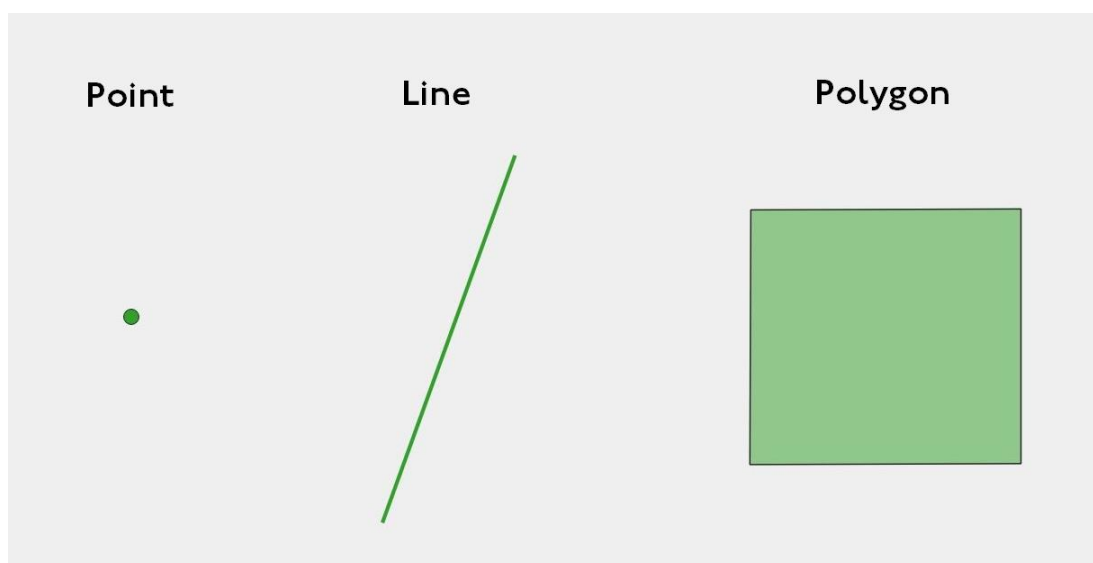
From this LIP cycle onwards, you must submit location extents in GIS format for most schemes. X/Y coordinates will no longer be accepted, except for Cycle Parking and Rental Micromobility Parking schemes.

You only have to provide mapping for schemes that are location-specific. Mapping is not needed for behaviour change schemes, mini-programmes (dropped kerbs, tactile paving, bus stop accessibility and access barrier removal) and borough-wide schemes.

You can submit scheme mapping by either:

- a) Using the 'Scheme Mapping' tab of the TfL Borough LIP Scheme Submission Platform (LIP Platform) website, or
- b) Map them with your own GIS software and submit the GIS file along with your Form A.

All location extents should be drawn in the form of 'polygon' (rather than in 'point' or 'line'), with their difference illustrated in the image below. This applies to all scheme types, even if the scheme is about a crossing, junction, modal filter, corridor, or a route.



How to map a scheme

Please start by filling in the Form A first before you start mapping the scheme, as you will need to enter the Scheme ID when you save the scheme mapping. By typing the scheme name in the Scheme Name column, the scheme will be allocated an ID automatically. This is how we match up the information between the Form A and your scheme mapping.

Each scheme mapping should cover the extent of all core and supporting measures in one polygon.

When you save the mapping, you will be asked to provide the following information:

- i) Scheme ID
- ii) Scheme Name, and
- iii) Certainty on the scheme area extent provided. (High/Medium/Low).
 - High: very certain
 - Medium: subject to changes, like depending on consultation etc.
 - Low: rough area of interest

You must include the information above in the attribute table for each scheme if you are mapping the schemes with your own GIS software and submitting along with your form A.

If you are using the platform to draw your schemes, there is no need to submit your scheme locations elsewhere if you have already saved them.

Please make sure you only keep one version of polygon per scheme on the LIP Platform map at the time of submission. If you have to amend and resubmit the Form A, come back and update the scheme mapping.

