

<p>Committee: Planning and Transportation Committee Resource Allocation Sub-Committee (for information only)</p>	<p>Date: 9 October 2012 13 December 2012</p>
<p>Subject: Allocation of Grants from Transport for London for the 2013/14 Financial Year</p>	<p>Public</p>
<p>Report of: The Director of the Built Environment</p>	<p>For Decision</p>
<p style="text-align: center;"><u>Summary</u></p> <p>This report sets out the two non-specific funding grants that Transport for London has made to the City of London for the 2013/14 financial year. These grants must deliver the Mayor’s transport objectives and the report recommends how resources should be allocated to do this in order to deliver the approved <i>City of London Local Implementation Plan 2011</i> in the 2013/14 financial year.</p> <p>A balanced set of proposals is set out covering five of the seven Local Implementation Plan programmes plus the new focus area of air quality. All of the proposals are deliverable within the 2013/14 financial year and the grants must be fully utilised by 31 March 2014. The recommendations about how the grants should be allocated are based, as in previous years, upon a process of prioritisation of potential projects that has been developed and agreed by the Highway and Planning Funds Group.</p> <p>Recommendation</p> <p>I RECOMMEND THAT your Committee approves the allocation of the two non-specific grants from Transport for London for the 2013/14 financial year set out in Table 1 of this report.</p>	

Main Report

Background

1. Transport for London is empowered by section 159(1) of the Greater London Authority Act 1999 (“the Act”) to give financial assistance to any

body or person in respect of expenditure incurred or to be incurred by that body or person in doing anything that in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. Transport for London uses this power to make annual grants to the City and the London boroughs to assist them in delivering projects that assist the Mayor of London in implementing his transport strategy.

Current Position

2. Transport for London makes a number of grants to the City, usually on an annual basis. These include grants for major schemes, renewal of principal roads, assessment and strengthening of bridges and projects that complement certain high-profile Mayoral initiatives such as cycle hire and cycle superhighways. These grants are for specific purposes and are only able to be used on the projects for which the grants are made. Your Committee is usually asked to approve expenditure of these grants on these projects when approving the funding arrangements for those projects (either in the normal annual resource allocation process or through *ad hoc* reporting). These grants for specific purposes therefore do not form part of this report.
3. For the 2013/14 financial year Transport for London has also made two non-specific grants to the City that are available to be spent on programmes and projects that serve to implement the Mayor's transport strategy.
4. The **corridors, neighbourhoods and supporting measures grant** is determined according to a formula that was developed by Transport for London in conjunction with London Councils and in consultation with the City and the London boroughs. The formula includes factors for bus reliability, bus patronage, casualties, vehicle delay, carbon dioxide emissions from transport and residential population weighted by indices of deprivation. The weighted residential population factor means that the City receives a relatively small grant compared to the London boroughs. The grant is £815,000 for the 2013/14 financial year.
5. The **local transport funding grant** is a fixed sum of £100,000 for the City and each London borough in the 2013/14 financial year.
6. There are two separate grants because of the separate ways in which they are calculated. Both must be used to implement the Mayor's transport strategy; subject to that constraint both can otherwise be used at the City's discretion, subject to approval by Transport for London.

7. In total therefore, the City has grants totalling £915,000 to implement the Mayor's transport strategy in the City in the 2013/14 financial year.
8. It is important for the City to consider how expending the Transport for London grants will deliver its approved Local Implementation Plan. Your officers consider that the allocation that this report sets out fully accords with the objectives and programmes of the Local Implementation Plan.

Proposals

9. It is proposed to expend these two grants as set out in Table 1 of this report (*below*). The proposed allocation of the grants is spread across five of the seven Local Implementation Plan programmes plus the new focus area of air quality. The two Local Implementation Plan programmes that are not allocated any grant are the highway maintenance programme and the transport planning programme.
10. The **highway maintenance programme** benefits from specific grants from Transport for London for the renewal of principal roads and the assessment and strengthening of bridges.
11. The **transport planning programme** will be entirely delivered using staff funded through the Director of the Built Environment's local risk budget. These staff will be contributing to the City's development management (town planning) processes (including post-approval processes such as assessing and approving travel plans and delivery and servicing plans). The transport planning programme may need to include some data collection work in the 2013/14 financial year in order to assist with setting priorities around traffic management and street design, but at this early stage it seems likely that this work will also be able to be contained within local risk resources.
12. As in previous years, it is proposed to allocate the two grants in accordance with the prioritisation process that was developed and agreed by the Highway and Planning Funds Group in July 2010. This process is set out in Appendix 1 to this report. It establishes the principle that the non-specific grants from Transport for London should only be used where specific or more constrained funding resources are not available. The application of this principle has meant that the highway maintenance programme, which benefits from specific grants for principal road maintenance, is not included with the allocation of the two non-specific grants.

