

Committee(s):	Date(s):
Resource Allocation Sub-Committee - for decision Planning and Transportation – for decision	17/10/2019 22/10/2019
Subject: Transport for London Funding: LIP Annual Spending Submission 2020/21 And Reallocation For 2019/20.	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.

It seeks approval for the projects that will be included in the City Corporation's 2020/21 Annual Spending Submission of £3.672m (see table 1 for details). These projects will help deliver the road safety, public realm and transport management objectives of current Local Implementation Plan and the Corporations Transport Strategy.

Members are asked to give the Director of the Built Environment delegated authority to approve reallocations of the 2020/21 Corridors and Neighbourhoods and Local Transport Initiatives grants of up to £100,000 within the financial year, across the programme. All reallocations will be subject to TfL approval.

For the current financial year 2019/20, it is requested to reallocate a total of £202,904 which is as a result of a projected underspend on some projects and earlier progress on others, as in table 3 in appendix 1.

Recommendations

Members are asked to:-

- Approve the projects to be included in the City Corporation's 2019/20 Annual Spending Submission of £3.672m, as set out in table 1 (paragraph 5 of the report).
- Authorise the Director of the Built Environment to approve reallocations of the 2020/21 Corridors and Neighbourhoods grant of up to £100,000 within the financial year.
- Approve reallocations within 2019/20 to a total of £202,904, as set out in table 3 (appendix 1).

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. In May this year the 3-year Local Implementation Plan for the City was submitted to TfL and approved.
2. Every year, TfL provides grants to the City under the *Corridors, Neighbourhoods and Supporting Measures*, *Local Transport Initiatives* and *Principal Road Maintenance* programme. This amount is confirmed at the beginning of each financial year.
3. For the 2020/21 financial year TfL will provide the following grants to the City of London, the amount allocated to the City and boroughs is determined on a formula:
 - A combined grant of £100,000 for Local Transport Initiatives and £867,000 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.
 - £105,000 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. This work within this 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 other discretionary streams of funding, through a bidding process:
 - Liveable Neighbourhoods programme for larger projects with a total cost of over £1 million. As a bid was awarded by TfL in 2019 the funding allocations are included in the table, with £1.15 million for 2020/21. Owing to the scale of this project it is also proceeding through the City's Gateway process separately.
 - For delivering the Central London Cycle network an allocation £1.4 million is included, this supports the network proposals set out in the City of London Transport Strategy.
 - A bid to support delivering the Zero Emission Zone in the City Cluster was also successful, receiving an award of funding from the Mayors Air Quality Fund. For 2020/21 this is £50,000.

2020/21 Annual Spending Submission

5. The proposed Annual Spending Submission for the 2020/21 TfL Corridors, Neighbourhoods and Supporting Measures and Local Transport Initiatives grants are set out in Table 1 below. The specific allocations for each project are in Table 2 in Appendix 1.

Table 1: Transport for London Grants for FY 2020/21	
LIP Programme	Amount (£)
Local Transport Initiatives	100,000
Corridor, Neighbourhoods & Supporting Measures	867,000
Principal Road Renewal	105,000
Liveable Neighbourhoods	1,150,000
Central London Cycling Grid	1,400,000
Mayors Air Quality Fund	50,000
TOTAL	3,672,000

6. These projects are in line with TfL's guidance, reflect the Mayor's Transport Strategy and the adopted City of London Transport Strategy. A brief description of each proposed project is provided in Appendix 2.
7. 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 (2020/21). Any individual project budget changes will still be subject to the usual project procedure gateway approvals.

2019/20 reallocations

8. In year reallocations are requested to a total of £202,904. These adjustments are set out in Table 3 in Appendix 1. All programmes funded by TfL grants must be completed within the financial year allocated, therefore reallocations to different projects within the same programme for 2019/20, allow officers to ensure funds are fully spent.

Corporate & Strategic Implications

9. 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 Transport Strategy and the Department of Built Environment Business Plan. Appendix 3 also sets out how the schemes fit with the Funding Prioritisation Criteria for capital spending as established by Policy and Resources Committee.

Conclusion

10. The proposed 2020/21 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.
11. The use of TfL grants for the 2020/21 financial year will provide an appropriate external funding source which will assist in limiting the City Corporation's financial outgoings.
12. All programmes funded by TfL grants must be completed within the financial year allocated, therefore reallocations to different projects within the same programme for 2019/20, allow officers to ensure funds are fully spent. Carry forward of funds across financial years is only permitted in exceptional circumstances.

Appendices

- Appendix 1 – Project funding allocations, tables 2 and 3.
- Appendix 2 – Summary of proposed 2020/21 Corridors, Neighbourhoods & Supporting Measures and Local Transport Initiatives projects
- Appendix 3 – Compliance with Funding Prioritisation Criteria as established by Policy and Resources Committee.

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Appendix 1: Project funding allocations, tables 2 and 3.