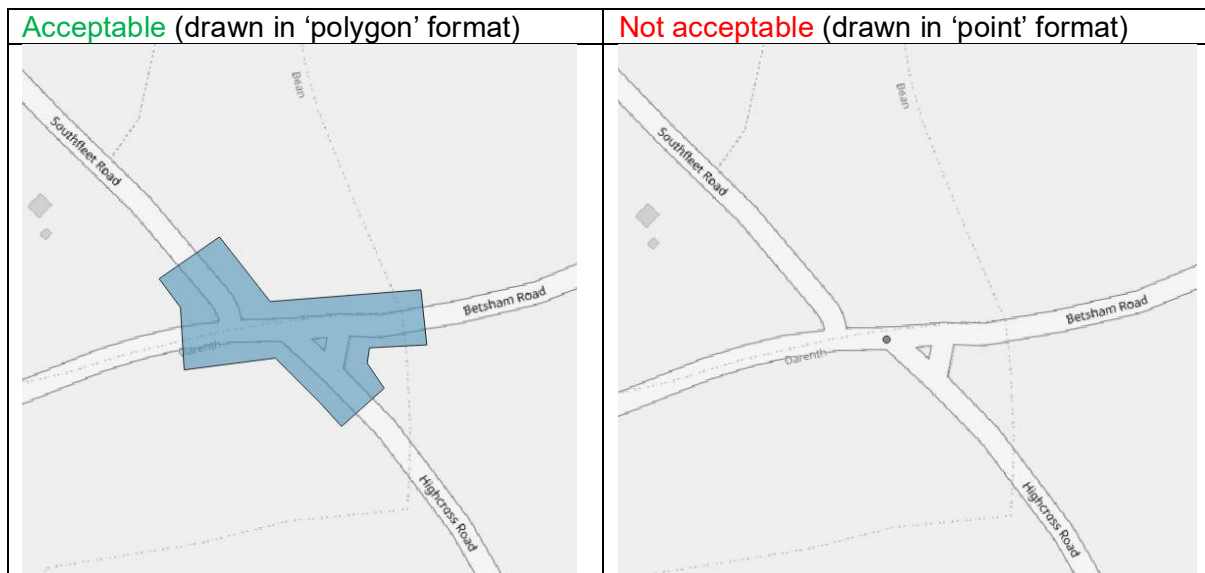
For specific instructions to map your schemes on the LIP Platform, follow this guide:

<https://experience.arcgis.com/experience/f7f7da8e77984ca3a278d105c6a4bcf0>.


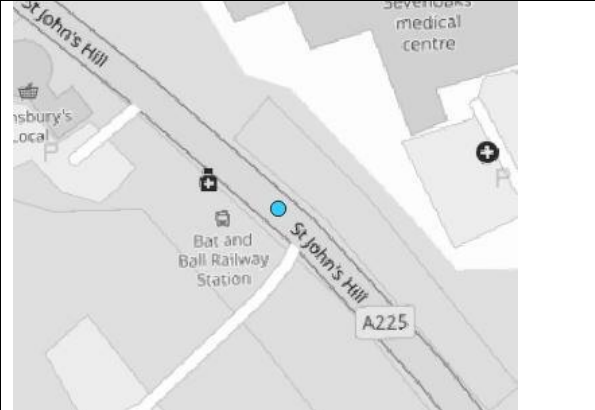
Drawing scheme extents.

Below are examples of acceptable scheme location extents in GIS: Note: for area-wide schemes, only include the boundary roads within the polygon edge only if they form part of your scheme.


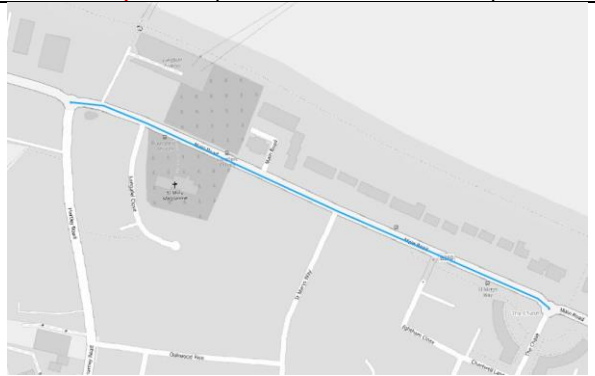
Junction schemes



Crossing / Modal filter schemes

Acceptable (drawn in 'polygon' format)	Not acceptable (drawn in 'point' format)
 <p>A map of St John's Hill showing a crossing scheme. The scheme is represented by a solid blue polygon that covers the road and the railway crossing. Labels include 'St John's Hill', 'Sainsbury's Local', 'Bat and Ball Railway Station', 'A225', and 'Sevenshaws medical centre'.</p>	 <p>A map of St John's Hill showing a crossing scheme. The scheme is represented by a small blue circle (point) on the road. Labels include 'St John's Hill', 'Sainsbury's Local', 'Bat and Ball Railway Station', 'A225', and 'Sevenshaws medical centre'.</p>

Corridor / Bus lane / Cycle route schemes

Acceptable (drawn in 'polygon' format)	Not acceptable (drawn in 'line' format)
 <p>A map showing a corridor scheme. The scheme is represented by a wide, solid blue polygon that follows the path of a road. The map includes labels for 'St John's Hill', 'Sainsbury's Local', 'Bat and Ball Railway Station', 'A225', and 'Sevenshaws medical centre'.</p>	 <p>A map showing a corridor scheme. The scheme is represented by a thin blue line that follows the path of a road. The map includes labels for 'St John's Hill', 'Sainsbury's Local', 'Bat and Ball Railway Station', 'A225', and 'Sevenshaws medical centre'.</p>

