

Committee(s):	Date(s):
Policy and Resources Committee - for decision	15 November 2018
Planning and Transportation Committee – for decision	20 November 2018
Subject: Transport for London funding: LIP Annual Spending Submission 2019/20, Liveable Neighbourhood	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision

Summary

This report covers the provision of Transport for London funding to the City of London Corporation. Alongside the Planning and Transportation Committee, this report would usually be submitted to the Resource Allocation Sub Committee (RASC); however, in order to meet TfL timetable to receive Annual Spending Submission in November this is being brought to the Policy and Resources Committee directly, as the next meeting of RASC is not until December.

It seeks approval for the projects that will be included in the City Corporations 2019/20 Annual Spending Submission which allocates 'Corridors, Neighbourhoods & Supporting Measures' and 'Local Transport Initiatives' grants totalling £980,000. The schemes which can be selected for this TfL Corridors, Neighbourhoods funding stream are limited to those which meet TfL Mayor's Transport Strategy (MTS) criteria.

The report also seeks approval to spend additional grant funding for the current financial year of £106,822. It is proposed that this is used to support the delivery of Legible London maps and signs across the Square Mile.

Members are asked to give the Director of the Built Environment delegated authority to approve reallocations of the 2019/20 Corridors and Neighbourhoods and Local Transport Initiatives grants of up to £100,000 within the financial year, across the programme. Any reallocations will be subject to TfL approval.

Finally, the report requests that Members approve the submission of a Liveable Neighbourhood bid to seek a £3.25 million contribution towards transport and public realm improvements in the City Cluster. Liveable Neighbourhoods is a programme that funds large projects (over £1 million) that will deliver area-based transport and public realm improvements.

Recommendations

Members are recommended to:-

- Approve the projects to be included in the City Corporation's 2019/20 Annual Spending Submission.
- Approve delegated authority for the Director of the Built Environment to approve reallocations of the 2019/20 Corridors and Neighbourhoods grant of up to £100,000 within the financial year.
- Approve the allocation of the additional awarded sum of £106,822 for 2018/19 to the delivery of Legible London
- Approve the submission of a Liveable Neighbourhoods bid for the City Cluster.

Main Report

Background

1. Under Section 159 of the Greater London Authority Act 1999, TfL is empowered to provide grants to London boroughs and the City for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London.
2. Every year, TfL provides grants to the City under the Corridors, Neighbourhoods and Supporting Measures, Local Transport Initiatives and Principal Road Maintenance programme.
3. For the 2019/20 financial year TfL will provide the following grants to the City of London:
 - A combined grant of £980,000 under the Corridors, Neighbourhoods and Supporting Measures and Local Transport Initiatives programmes. The City has some discretion over the use of this grant; however, it must be expended on projects that support the delivery of the Mayor's Transport Strategy.
 - £102,000 under the Principal Road Maintenance funding programme. The Principal Road Maintenance grant must be used specifically for the purpose of road renewal, resurfacing and bridge strengthening. The £102,000 allocated to Principal Road Maintenance will be determined by the road renewal, resurfacing and engineering needs within the Transportation and Public Realm Division of the Department of Built Environment.
4. Additional funding is available through the Liveable Neighbourhoods programme for larger projects with a total cost of over £1 million. This funding is allocated through a bidding process that is open to the City Corporation and London boroughs.
5. The Liveable Neighbourhoods programme aims to support high value schemes that seek to convert town centres, interchanges, major junctions and neighbourhoods into more attractive, healthy and accessible public spaces. The programme focuses on improving conditions for walking and cycling, improving access to public transport and implementing traffic reduction measures.

2019/20 Annual Spending Submission

6. The proposed Annual Spending Submission for the 2019/20 TfL Corridors, Neighbourhoods and Supporting Measures and Local Transport Initiatives grants are set out in Table 1.
7. These projects are in line with TfL's guidance, reflect the Mayor's Transport Strategy and the draft Transport Strategy. A brief description of each proposed project is provided in Appendix 1.
8. The schemes which can be selected for this TfL Corridors, Neighbourhoods funding stream are limited to those which meet TfL MTS criteria. Additionally, the schemes have been selected as they support the City's draft Transport Strategy

and have limited opportunity to be funded from other sources. Two of the public realm schemes (Minorities and Mansion House have been approved in previous years and are a continuation to complete these projects).

Table 1: Proposed Annual Spending Submission for 2019/20	
	Proposed Allocation
Local Transport Initiatives	
City Cluster and Barbican & Golden Lane Zero Emission Zones	£50,000
City of London Streets Accessibility Standard	£50,000
<i>Sub total</i>	£100,000
Corridor, Neighbourhoods & Supporting Measures	
Healthy Streets minor schemes	£100,000
Legible London City-wide Roll Out	£215,000
Puddle Dock Pedestrian safety and route severance scheme*	£185,000
Mansion House Station walking and public realm improvements	£40,000
100 Minorities public realm enhancements	£100,000
Road Danger Reduction campaigns, behaviour change and community engagement	£90,000
Kerbside uses review	£110,000
Lunchtime Streets	£40,000
<i>Sub total</i>	£880,000
Grand Total	£980,000

(*Puddle Dock subject to DBE Project Review)

9. The reallocation of funds between projects during a financial year is often required in response to resourcing and operational issues or new priorities. Approval is sought for the Director of the Built Environment to be given delegated authority to approve reallocations of up to £100,000 across the whole programme within the financial year (2019/20). Any individual project budget changes will still be subject to the usual project procedure gateway approvals.

