

Committee: Planning and Transportation Committee	Date: 23 June 2015
Subject: Transport for London Grants for the 2015/16 Financial Year	Public
Report of: Director of the Built Environment Director of Markets and Consumer Protection	For Decision
Summary	
<p>Transport for London will make two non-specific grants to the City in the 2015/16 financial year. These two grants total £1,024,000. They must be expended only on projects that serve to deliver the Mayor of London's Transport Strategy. This report proposes how these grants be allocated. All projects will be led on either by the Department of the Built Environment or the Department of Markets and Consumer Protection.</p> <p>This report also sets out the other grants that Transport for London will make to the City for specific purposes in the 2015/16 financial year that are known to date. These total £1,648,500. These grants cannot be used for any purposes other than those for which they have been made, for example, principal road maintenance, bridge strengthening and major schemes such as the Aldgate highway changes and public realm improvements project.</p> <p>The report also provides a summary of how the Transport for London grants, both specific and non-specific, for the City in the 2014/15 financial year were used.</p>	
Recommendation	
<p>The recommendation is that your Committee:</p> <ul style="list-style-type: none"> • notes the grants that Transport for London will make to the City for specific purposes set out in table 1 to this report; and • approves the allocations of the non-specific grants set out in table 2 to this report and that these be submitted for approval by Transport for London. 	

Main Report

Funding Empowerment

1. Transport for London is empowered by section 159 of the Greater London Authority Act 1999 to give grants in respect of expenditure incurred by the City of London 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.

2015/16 Specific Grants

2. Under this provision, Transport for London will, in the 2015/16 financial year, make the specific grants to the City set out in table 1 *below*.

Table 1: Specific Transport for London Grants in the 2015/16 Financial Year	
Project/Purpose	Grant
Major Schemes:	
Aldgate Highway Changes and Public Realm Improvements Project	£1 400 000
Infrastructure Maintenance:	
Principal Road Maintenance	£134 000
Bridge Assessment and Strengthening Works	£28 000
Skills:	
Staff Training	to be determined
Borough Cycling Programme projects:	
Staffing (borough cycling programme)	£45 000
Cycle Parking	£25 000
Cycle Training Adults and Children	£12 500
Certificate of Professional Competence (CPC) Safer Urban Driver Training	£4 000

3. Transport for London may possibly also make grants for one or more other major schemes (which are defined as schemes of a value of £1 million or more). The City has a number of applications in place for major schemes in addition to the Aldgate highway changes and public realm improvements project, these include Fleet Street enhancement, Bank junction and the Museum of London gyratory, and Transport for London may fund one or more of these major schemes in future financial years. The City may also receive funding for some other specific projects that are of particular importance to the Mayor of London or Transport for London (such as projects related to the Mayor's Vision for Cycling in London, e.g., cycle superhighways, cycle quietways or the cycle hire scheme).
4. All of these grants can only be used for the specific projects and purposes for which Transport for London has made them. If the City is unable to expend the grant for that specific project or purpose this money will be lost to the City.
5. In addition to specific grants, Transport for London will also make two non-specific grants to the City in the 2015/16 financial year. These are the Corridors, Neighbourhoods and Supporting Measures Grant, which is £924 000, and the Local Transport Funding Grant, which is £100 000. These two grants total £1.024 million (which is the same as the non-specific grant monies made available to the City by Transport for London in the 2014/15 financial year).

6. These two grants must be expended only on projects and for purposes that serve to deliver the Mayor of London's Transport Strategy. The only difference between the two non-specific grants relates to internal Transport for London administration. Transport for London assesses the City's spending plans for both of the non-specific grants and makes a determination that the City's proposals for use of the non-specific grants serve, in its opinion, to deliver the Mayor's Transport Strategy. The City has an excellent track record in this respect and Transport for London has never refused to approve any of the City's spending plans for the non-specific grants.
7. For the 2015/16 financial year, the recommendation is that the City allocates the £1.024 million of non-specific grant money from Transport for London as set out in table 2 *below*.

