

MAYOR OF LONDON

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Dear Caroline,

Many congratulations on your re-election as the Leader of the City Hall Greens.

Before the mayoral election, a briefing by outgoing Assembly Member Sian Berry on borough transport plans and funding was shared with me, and I have detailed my response to the recommendations in the annex below.

Delivering my Transport Strategy requires collaboration between Transport for London (TfL) and London's boroughs, and vital improvements have already been made by working together.

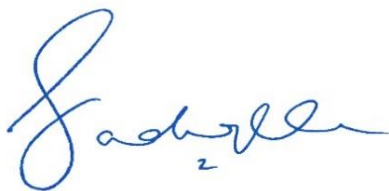
Earlier this year, TfL wrote to all of London's boroughs, informing them of their Local Implementation Plan (LIP) funding for 2024/25. This funding helps make London's streets safer, healthier, and greener. The total LIP funding allocation is £80.4m, which includes an additional £5m to help boroughs deliver ambitious cycling improvements.

This funding will allow around 30km of new cycle routes, over 15km of new bus lanes, more than 90 School Streets and more than 50 new signalised pedestrian crossings to be progressed or delivered over 2024/25.

TfL also released the Borough Three Year Report, which shows how boroughs have used LIP funding over the three years from 2019-2022 to improve London's streets. While this report shows how boroughs have brought about positive changes in difficult social and economic times, including during the pandemic, it is also a valuable evidence base that supports the case for a properly funded TfL. This is essential not just for London and its communities but for the UK economy as a whole.

The London boroughs are fundamental to achieving my Transport Strategy. In collaboration with TfL, I continue to support and work closely with the boroughs to make positive steps towards a cleaner and healthier London by reducing road danger, improving air quality, and encouraging active travel.

Yours sincerely,



Sadiq Khan
Mayor of London

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Annex

Mayor of London's response to the recommendations from Sian Berry's report on Winning Better Borough Transport Plans

Recommendation 1

Climate emergency updates to the Mayor's Transport Strategy and guidance: the Mayor must rapidly update the 2018 Mayor's Transport Strategy (MTS) and his guidance to boroughs, in order that boroughs can plan for action on the ground beyond March 2025, and so that London can meet its 2030 climate target, which was committed to after the MTS was agreed. This update needs to bring forward TfL's 2041 mode share target and provide more detailed proposals and timetables for bus priority, cycleways, low traffic areas and car-free town centres to be rolled out.

The MTS (2018) remains relevant. However, since 2018 the Mayor has accelerated and scaled up action to match the urgency of the climate emergency, including by setting a target for London to be net zero carbon by 2030. In 2022, after a detailed consultation by TfL and with the London Assembly, a revision to the MTS was published, which sets out the triple challenges of toxic air pollution, the climate emergency and traffic congestion. The Mayor's focus is on working with TfL and in partnership with boroughs to deliver against the aims of the strategy, and he does not plan to commit more time and resources to further updates this term.

Recommendation 2

A new MTS: the Mayor should set out a timetable for a new MTS, taking into account the need for comprehensive and integrated action on climate, road danger and air pollution beyond 2030. The new MTS needs to be finalised by 2028, and should include new areas of focus, including adapting to climate risks such as extreme weather, and post-pandemic economic changes.

The Mayor of London is under a duty to keep his transport strategy under review and make such revisions to it as considered necessary. As advised above, the MTS remains relevant, and the Mayor remains focussed on the delivery of this strategy for London.

Recommendation 3

Boroughs should disclose in a standardised and transparent format their expected investment, expected and actual annual income relating to transport, including parking revenue surpluses, developer contributions, and reserves. Alongside this, they should report on the delivery of measures to support key modes of travel and other MTS objectives, as well as expected consultation and completion dates for significant schemes.

Boroughs are required by law to produce a costed three-year delivery plan as part of their LIP, which sets out what they expect to deliver with TfL funding. TfL officers assess all of the proposals to ensure they are in accordance with the MTS, and then write to them annually to set out which projects will be funded in the following financial year, depending on the total amount of funding available to them and any changes they have requested due to prevailing circumstances. These [letters are publicly available](#).

At the end of each financial year, boroughs are required to complete a proforma and submit details of the outputs that they have delivered as a result of the improvements they have made. These span a range of Healthy Streets metrics, such as the number of new cycle parking spaces, new pedestrian crossings, new bus lanes, school streets, Low Traffic Neighbourhoods (LTNs) and new

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Sustainable Urban Drainage Systems (SuDs). These figures are then used to track borough performance and demonstrate the progress they are making towards the MTS.