13. The process also sets out three broad priority considerations:—
 - first priority: completion of committed projects
 - second priority: non-committed projects likely to attract match funding
 - third priority: non-committed projects unlikely to attract match funding
14. All committed projects in the 2013/14 financial year, costing in total £540,000, are able to be funded. This allows consideration to be given to those projects where match funding is available. All match-funded activity and projects in the 2013/14 financial year, costing in total £220,000, are able to be funded. This allows £155,000 of the grants to be allocated to non-committed activity and projects in the 2013/14 financial year.
15. Selection of the items to be funded has been made with the intention to provide a balanced portfolio that delivers appropriately against each programme within the approved Local Implementation Plan (with the two exceptions set out at paragraphs 9–11 *above*). The proposed allocation is therefore in full accordance with the approved Local Implementation Plan.
16. Given the prioritisation criteria set out *above* the proposed allocation is as follows:—

- i. **Cycling Revolution Programme**

In the 2013/14 financial year this programme will continue to provide **high quality cycling routes, two-way cycling and other cycling improvements**. The City has an extensive network of cycle routes and local cycle links, although these are incomplete on the ground and are generally not signed. Priorities for intervention in 2013/14 will be given to the strategic routes, in particular routes 0, 10, 38 and 39. There may also be opportunities to improve routes or links identified as priorities by users. On-street works will be undertaken as well as feasibility and investigative studies to determine the most suitable proposals to take forward.

Reinstatement of further streets to two-way working for cyclists will deliver approximately 12 more streets where cyclists can ride in either direction and preparatory work will be undertaken to allow further streets to be converted to 2-way working in future financial years. In addition, advanced stop lines will be installed at all junctions; more on-street cycle parking will be installed when opportunities become available; some cycle route signage may be introduced prior to a comprehensive Central London-wide cycle route signing system being agreed among the Central London local authorities; and some cycle lanes not on routes or links may be introduced if there is a clear need.

There may also be opportunities for cyclists to suggest additional small-scale improvements.

This activity is considered to be essential because of the potential for reducing cyclist casualties and its importance to City stakeholders. In terms of casualty reduction targets, it will obviously focus on cyclist casualties, particularly avoiding fatal and serious casualties.

The cycling revolution programme will continue into future financial years.

ii. Road Danger Reduction Programme

In the 2013/14 financial year this programme will continue to implement the *Road Danger Reduction Plan* through **road safety education, training and publicity** activity. The *Road Danger Reduction Plan* will be the primary strategic document setting out the City's plans for casualty reduction. Analysis of collision and casualty locations, types and causation factors will have been completed in the 2012/13 financial year as part of preparing the *Road Danger Reduction Plan* so this aspect will not require funding in 2013/14.

The education, training and publicity activity is considered to be essential as it will form a key part of implementation of the *Road Danger Reduction Plan*. The focus of the *Road Danger Reduction Plan* and the education, training and publicity activity in 2013/14 and in future financial years will be on avoiding fatal and serious casualties, particularly among vulnerable road users (pedestrians, cyclists and motor cyclists). Appendix 2 to this report sets out the Local Implementation Plan's summary of the planned road safety education, training and publicity activity.

The road danger reduction programme will continue into future financial years.

iii. Streets as Places Programme

In the 2013/14 financial year this programme will continue to deliver the green corridors project and will commence work on strategic walking routes.

The **green corridors** project is in its third and final year. Planting of between 15 and 20 street trees across the City is planned for the 2013/14 financial year.

The strategic **walking routes** will target improvements on routes to and from stations and, in particular, on routes that complement the significant work to both enhance and relieve the pressure upon Bank junction. Enhancements to these routes will include widened footways and sections of raised carriageway in order to make streets easier to cross. Lighting will also be improved and more greenery introduced where this is appropriate. In terms of casualty reduction targets, the walking routes will obviously focus on pedestrian casualties, particularly avoiding fatal and serious casualties.