In addition, boroughs are requested to provide supporting commentary on:

- a. How the three-year Delivery Plan has been developed, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation
- b. The role of boroughs' own investment such as policy decisions including planning policy, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives
- c. How the delivery of the Mayor's Transport Strategy outcomes will be supported at a local level. Included should be a statement on anticipated approach across the Delivery Plan period on:
 - Asset renewals
 - Maintenance
 - SuDS, tree planting and other street greening
 - Electric Vehicle Charging Facilities
 - Parking controls
 - Any other initiative which is anticipated to contribute toward delivery of the MTS

Appendix 2: TMAN process

Boroughs that are looking to make changes to the network using powers under the Highways Act or the Road Traffic Regulation Act notify TfL under S.301A and S.121B of the respective acts. The formal response period for notifications made to TfL via this route is one month, however we would always advocate early engagement ahead of this to ensure the operational effects of the scheme can be properly explored and any necessary mitigation discussed and agreed as part of the overall scheme approval process.

The process covers both the permanent change to the network, i.e. a scheme TMAN, and any temporary traffic management proposals to build the scheme when approved, a works TMAN. Scheme and works submissions should be made to TfL via the LondonWorks system ([Londonworks.gov.uk](https://londonworks.gov.uk)). Any schemes generating significant operational impacts may be referred to the Road Space Performance Group (RSPG) for further consideration.

When notifying TfL the promoting borough should ensure that the proposed scheme's operational implications for the TLRN / SRN are clearly set out and, where necessary, the nature and effects of any proposed mitigation measures are also clearly articulated. TfL's Network Impact Specialist Team (NIST) are available to support boroughs through the TMAN process and are happy to engage as necessary.

Appendix 3: Suggested combinations of measures

LIP Safer Corridors and Neighbourhoods funding		
Core measures	Recommended Supporting measures	Suitable locations
Traffic Reduction		
<p>a) Modal filters to create area wide traffic reduction. This may include a combination of modal filters, bus gates and 'bus and cycle' only streets.</p> <p>b) Individual modal filters or bus gates/'bus and cycle' only streets</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • Zebra crossings • Signal controlled pedestrian/ cycle crossings • Sustainable drainage systems (SuDS). • Continuous footways. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants • Cycle contraflows • Seating • Parklets • On-street cycle and rental micromobility parking • Upgraded control access barriers 	<p>5. Strategic Neighbourhood Analysis High need / potential locations</p> <p>6. Adjoining or encompassing Strategic Cycle Analysis links</p> <p>7. Encompassing or adjacent to Vision Zero Priority Links or nodes</p> <p>8. Supports access to bus services</p>
Safer Town Centres		
<p>a) Modal filters, bus gates, 'bus and cycle' only streets.</p> <p>b) Removal of motor vehicle traffic to provide pedestrian and cycle or pedestrian only space</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • Zebra crossings • Signal controlled pedestrian/ cycle crossings • Sustainable drainage systems (SuDS). • Continuous footways. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants • Cycle contraflows • On-street cycle and rental micromobility parking • Infrastructure for cargo bikes and last mile logistics • Seating 	<p>3. Town Centres</p> <p>4. Local and Neighbourhood Centres</p>

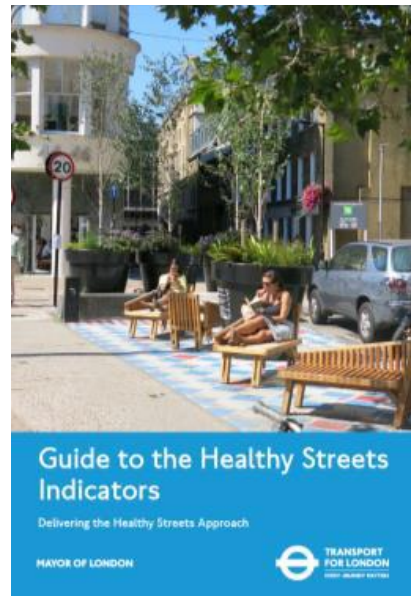
LIP Safer Corridors and Neighbourhoods funding		
Core measures	Recommended Supporting measures	Suitable locations
	<ul style="list-style-type: none"> • Parklets • Bus stop enhancements including accessibility upgrades 	
School Streets	<ul style="list-style-type: none"> • Zebra crossings • Signal controlled pedestrian/ cycle crossings • SuDS • Continuous footways. • Footway widening • Soft landscaping such as trees or plants • On-street or in-school cycle and children kick-scooter parking • Level access for pedestrians via step-free bus stops or dropped kerbs. 	Education and learning settings including nursery, primary and secondary schools as well as higher education. The School Streets prioritisation layer can help inform need and suitability of these
Speed reduction		
20mph speed limits	<ul style="list-style-type: none"> • Speed compliance measures (20mph roads only) 	Any location is supported, and boroughs are encouraged to move towards boroughwide coverage where appropriate. Schemes should be developed in line with the latest Setting Local Speed Limits guidance
Other speed limit reductions		Relevant routes
Crossings		
a) New zebra or parallel crossings. b) Replacement of pedestrian refuge or informal crossing with zebra or parallel crossing.	<ul style="list-style-type: none"> • SuDS • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants 	3) Medium to Very High Pedestrian Severance Links 4) Priority Vision Zero Links

