

Committee(s): Planning & Transportation Committee Resource Allocation Sub-Committee	Date(s): 02/06/20 08/06/20
Subject: TfL Local Implementation Plan funding - Covid-19 impacts	Public
Report of: Director of the Department of the Built Environment	For Information
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Summary

This report sets out the implications of changes to Transport for London's (TfL) funding for the Local Implementation Plan (LIP).

TfL wrote to London Authorities on the 18th May to notify that all spending under the current LIP programme should be paused, due to the financial constraints on TfL from reduced revenue and a need to reprioritise any spending to measures that will support social distancing requirements of people travelling around London as part of the Capital's Covid-19 recovery.

TfL have asked the Government for £45m of emergency funding to deliver social distancing projects. This funding is for the first six months of the financial year, up to September 2020. Negotiations for funding beyond this point are ongoing.

TfL will prioritise available funding for temporary interventions on London's streets that allocate greater space for walking and cycling, and help reduce the risk of infection from Covid-19.

City officers will submit requests for funding under the new guidance for the measures set out in 'City Streets: transportation response to support Covid-19 recovery.' report to Planning and Transportation Committee on the 14th May 2020 and Resource Allocation Sub Committee on the 26th May 2020.

The current LIP programme is now paused. The budget previously approved for 2020/21 was £1.27m, which includes Corridors & Neighbourhoods, and Liveable Neighbourhoods Programme. Any costs already incurred for financial year 2020/21 will be met by TfL, these are relatively low given the timing of the decision and that project delivery had halted in March 2020 due to Covid-19 restrictions. Previously agreed carry forward from 2019/20 is also included in the LIP pause on funding.

This will have implications for some elements of the City of London Transport Strategy programme for 2020/21, and recovery of staff time against those elements.

Recommendation(s)

Members are asked to note the report.

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 of London for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London. Every year, TfL provides grants to the City under the *Corridors, Neighbourhoods and Supporting Measures, Local Transport Initiatives* and *Principal Road Maintenance* programme.
2. The amount is confirmed at the beginning of each financial year. For 2020/21 financial year TfL had agreed to provide the following grants to the City of London Corporation, determined on a formula:

Table 1: Transport for London Grants for FY 2020/21 as agreed in January 2020

LIP Programme	Amount £
Local Transport Initiatives	100,000
Corridor, Neighbourhoods & Supporting Measures	867,000
Principal Road Renewal	105,000
Liveable Neighbourhoods	200,000
Central London Cycling Grid	TBC
Mayors Air Quality Fund	TBC

Current situation.

3. TfL wrote to London Authorities on the 18th May to notify that all spending under the LIP programme should be paused. TfL have asked the Department for Transport (DfT) for £45m of funding for the first six months of the financial year, to September 2020. This funding is ring-fenced for the delivery of temporary measures to enable social distancing, prioritise walking, cycling and public transport and support Covid-19 recovery. It may be possible for TfL to restart elements of the LIP Corridors programme, and other borough programmes for 2020/21, if they secure additional support from the DfT.
4. Guidance has been issued on how we should bid for funding for Covid-19 recovery measures. A funding request for Tier 1 streets, as outlined in the report to the 14 May Planning & Transportation Committee and 27 May Resource Allocation Sub Committee has been submitted. TfL are keen to ensure the process has a quick turnaround and City officers are in close contact with TfL.
5. The table below lists those schemes affected by the pausing of LIP funding. Some schemes may be able to proceed with background work if officer time allows but there is no assumption of claiming officer time from TfL.

6. Those we consider appropriate in light of the TfL guidance to meet the requirements under the London Streetspace Plan will be submitted to TfL in accordance with their guidance, which is likely to be after September 2020 as the initial focus is on temporary measures. Those schemes not progressed this year will be considered for funding in 2021/22, although there is no certainty that all schemes will, or should, be included as funding circumstances are unknown.
7. TfL has yet to confirm allocations for the development of discretionary funded items in 2020/21 under the programmes of Liveable Neighbourhoods, Cycleway Network Development (previously known as Quietways), and Bus Priority schemes. Funding for these items is also paused.

Table 2 TfL funded schemes for 2020/21 as approved January 2020

Local Transport Initiatives	Revised status June 2020
ZEZ City Cluster; Barbican/Golden Lane	Mixed funding (TfL, MAQF & EU) Although TfL funding is approximately 30% of the schemes, the Mayors Air Quality Fund (MAQF) and EU fund require match funding to implement. Some scheme development can be continued during 2020/21 where only officer time is required. Options for these schemes will be reviewed towards the end of 2020/21 looking at behaviour and traffic patterns as people and business respond to a return to the workplace. No formal indication has been received on the MAQF, and the EU project partners are seeking an extension period to complete the projects.
City-wide 15mph – scheme development	TfL funding 100% Funding is for implementation, some scheme development can be continued during 2020/21 including preparing the submission to the Department for Transport. TfL funding to be reviewed in September 2020.
Corridor, Neighbourhoods & Supporting Measures	
Healthy Streets minor schemes	TfL funding 100%. TfL funding represents 100% of project cost; project implementation on hold with immediate effect. Some scheme development, with officer time can be continued, and consideration of use of local risk budget if seen as a priority. Covid-19 recovery safety and social distancing schemes will help deliver the objectives of this programme in the short-