Table 2: Proposed Allocation of the Non-Specific Transport for London Grants in the 2015/16 Financial Year	
Proposed Project	Proposed Allocation
Bank Area Enhancement Strategy (Fishmongers' Hall Wharf ramp)	£279 000
Throgmorton Street/Bartholomew Lane (Austin Friars)	£196 060
City of London Pedestrian Model	£150 000
Bank Area Enhancement Strategy (Birchin Lane)	£82 500
Road Safety Education, Training and Publicity	£60 000
City of London Walkable World Cities Conference	£53 440
Road Safety Investigations	£50 000
Dropped Kerbs and Access Improvements	£40 000
City of London Freight Strategy	£30 000
Riverside Walk Enhancement Strategy (Glove View walkway)	£20 000
Nitrogen Dioxide (NO ₂) Analysers	£20 000
Air Quality Measures Assessment	£20 000
20 mph Speed Limit Data Collection	£15 000
Dr Bike Cycle Maintenance Sessions	£8 000
total	£1 024 000

8. Table 3 to this report (located at the end for ease of reference) provides additional information on each of these projects, including its location, its proposed objectives and information about any previous consideration of the project by your committee(s).

2014/15 Specific and Non-Specific Grants

9. Table 4 (located at the end for ease of reference) shows a summary of the projects delivered in 2014/15 from the £9.1m specific and non-specific grants and provides Members with a sense of scale and volume of work City officers have been responsible for delivering.

Corporate and Strategic Implications

10. Expenditure of the specific and non-specific grants from Transport for London on the projects set out in tables 1 and 2 above would serve to deliver the relevant parts of the business plans of the Department of the Built Environment and the Department of Markets and Consumer Protection, which in turn would serve to deliver part of the Corporate Plan.

Other Implications

11. Expenditure of the specific and non-specific grants from Transport for London on the projects set out in tables 1 and 2 above would serve to somewhat reduce the City's financial outgoings by making appropriate use of available external funding sources.

Conclusion

12. Transport for London will make specific and non-specific grants to the City in the 2015/16 financial year. It is recommended that the City allocates the £1.024 million of non-specific grant money as set out in table 2 above.

Appendices

none

Craig Stansfield

Acting Transportation Strategy Manager and Acting Team Leader, Development
Department of the Built Environment

telephone: 020 7332 1702

e-mail: craig.stansfield@cityoflondon.gov.uk

Proposed Project/Project Details	Proposed Allocation
Riverside Walk Enhancement Strategy (Fishmongers' Hall Wharf ramp)	£279 000
A high-priority project of the adopted Riverside Walk Enhancement Strategy. It will provide an accessible connexion at this currently inaccessible section of the Riverside Walkway. The project has committee approval at gateway 4 and approval at gateway 5 will be sought in July 2015.	
Throgmorton Street/Bartholomew Lane (Austin Friars)	£196 060
The Bank Area Enhancement Strategy identifies Austin Friars as one of its high priority projects, supporting the east-west movement of pedestrians along alternative routes to 'by-pass' Bank Junction. The enhancement works consist of re-paving the footways in Austin Friars, raising the carriageway to footway level, enhancing the soft landscaping, providing new seating and installing new energy efficient lighting.	

This proposed allocation was previously approved by Members in February 2015.	
City of London Pedestrian Model	£150 000
A computer model of pedestrian movement throughout the City. The model will aid with long-term planning of the City's streets and places and be used both as a development management tool to assist in evaluating the impacts of major new developments and a tool to identify areas of potential pedestrian road danger.	
Bank Area Enhancement Strategy (Birchin Lane)	£82 500
A high-priority project of the adopted Bank Area Enhancement Strategy. It will provide an improved and accessible walking route with timed access for vehicle servicing. The project has committee approval at gateway 5 and works are to start on site in June 2015. The project benefitted from Transport for London grant funding in the 2014/15 financial year.	
Road Safety Education, Training and Publicity	£60 000
We have a statutory duty (Road Traffic Act 1988, section 39) to carry out road safety education, training and publicity. A programme of road safety education to all City schools will be delivered over 2015/16, including pedestrian and cycle training. A programme of road safety publicity campaigns and other awareness interventions to vulnerable road users, City businesses, residents will be implemented over 2015/16.	
City of London Walkable World Cities Conference	£53 440
A City of London-hosted conference on walkability and the quality of the pedestrian experience, probably including international comparisons along with London. It may involve corporate and voluntary sector partners.	
Road Safety Investigations	£50 000
Investigating locations of high injury collision rates across the City and/or implementing measures to improve road safety. This is directly link to the Road Danger Reduction Plan.	
Dropped Kerbs and Access Improvements	£40 000
There are many locations across the City which is not fully accessible to pedestrians, in particularly those with mobility impairments. Measures such as new dropped kerbs, adjustments to existing ones, removal of obstruction, new crossings and other minor measures will be implemented to improve the accessibility of the City's streets.	
City of London Freight Strategy	£30 000
Identification of options for managing deliveries and freight activities in collaboration with City businesses in order to reduce the impact of heavy vehicles on the City's streets during the periods when pedestrian and cyclist flows are at their highest. Measures such as consolidation centres and timed-delivery areas will be investigated. The results of this work will feed into the City's freight strategy.	
Riverside Walk Enhancement Strategy (Glove View walkway)	£20 000
A high-priority project of the adopted Riverside Walk Enhancement Strategy. It will complete and open up the Riverside Walk at Globe View. Works are to be coordinated with the adjacent hotel development. The project has committee approval at gateway 3. The project benefitted from Transport for London grant funding in the 2014/15 financial year. The funding in the 2015/16 financial year is required to develop the design and to consult neighbours. This funding will enable the project to be taken to Gateway 4.	
Nitrogen Dioxide (NO₂) Analysers	£20 000
The purchase of small portable analysers that measure the concentration of NO ₂ in the air. The analysers are battery operated and can be fixed to posts so they can be	