The streets as places programme will continue into future financial years.

iv. Traffic Management Programme

In the 2013/14 financial year this programme will address a range of priorities. It will continue to provide **tactile paving and accessibility measures**. There are some 60 locations across the City where amendments to tactile paving are required. This primarily consists of removing tactile paving at dropped kerbs, but also adding or amending tactile paving at some pedestrian crossings where it is missing or incorrectly laid. The City of London Access Group has carried out numerous street audits across the City and this process has identified various locations where improvements are required to provide a more inclusive street environment. The interventions required are primarily amendments to levels and the removal of obstructions, but includes some other infrastructure changes to aid mobility.

The programme will continue to provide **lining corrections** across the City. The yellow lines indicating waiting prohibitions are not consistent throughout the City. There is a mixture of 50 mm, 75 mm and 100 mm lines in a variety of shades of yellow. It is intended to standardise this to a consistent format of 50 mm lines in the light yellow shade called deep cream.

The programme will provide two **informal crossings**, at Fenchurch Street and Eastcheap, to cater for additional crossing demand generated by the Plantation Place development.

The programme will also include three studies to formulate future programmes of work: a City-wide **signage removal/relocation study**; a **courtesy crossings study** to formulate a programme for implementing in the most efficient manner the 57 sites across the City

that could benefit from the provision of courtesy crossings; and a **study of Newgate Street gyratory removal**.

The tactile paving and accessibility measures are considered to be essential to meet the needs of people with disabilities. In terms of casualty reduction targets, the tactile paving and accessibility measures, informal crossings and courtesy crossings study will focus on pedestrian casualties, particularly avoiding fatal and serious casualties. The study of Newgate Street gyratory removal will focus on avoiding fatal and serious casualties, particularly among vulnerable road users (pedestrians, cyclists and motor cyclists).

The traffic management programme will continue into future financial years.

v. Travel Behaviour Programme

In the 2013/14 financial year this programme will continue to deliver **travel behaviour education, training and publicity** through campaigns and promotions such as London Underline, Use Your Energy Wisely and All Change Please and will again focus activity around Bike Week, European Mobility Week, Walk to Work Week and Walk to School Week.

This activity is considered to be advisable given its potential to avoid expenditure on more costly engineering interventions through changing road users' behaviour. It deals with general issues of travel behaviour but has a strong emphasis on walking and cycling, which supports road danger reduction for pedestrians and cyclists and the pedestrian and cyclist casualty reduction targets, particularly avoiding fatal and serious casualties.

The travel behaviour programme will continue into future financial years.

vi. Air Quality

In the 2013/14 financial year this new programme of work will address **emissions from taxis and air quality around Sir John Cass's Foundation Primary School**. Emissions from taxis will be tackled through looking, City-wide, at locations for providing new or relocating existing taxi ranks and encouraging passengers to hire taxis from ranks rather than hailing taxis that are plying for hire. This work

will be done in conjunction with the taxi drivers' associations and clubs, the City of London Police and Transport for London.

The emissions from taxis work will cost £52,000 but this is being 50% match funded by the Department for Environment, Food and Rural Affairs (DEFRA) and so only £26,000 is required from the Transport for London grant. The air quality around Sir John Cass's Foundation Primary School will cost approximately £50,000 but this is being 50% match funded by the Greater London Authority and so only £25,000 is required from the Transport for London grant.

These activities are considered to be essential as the significance of the impacts of London's very poor air quality on health, particularly children's health and lung development, becomes ever clearer.

Work on improving air quality will continue into future financial years.

17. Table 1 *overleaf* sets out a summary of the proposed allocation of the non-specific Transport for London grants for the 2013/14 financial year.