	term. TfL funding to be reviewed in September 2020.
Legible London City-wide Roll Out	Mixed funding (TfL, OSPR) Not affected, substantially complete and sufficient OSPR funding available.
Puddle Dock Pedestrian safety and route severance scheme	TfL funding 100% Currently on site - works on hold. Delivery of the highway works started in February 2020 and are on hold since March 2020. TfL funding represents 100% of this scheme. This scheme may be suitable for later rounds of Streetspace funding. Bid to be submitted later in 2020/21 subject to TfL guidance.
Mansion House Station walking and public realm improvements	Mixed Funding sources (S106 & TfL) Approaching gateway 5 TfL funding represents approximately 25% of project budget. Design development can continue in 2020 utilising S106 funds. However, TfL funds will be required to implement. Implementation therefore delayed until funding is confirmed. TfL funding to be reviewed in September 2020.
100 Minorities public realm enhancements	Mixed Funding sources (S106 & TfL) Approaching gateway 5 TfL funding represents approximately 20% of project budget. Design development can continue in 2020 utilising S106 funds. However, TfL funds will be required to implement the scheme. There is potential to utilise other S106 funds to replace the TfL funds, subject to Member's agreement. TfL funding to be reviewed in September 2020.
Thames Riverside Walkway – Globe View section	Mixed Funding sources (S106 & TfL) Approaching gateway 5 TfL funding represents approximately 35% of project budget. Design development can continue in 2020 utilising S106 funds. However, TfL funds will be required to implement. Implementation is therefore delayed until funding is confirmed. The implication is that this section of Riverside Walk will not be able to be opened in 2020

	as originally planned and will be delayed beyond the completion of the adjacent hotel development walkway. TfL funding to be reviewed in September 2020.
Road Danger Reduction campaigns, behaviour change and community engagement	<p>Mixed funding sources (Local Risk and TfL)</p> <p>The anticipated programme is on hold, incl. funding for Car Free Day. Local risk element will be prioritised to support Covid-19 recovery measures. TfL funding to be reviewed in September 2020.</p>
Lunchtime Streets	<p>TfL funding 100%</p> <p>Project on hold. TfL funding to be reviewed in September 2020</p>
Liveable Neighbourhoods	
City Cluster Scheme	<p>Mixed funding sources (TfL, S106)</p> <p>Some scheme development to functional traffic changes can continue including preparing baseline modelling. Option development will be paused until some evidence emerges from traffic patterns and behaviour during Covid-19 recovery.</p> <p>St Mary Axe Experimental traffic restrictions (Gateway 3/4 approved Feb 2020) are not affected by funding but are on hold pending practical consideration in light of Covid-19 recovery plans.</p> <p>A programme update report is being prepared for Committees that will re-set the delivery plan, following the deferred Capital bid for Phase 2, covering functional change to traffic management and public realm works.</p>

Central London Cycling Grid	
<p>City Cycleways Programme: Phase 2 and 3 – Sun St to Monument and Blackfriars to Aldgate</p>	<p>100% TfL funding. On hold</p> <p>The feasibility studies for these cycle routes are fully funded and 50% complete. Discussion in progress with TfL on reviewing studies and proposals given changing circumstances with Covid-19 recovery schemes being implemented.</p> <p>Study, designs and funding to be reviewed with TfL.</p>
<p>Cycle route Quietway 11 upgrade</p>	<p>100% TfL funding.</p> <p>Highways works commenced in March are 80% complete.</p> <p>Elements to the scheme have altered and issues report to come to Committee in July.</p> <p>Planning, project management and reporting to committee can continue with officer time only. TfL Funding to be reviewed in September 2020.</p>

Corporate & Strategic Implications

8. The pause on funding of these schemes has implications for delivering the City of London Transport Strategy in the immediate future. In the longer term the projects and initiatives delivered as part of the response to Covid-19 recovery may enable delivery of some elements of the Transport Strategy quicker than originally planned.
9. The transportation response to Covid-19 recovery supports the delivery of the following Corporate Plan outcomes:
 - People are safe and feel safe (1)
 - We are digitally and physically well-connected and responsive (9)
 - Our spaces are secure, resilient and well-maintained (12)

Implications

10. The requirement to pause on LIP funding has an impact on funding to the City of up to £1.27 million. This will also have an impact on staff cost recovery for those teams which were expecting to deliver these schemes in 2020/21. It is possible that some of this work can go ahead in the second half of 2020/21 depending on TfL funding and priorities and further approval. LIP funding makes up a proportion of the Transport Strategy programme which also has funds committed from developer contributions and other City Funds.

Conclusion

11. Funding from TfL is paused for all LIP programmes and projects. Work on transport and public realm projects with all or part TfL funding will only continue where considered appropriate, but with consideration to prevent abortive work and ensure that no unnecessary costs are incurred. Work on projects and schemes is also proceeding with caution to understand the emerging traffic/behaviour patterns where these are fundamental to any proposals.
12. Under current guidance from TfL there is no assumption that previous project amounts and total budget under these programmes will be available later in 2020/21 or 2021/22. Funding potential will be reviewed again and projects prioritised in September 2020, or when further guidance is received from TfL.

Background Papers:

Planning & Transportation 14th May 2020: City Streets: Transportation response to support Covid-19 recovery

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