All borough proformas for the years 2020/21 to 2022/23 were collated and summarised in the three-year report.

Recommendation 4

The Mayor should use this information from boroughs to publish clear and comprehensive dashboards for the public, showing maps with details of borough and TfL delivered and planned schemes, alongside income, funding and spending data.

TfL's Borough Three-Year Delivery report showcases how boroughs have used LIP funding over the three years from 2019 to 2022 to improve London's streets. This report shows how councils have brought about positive changes in difficult social and economic times and helped the Mayor and TfL to deliver a safer, healthier, and greener London for all.

This report demonstrates the key roles of both the boroughs and TfL in delivering transport schemes, as well as how boroughs combine annual funding provided by TfL via LIP with that from other sources to deliver these schemes and programmes.

The report is public and can be found [here](#). Each borough's current and previous LIP allocations are also public and can be found on the boroughs' individual pages on TfL's website [here](#).

While TfL allocates funding for schemes, the LIP and delivery of projects are the responsibility of each borough. Publishing individual updates on the implementation and progress of schemes would also be the responsibility of each borough to share publicly.

Recommendation 5

Borough implementation plans must only be approved if they are sufficient to deliver on London-wide targets and all aspects of the MTS, including allowing contingency for delivery risks.

London's boroughs play a central role in the planning and delivery of schemes that transform local areas and meet the aims of the MTS. These include improved public transport, schemes that support the Mayor's Vision Zero goal of eliminating death and serious injury from the transport network, and opportunities for safe and active travel in local communities.

Each borough produces a LIP to demonstrate how it plans to implement the MTS locally. While TfL allocates funding for schemes, the LIP and delivery of projects are the responsibility of each borough.

In January this year, not all boroughs were given their full allocation due to schemes not being aligned to the guidance or not being in scope for LIP funding. In addition, where funding for design and build was requested for Cycle Network Development, TfL has only released a portion of the requested funding to undertake design. When the design is complete and the scheme is shown to meet TfL's cycle route Quality Criteria, TfL will require the boroughs to complete a pre-construction checklist before releasing the provisionally allocated construction funding. TfL expects to have allocated the full £80.4m in funding to boroughs by the end of 2024/25.

Since the 2018 MTS was published, every borough has produced their third LIP. These were all approved in 2019 by the Deputy Mayor for Transport on behalf of the Mayor. These LIPs include

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the boroughs' targets for contributing to the MTS Outcomes. TfL tracks progress against these outcomes every year.

Recommendation 6

Where borough plans or delivery are inadequate, the Mayor should intervene early and use all the powers available to him under the GLA Act 1999.

In general, our preference has been to engage with boroughs where issues around LIPs arise, and this approach has been effective.

The GLA Act expressly allows TfL, when allocating LIP funding, to take account of a borough's previous funding allocation and how it has used any funding granted.

Recommendation 7

Government must also play its part by setting out longer term funding plans for capital investment in London's transport infrastructure. This will provide support for the delivery of new homes, health improvements and many other benefits to wide national missions and targets, as called for by the National Infrastructure Commission.

The Mayor and TfL have been clear that TfL still needs sustainable, longer-term Government-provided capital funding so that projects critical to the city and the wider country can be delivered.

While the Mayor and TfL welcome the £250m of Government capital funding, which will enable them to continue to deliver major programmes in 2024/25, London must have long-term funding certainty and security to continue innovating and preparing for the future. It will also ensure London and the UK remain competitive, funnelling millions into the UK economy.

Recommendation 8

The Mayor should maximise funding for borough plans in the short term, then set out long-term guaranteed funding streams, once there is clarity about income from Government, and from TfL's own plans, including revenue from fares and road charging.

A three-year outline programme is reviewed by TfL annually, and a detailed one-year programme is submitted for funding approval for the following financial year.

In 2021, the boroughs were asked by TfL to develop a three-year delivery plan for 2022/23-2024/25 in two stages, to begin with a 2022/23 annual plan for submission in November 2021, and secondly, a plan for the remaining years for submission in summer/autumn 2022. In addition, each year, London boroughs must submit a LIP annual spending submission with specific details of individual schemes they want to take forward.

At the end of the financial year, each borough must submit a report on how it has delivered on a range of priorities, such as cycle parking, lowering speed limits and pedestrian crossings.

This year, as noted above, TfL will allocate £80.4m in funding for London's boroughs in 2024/25 as they continue their vital work making the capital's roads safer and more attractive for people using public transport, walking, and cycling. This is an increase of 16 per cent from 2023/24, when boroughs were allocated £69m.