<p>moved around the City to different locations as the need arises. The City is an air quality management area for NO₂. The main source is motor vehicle traffic. The City Corporation has a statutory obligation to implement actions to reduce NO₂ concentrations as health-based targets are not being met. The analysers will be used to measure the effect on local NO₂ levels of traffic management and urban realm schemes. This will assess the impact of the particular measure and compliance with the legal limit values.</p>	
Air Quality Measures Assessment	£20 000
<p>Improving air quality in the City is the responsibility of both the Mayor of London and the City Corporation. The Mayor is implementing a range of measures such as the ultra-low emission zone, reducing emissions from the taxi fleet and cleaning up London's buses. The Draft Air Quality Strategy 2015 contains an action to assess what additional actions will be required, both locally and London wide, to meet the limit value for nitrogen dioxide (NO₂) once the Mayor's schemes have been implemented. This work will be carried out by Policy Exchange, who will recommend a range of different scenarios that could be implemented to meet the air quality targets.</p>	
20 mph Speed Limit Data Collection	£15 000
<p>Collection of comprehensive City-wide traffic speed data to assess the effectiveness of the implementation of the 20 mph speed limit across the City and drivers' compliance with it.</p>	
Dr Bike Cycle Maintenance Sessions	£8 000
<p>Continuation of the successful free basic cycle maintenance sessions held fortnightly on the shared space on Queen Street to keep cyclists' bicycles roadworthy and keep City workers and residents cycling. Small mechanical faults are a significant reason for people stopping cycling or getting out of the habit of commuting by bicycle.</p>	

Table 4

SUMMARY TABLE OF 2014/15 FUNDED PROJECTS

TfL Summary Report for FY 14/15

		Allocation (£)	Full Year Value of Work Done (£)
Borough Overall Total		9,135,000	9,134,260
Programme	Project		
Borough Cycling Programme (BCP) Total		191,500	191,500
BCP CYCLE PARKING	BCP Cycle Parking - Installation of new cycle parking facilities both on-street and off-street	132,500	132,500
BCP CYCLE TRAINING ADULTS AND CHILDREN	Subsidisation of Bikeability training at levels 1, 2 and 3 to give City workers, residents and students the confidence to cycle in Central London conditions.	10,000	10,000