Table 2: Proposed Annual Spending Submission (ASS) for 2020/21	
	Proposed Allocation (£)
Local Transport Initiatives	
ZEZ City Cluster; Barbican/Golden Lane	50,000
City-wide 15mph – scheme development	50,000
Sub Total	100,000
Corridor, Neighbourhoods & Supporting Measures	
Healthy Streets minor schemes	130,000
Legible London City-wide Roll Out	257,000
Puddle Dock Pedestrian safety and route severance scheme	170,000
Mansion House Station walking and public realm improvements	60,000
100 Minorities public realm enhancements	40,000
Road Danger Reduction campaigns, behaviour change and community engagement	90,000
Lunchtime Streets	60,000
Thames Riverside Walkway – Globe View section	60,000
Sub total	867,000
Liveable Neighbourhoods	
City Cluster Scheme	1,150,000
Sub Total	1,150,000
Central London Cycling Grid	
City Cycleways Programme	1,400,000
Sub Total	1,400,000
Principal Road Renewal	105,000
Mayors Air Quality Fund	50,000
GRAND TOTAL	3,672,000

Table 3: Annual Spending Submission (ASS) and Reallocation for 2019/20 Transport for London Corridors and Neighbourhoods Programme and Local Transport Initiatives

	ASS allocated in December (£)	Carry Forward from 2018/19 (£)	Proposed Reallocation (£)	Revised Budget Required (£)
TOTALS	967,300	143,342	-	1,110,642
Local Transport Initiatives				
Barbican & Golden Lane ZEZ	25,000	-	-	25,000
City Cluster ZEZ	25,000	-	-	25,000
City of London Streets Accessibility Standard	50,000	-	-	50,000
Corridor, Neighbourhoods & Supporting Measures				
100 Minorities Public Realm Enhancements	100,000	40,957	(90,957)	50,000
Mansion House Station Public Realm Improvements	40,000	71,947	(71,947)	40,000
City Way Finding Legible London*	202,300	-	(20,000)	182,300
RDR campaigns, behaviour change & community engagement	90,000	-	100,000	190,000
Abchurch Lane junction with King William Street	-	11,585	9,000	20,585
Healthy Streets Minor Schemes	100,000	-	11,000	111,000
Puddle Dock Improvements	185,000	18,853	-	203,853
Kerbside Uses Review	110,000	-	(20,000)	90,000
Lunchtime Streets	40,000	-	-	40,000
RWE: Globe View Walkway	-	-	82,904	82,904
*The total proposed ASS in November was £980,000, but the approved ASS allocated in December was £967,300. Therefore, the difference was reduced from this scheme.				

Appendix 2: Summary of proposed 2020/21 Corridors, Neighbourhoods & Supporting Measures and Local Transport Initiatives projects

Local Transport Initiatives

City Cluster and Barbican & Golden Lane Zero Emission Zones

The 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. Further proposals for Beech Street also aim to address poor air quality, this scheme is part of the COL funded programme of work going through Gateway and Committee approvals as an individual project.

15mph speed limit

The City Transport Strategy included a proposal for 15 mph speed limit. This supports a new approach to delivering the Vision Zero for accident and casualties as set out by the Mayor's Transport Strategy.

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. Those in scheme development stage include:

- Gresham St, Old Jewry (2019/20)
- Basinghall/Gresham (2019/20)
- Creechurch Ln / Leadenhall Street (2020/21)
- Gresham street / Wood Street / Bread Street (2020/21)
- Old Broad Street, Tower 42 (2020/21)

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. The implementation of these has commenced in 2019 and will continue through to financial year 2020/21.

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 Minories 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.

Globeview Thameside Walkway

This project allows reinstatement of a public access footpath alongside the Thames. This has been severed by development. This is progressing in tandem with developer led elements to the scheme.

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.

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. These events were successful in St Mary Axe and Chancery Lane in 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

Appendix 3: Compliance with Funding Prioritisation Criteria as established by Policy and Resources Committee*.

The table below shows which of the schemes contribute to addressing two identified Corporate Risks, **CR20 is Road Safety** and **CR21 Air Quality**. All schemes meet one or more of the ‘essential scheme’** criteria, most meeting health and safety issues, and all spend identified in this report is fully reimbursable as Transport for London Annual Grant for Local Implementation Plan.

Table 4: Link to Funding Prioritisation Criteria		
	Essential scheme	Corporate Risk
Local Transport Initiatives		
ZEZ City Cluster; Barbican/Golden Lane	Y	CR21
City-wide 15mph – scheme development	Y	CR20
Corridor, Neighbourhoods & Supporting Measures		
Healthy Streets minor schemes	Y	CR20
Legible London City-wide Roll Out	Y	CR20
Puddle Dock Pedestrian safety and route severance scheme	Y	CR20, CR21
Mansion House Station walking and public realm improvements	Y	CR20
100 Minorities public realm enhancements	Y	CR20
Road Danger Reduction campaigns, behaviour change and community engagement	Y	CR20
Lunchtime Streets	Y	CR20, CR21
Thames Riverside Walkway – Globe View section	Y	CR20
Liveable Neighbourhoods		
City Cluster Scheme	Y	CR20, CR21
Central London Cycling Grid		
City Cycleways Programme	Y	CR20, CR21
Principal Road Renewal	Y	CR20
Mayors Air Quality Fund	Y	CR21

Note: Funding Prioritisation Criteria as established by Policy and Resources Committee* - as set out in memo 2020/21 Revenue Budgets and 2012/20 Revisions and Capital funding bids from 2020/21, 23 August 2019, Philip Gregory.

**Essential Scheme: Health and Safety Compliance, or Statutory Compliance, or Fully/substantially reimbursable, or Major Renewal of Income Generating Asset, or Spend to Save with a payback period within 5 years.