Table 1: Proposed Allocation of the Non-Specific Grants from Transport for London for the 2013/14 Financial Year

Crosscutting Theme	Casualty Target Group(s)	Local Implementation Plan Programme	Item	Amount
collision reduction	cyclists	cycling revolution	high quality cycling routes, two-way cycling and other cycling improvements	£175,000
collision reduction	vulnerable road users*	road danger reduction	road safety education, training and publicity	£80,000
collision reduction	pedestrians	streets as places	walking routes	£169,000
collision reduction	pedestrians	traffic management	tactile paving and accessibility measures	£45,000
collision reduction	pedestrians	traffic management	informal crossings	£30,000
collision reduction	pedestrians and cyclists	travel behaviour	travel behaviour education, training and publicity†	£100,000†
environment	not applicable	air quality‡	emissions from taxis§	£26,000§
environment	not applicable	air quality‡	air quality around Sir John Cass's Foundation Primary School	£25,000
environment	not applicable	streets as places	green corridors	£100,000
environment	not applicable	traffic management	lining corrections	£40,000
planning	not applicable	traffic management	signage removal/relocation study	£40,000
planning	pedestrians	traffic management	courtesy crossings study	£40,000
planning	vulnerable road users*	traffic management	study of Newgate Street gyratory removal	£45,000
TOTAL:				£915,000

* "Vulnerable road users" are defined for this purpose as pedestrians, cyclists and motor cyclists.

† The travel behaviour education, training and publicity will be funded from the local transport funding grant. The other items will be funded from the corridors, neighbourhoods and supporting measures grant.

‡ Air quality is not a programme within the Local Implementation Plan, but rather a new area of work.

§ Match funded 50% by the Department for Environment, Food and Rural Affairs (i.e., a matching grant of £26,000 is available).

|| Match funded 50% by the Greater London Authority (i.e., a matching grant of £25,000 is available).

Financial Implications

18. Although there is considerable flexibility in the allocation of the two non-specific grants from Transport for London, the principal stipulation being that the expenditure involved serves to implement the Mayor's transport strategy, all expenditure funded from the 2013/14 grants must be completed within that financial year. Officers will monitor expenditure and adjust the elements, as necessary, to maximise the use of the funding.

Legal Implications

19. The financial assistance that Transport for London may give to the City includes in particular assistance in respect of any expenditure incurred or to be incurred by the City in discharging any function as a highway authority or a traffic authority (section 159(3) of the Act). In deciding whether to give financial assistance to the City, and if so the amount or nature of any such assistance, Transport for London may have regard to any financial assistance or financial authorisation previously given to the City and the use made by the City of any such assistance or authorisation (section 159(4) of the Act).
20. Financial assistance may be given subject to such conditions as Transport for London considers appropriate, including conditions for repayment in whole or in part in specified conditions (section 159(6) of the Act). Transport for London has published general conditions for expenditure of the financial assistance that it provides that the City must follow. These general conditions relate to factors such as the expenditure serving to implement the Mayor's transport strategy and the removal of infrastructure previously funded (in whole or in part) by Transport for London being undertaken only with Transport for London's agreement.
21. In carrying out its highway and traffic functions the City Corporation must have regard, *inter alia*, to its duty to assert and protect the rights of the public to the use and enjoyment of the City's highways (section 130 of the Highways Act 1980); its duty to secure the expeditious, convenient and safe movement of traffic having regard to any effect on amenities (section 122 of the Road Traffic Regulation Act 1984); its duty to co-ordinate the execution of works of all kinds (including works for road purposes) (section 59 of the New Roads and Street Works Act 1991); and its duty to secure the efficient use of the road network avoiding congestion and disruption (section 16 of the Traffic Management Act 2004).

Strategic Implications

22. Expenditure of the grants provided by Transport for London on the projects set out in this report will allow them to be implemented, which will assist in delivering five of the seven programmes within the *City of London Local Implementation Plan 2011* plus the new focus area of air quality and in delivering *The City Together Strategy: The Heart of a World Class City 2008–2014* (the City's sustainable community strategy). Within *The City Together Strategy* the projects will particularly deliver on the themes of *protecting, promoting and enhancing our environment and creating a safer and stronger City*.

Conclusion

23. This report sets out the two grants that Transport for London has made to the City for the 2013/14 financial year that are not tied to specific purposes and recommends how these grants should be allocated.