LIP Safer Corridors and Neighbourhoods funding		
Core measures	Recommended Supporting measures	Suitable locations
<p>a) Standalone signal controlled pedestrian / cycle crossings (either new or replacing pedestrian refuge).</p> <p>b) Provision of pedestrian signals on all or remaining arms of a signalised junction where none currently exist.</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • SuDS. • Level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants 	<p>5) Medium to Very High Pedestrian Severance Links</p> <p>6) Priority Vision Zero Nodes</p> <p>7) Priority Vision Zero Links</p> <p>8) Existing signalised junctions without pedestrian signals on all arms</p>
Safer Borough Junctions		
<p>Remove conflicting movements / reduce road danger with the use of:</p> <p>a) A filter on one or more arms of the junction permitting cycling only and/or;</p> <p>b) bus gate permitting buses only on one or more arms of the junction and/or;</p> <p>c) timed filter or bus gate limiting private motor vehicle access to certain times of day;</p> <p>d) ban turning movements for general motor traffic;</p> <p>e) signal controlled pedestrian lights where they are currently missing from the arm (s) of a junctions;</p>	<ul style="list-style-type: none"> • Bus priority on surrounding streets such as bus lanes or bus only turning movements. • SuDS. • Create level access for pedestrians via step-free bus stops or dropped kerbs. • Footway widening • Soft landscaping such as trees or plants 	<p>1) Priority Vision Zero Nodes</p>

Appendix 4: Additional sources of information to support development of the three-year plans



[Guidance for Borough Officers on Developing the Third Local Implementation Plan](#)



[Guide to the Healthy Streets Indicators](#)



[Bus Action Plan](#)



[Cycling action plan](#)



[Walking action plan](#)



[Vision Zero action plan](#)



[Cycle parking implementation plan](#)



[TfL Freight and Servicing Plan](#)



[The Planning for Walking Toolkit](#)



[Small Change, Big Impact](#)



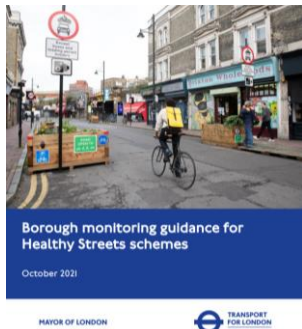
[London Passenger Pier Strategy](#)



[Cycle route quality criteria](#)



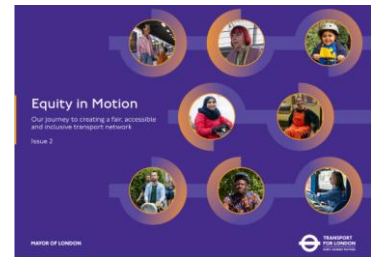
[Guidance for delivery of experimental Healthy Streets schemes](#)



[Borough monitoring guidance for Healthy Streets schemes](#)



[The impacts of Low Traffic Neighbourhoods in London](#)



[Equity in Motion](#)



[London Cycling Design Standards](#)



[Streetscape Guidance \(2019\)](#)



[Accessible Bus Stop Design Guidance](#)



[Kerbside Loading Guidance](#)



[Urban Motorcycle Design Handbook](#)



[SuDS in London- a guide](#)

Please note- a revised version is planned but continue to refer to this version until publication.



[Inequalities in road danger in London](#)

Appendix 5: Safer Corridors and Neighbourhood allocations

Allocations to be used for planning purposes and are subject to confirmation upon completion of the TfL Business Plan later this year.

Borough	Safer Corridors and Neighbourhoods allocation £'000
Barking & Dagenham	996
Barnet	1536
Bexley	1328
Brent	1008
Bromley	1285
Camden	1015
City of London	400
Croydon	1355
Ealing	1297
Enfield	1311
Greenwich	1170
Hackney	910
Hammersmith & Fulham	939
Haringey	1134
Harrow	900
Havering	1396
Hillingdon	1202
Hounslow	1152
Islington	682
Kensington & Chelsea	685
Kingston upon Thames	859
Lambeth	1220
Lewisham	1048
Merton	929
Newham	1119
Redbridge	1172
Richmond upon Thames	1023
Southwark	1203
Sutton	1129
Tower Hamlets	1215
Waltham Forest	956
Wandsworth	1120
Westminster	1202