2018/19 Additional grant allocation

10. TfL has awarded the City Corporation an additional £106,822 funding for the current financial year the Corridors, Neighbourhoods and Supporting Measures programme. This brings our total grant for 2018/19 to £1,122,822.
11. Members are asked to approve the allocation of this additional sum to the Legible London project, which can fully utilise the funding in the current financial year.

Liveable Neighbourhoods

12. It is proposed that a Liveable Neighbourhood bid of £3.25 million be submitted to TfL to seek a contribution towards the costs of delivering transport and public realm improvements in the City Cluster. This bid will cover financial years up to 2022/23 and therefore go beyond the next LIP 3yr plan period. The City Cluster scheme is part of the DBE project review and will therefore be subject to further consideration

later this financial year by Resource Allocation Sub-Committee. Indicative amounts for the City Cluster scheme are in the region of £20m, including CIL, S106, S278.

Corporate & Strategic Implications

13. The use of TfL grants will support the delivery of the City of London Corporate Plan, and in particular the 'People are safe and feel safe' and 'We are digitally and physically well connected and responsive' priorities. The projects are also aligned with the draft Transport Strategy and the Department of Built Environment Business Plan.

Conclusion

14. The proposed 2019/20 Corridors, Neighbourhoods & Supporting Measures projects and Liveable Neighbourhood bid are in line with TfL guidance, the Mayor's Transport Strategy and corporate objectives and priorities.

15. The use of TfL grants for the 2019/20 financial year will provide an appropriate external funding source which will assist in limiting the City Corporation's financial outgoings.

16. All programmes funded by TfL grants must be completed within the 2019/20 financial year. City of London officers will monitor the expenditure of Transport for London grants to ensure funds are fully spent.

Appendices

- Appendix 1 – Summary of proposed 2019/20 Corridors, Neighbourhoods & Supporting Measures and Local Transport Initiatives projects

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Appendix 1: Summary of proposed 2019/20 Corridors, Neighbourhoods & Supporting Measures and Local Transport Initiatives projects

Local Transport Initiatives

City Cluster and Barbican & Golden Lane Zero Emission Zones

The draft Transport Strategy includes a proposal to establish local Zero Emission Zones covering the City Cluster and Barbican and Golden Lane estates. This funding will support the development of the Zero Emission Zones prior to implementation in following years. This will build on the proposals for emission related restrictions for Moor Lane within the existing Barbican Low Emission Neighbourhood. Further proposals for Beech Street also aim to address poor air quality, this scheme is part of the CoL funded programme of work which is not included in this draft document. (CoL funded programme will be included in final document after the Project Review has been undertaken).

Streets Accessibility Standard

Through working with residents, workers and access groups we will define an accessibility standard that goes above and beyond existing accessibility requirements. This ensures that people of all abilities who use our streets have an environment where they can travel comfortably and confidently.

Corridor, neighbourhoods & supporting measures

Healthy Streets minor schemes

Small-scale projects to support the delivery of Healthy Streets including implementing measures to increase priority for pedestrians, improve accessibility, and reduce road danger. Schemes will be identified throughout the year.

Legible London City-wide roll out

The replacement of existing wayfinding with Legible London was agreed at Streets and Walkways Sub-Committee on 24 November 2017. Legible London maps and signs were developed by Transport for London to make it easier for people to walk around London. They provide a consistent approach to wayfinding, with over 1,700 signs and maps already installed across the Capital.

Puddle Dock Pedestrian safety and route severance scheme*

Priority pedestrian route improvement and scheme to address severance and safety at Upper Thames Street, to access riverside. If not supported at project review stage can be diverted to similar scheme subject to usual approvals and agreement with TfL.

Mansion House Station environs.

Proposals include widening footways and accessibility improvements along with public realm. Improvements focused on Little Trinity Lane will deliver an enhanced green public space incorporating seating, lighting and noise and pollution mitigation measures.

100 Minorities public realm enhancements

Proposals include the formation of a brand new green public space to replace under-utilised carriageway space at Crescent, along with a new north-south walking route through the new development that will improve routes to the station and accessibility.

Road Danger Reduction campaigns, behaviour change and community engagement

This encompasses a series of campaigns, programmes and events to influence the attitudes of road users and initiate a change in culture to achieve reductions in the number of people killed and seriously injured on City streets. This will include undertaking attitudinal surveys annually and delivering the Be Brake Ready campaign aimed at drivers and riders.

Kerbside uses review

This review will look at all aspects of kerbside use, including loading activity for freight, taxi circulation and stopping and other parking activity. This review will enable us to identify the current inefficiencies, rationalise use, identify solutions to optimise the efficiency of kerbside for essential traffic, provide more space and infrastructure for people walking and cycling, and deter private motor vehicle trips. This will include using emerging technology for real time management of kerb space.

Lunchtime Streets

'Lunchtime Streets' are pilot timed closures in busy pedestrian environments during the lunchtime peak. St Mary Axe is an example where there is a high density of pedestrians at lunch, together with complaints about traffic and a history of injuries. This will be organised in summer 2019. The event will offer an opportunity to work with businesses in the area to improve the public realm and trial retiming and reduction of the number of vehicles. Further events in other local streets will be organised, with an objective of a rolling programme of at least three streets with this activity over the summer months by 2022