Appendices:

1. Prioritisation Process
2. Road Safety Education, Training and Publicity (Example Activity)

Background Papers:

- Greater London Authority Act 1999
- The Mayor of London's transport strategy
- *City of London Local Implementation Plan 2011*
- *The City Together Strategy: The Heart of a World Class City 2008–2014*

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Appendix 1: Prioritisation Process

- i. The Highway and Planning Funds Group agreed a principle that projects should only be funded from the non-specific grants from Transport for London if they could not be funded (or at least not fully funded) from more constrained sources of funding such as major schemes grants from Transport for London, maintenance grants from Transport for London, the Bridge House Estates, voluntary contributions for enhancements from City firms and contributions from City firms for enhancements as a *quid pro quo* for on-street security measures. This is to ensure that flexible sources of funding, such as these non-specific grants, are not fully committed on projects that may have alternative sources of funding available.
- ii. For example, the effect of this principle is that maintenance of principal roads should only be funded from these non-specific grants if there is no relevant principal road maintenance grant from Transport for London or if there is but it is fully committed. Similarly, the non-specific grants should not be used for strengthening highway structures if Transport for London has made a maintenance grant for that purpose and that grant is not fully committed.
- iii. The Highway and Planning Funds Group also recognised that this principle, though important, would be insufficient for prioritising the projects to recommend to your Committee as being funded (in whole or in part) from the two non-specific grants from Transport for London and, as a result, it also adopted a further three-stage process of prioritising projects.
- iv. This process is that, firstly, all **projects that are committed** be prioritised over those that are uncommitted. This recognises that projects that your Committee has approved (either directly or via a delegation) should proceed unless there are very good specific reasons for them not to, and that they should be prioritised over those projects that your Committee has not yet considered.
- v. Secondly, projects within both of these two broad groups of committed and uncommitted projects should be ranked as *essential, advisable or desirable*. For committed projects, this ranking will have been approved by your Committee through the project approval process. For uncommitted projects the ranking will be that set out or to be set out in the report to be submitted to your Committee. It will therefore be agreed between the Town Clerk, the Chamberlain and the Director of the Built Environment.
- vi. Thirdly, projects within these six groups of committed and uncommitted *essential, advisable and desirable* projects should be further ranked

according to whether or not the commitment of funding from the grants from Transport for London would serve to **bring in match funding** from a third party, with projects with scope for match funding being ranked above those with little or no potential for this.

- vii. These three factors establish a matrix of twelve ranked groups of projects, which serve to establish priorities to recommend to your Committee, and this process has been followed in determining the projects recommended for funding as set out in Table 1 of the main report.

Appendix 2: Road Safety Education, Training and Publicity (Example Activity)

- i. City Corporation road danger reduction campaigns including speeding, winter driving, Christmas drink driving, pedestrians exiting railway stations and tourists at Saint Paul's Cathedral and Tower Bridge.
- ii. European Traffic Police Network (TISPOL) road danger reduction campaigns including speeding, drink driving, drug driving and seatbelts.
- iii. Road safety, cycling and pedestrian training at the City's schools (the Charterhouse Square School, the City of London School, the City of London School for Girls, Saint Paul's Cathedral School and Sir John Cass's Foundation Primary School), including Family Day, Happy Feet, City Citizen and the road safety theatre show.
- iv. Road danger reduction exhibitions at City businesses, including BNP Paribas, J. P. Morgan, Linklaters and Standard Chartered and in multi-tenanted buildings such as 160 Queen Victoria Street.
- v. Presentations on safer cycling, including to residents of the Barbican Estate.
- vi. Road danger reduction training, including the Exchanging Places swaps for lorry drivers and cyclists and the light goods vehicle/cycle training course.
- vii. Assessments of City Corporation drivers including those at the City of London School and at Tower Bridge and in Cleansing Services and the Libraries Division.
- viii. Educative enforcement of road traffic offences by the City of London Police.
- ix. Publicity about road danger reduction at City Corporation events including the Lord Mayor's Show, the City's Bike Week events, the City Green Day and the City Corporation's Bicycle User Group meetings.
- x. Publicity about road danger reduction in the City at third-party events including Brake child road safety week, the Caring Driver event, the Condor Cycles cycle exhibition, the cycle hire safety day, the Cycle Show, the Dowgate Fire Station safety event, the London Marathon, the London Nocturne, the Race for Life and the London Sky Ride.

- xi. Participation in Transport for London road danger reduction campaigns including bus advertising.
- xii. Road testing of new City Corporation vehicles, including new electric vehicles for the City's schools.