BCP CPC SAFER URBAN DRIVER TRAINING	Certificate of Professional Competence training of drivers in urban conditions to improve safety for vulnerable road users.	4,000	4,000
BCP STAFFING	Salary and on-costs for an additional member of staff to focus on delivering the City's Road Danger Reduction Programme.	45,000	45,000
Borough Support - Staff Training Total		19,000	19,000
CITY OF LONDON STAFF TRAINING FY 14/15	Various short-duration training courses for members of City staff and sponsorship for a longer degree course (MSc in transport planning).	19,000	19,000
Bridge Assessment & Strengthening Total		50,000	50,000
NOBEL STREET RETAINING WALL	Nobel Street Retaining Wall	30,000	30,000
ST BOTOLPHS STREET SUBWAY	St Botolphs Street subway	20,000	20,000
Central London Cycling Grid Total		207,000	207,000
CENTRAL LONDON GRID SEED FUNDING	Staff time on developing the City's response to the <i>Mayor's Vision for Cycling in London</i> , particularly in designing the Central London grid in the City.	20,000	20,000
ROUTE 4 - WEST SMITHFIELD & BARBICAN	Cycling grid: Route 4—West Smithfield and Barbican.	93,000	93,000
ROUTE 6 - WOOD STREET	Cycling grid: Route 6—Wood Street.	20,000	20,000
WISLON STREET TO ALDGATE HIGH STREET	Cycling grid: Wilson Street to Aldgate High Street.	66,000	66,000
BYWARD STREET TO MIDDLESEX STREET	Cycling grid: Byward Street to Middlesex Street.	8,000	8,000
Core Funding Total		150,000	150,000
CENTRAL LONDON SUB-REGION CORE FUNDING	Central London Sub-Region transport partnership staffing, administration and projects.	150,000	150,000
Corridors Total		971,500	970,760
TWO-WAY CYCLING	Two Way Cycling - Installation of cycle infrastructure measures providing cyclists the opportunity to avoid busier and more dangerous streets. Cyclists can now cycle in the contra-flow direction in most of the City's one-way streets.	87,500	87,500
PEDESTRIAN MODEL	Scoping of a computer model of pedestrian flows around the City.	20,000	20,000
DROPPED KERB WORKS/INFORMAL CROSSINGS	Dropped Kerb Works/Informal Crossings - Footway drop kerb improvements to enhance carriageway crossing accessibility.	50,000	50,000
STREETS AS PLACES AND TRAFFIC MANAGEMENT	<i>Riverside Walk Enhancement Strategy</i> : Fishmongers' Hall Wharf ramp project development.	10,000	10,000
STREETS AS PLACES AND TRAFFIC MANAGEMENT	<i>Bank Area Enhancement Strategy</i> : Bank by-pass walking routes.	150,000	150,000
STREETS AS PLACES AND TRAFFIC MANAGEMENT	Scoping study of the potential for courtesy crossings of side streets across the City in order to reduce road dangers and enhance pedestrian priority.	136,000	136,000
STREETS AS PLACES AND TRAFFIC MANAGEMENT	Implementation of two courtesy crossings to reduce road dangers and enhance pedestrian priority.	50,000	50,000
CITY-WIDE 20 MPH SPEED LIMIT	Implementation of a City-wide 20 mph speed limit to reduce road traffic casualties, particularly for vulnerable road users.	178,000	178,000
CLFQP: KERBSIDE CONFLICTS PROJECT	Central London Freight Quality Partnership kerbside conflicts study (Kentish Town Road).	9,000	8,260

ST ANDREWS HOLBORN CHURCH GARDEN	Saint Andrew Holborn church garden enhancements and access improvements.	100,000	100,000
QUEENHITHE MOSAIC	<i>Riverside Walk Enhancement Strategy</i> : Queenhithe river wall mosaic subsidy.	50,000	50,000
MUSEUM OF LONDON/ST PAULS GYRATORY	Museum of London Gyratory - transformation of streets and urban realm by reintroducing two way traffic. Project spans a number of different programmes including Better Junctions, Cultural Hub urban realm and Concert Hall site	66,000	66,000
201 BISHOPSGATE PHASE III	201 Bishopsgate Ph 3 - Appold Street/Primrose Street Junction Improvements	36,000	36,000
LUDGATE HILL CROSSING	Light-controlled pedestrian crossing of Saint Paul's Churchyard at its junction with Ludgate Hill (zebra crossing conversion).	25,000	25,000
BILLINGSGATE MARKET RE-PAVING		4,000	4,000
Local Transport Funding Total		100,000	100,000
EDUCATION, TRAINING AND PUBLICITY	Travel Behaviour: Education, training and publicity. A programme of road safety education to all City schools will be delivered over 2015/16, including pedestrian and cycle training. A programme of road safety publicity campaigns and other awareness interventions to vulnerable road users, City businesses, residents will be implemented over 2015/16.	100,000	100,000
Major Schemes Total		7,072,000	7,072,000
ALDGATE GYRATORY	Aldgate Highway Changes & Public Realm Improvements - The Aldgate and Public Realm Improvements Project involves the introduction of two-way working on the Aldgate gyratory system and the creation of two new public spaces. The centrepiece of the scheme is a large public space between Sir John Cass's Foundation Primary School and St Botolph without Aldgate Church.	6,000,000	6,000,000
CCM APPLICATION SEED FUNDING	Development of potential interventions around the City's two Crossrail stations (Farringdon/Barbican and Moorgate/Liverpool Street).	12,000	12,000
BANK AREA STRATEGY	Scoping of options to improve Bank junction in order to reduce road dangers, particularly to vulnerable road users, and enhance the environment.	200,000	200,000
BANK AREA STRATEGY	Bank Courts & Lanes - Lombard St/Change Alley - Raised carriageway and new paving works	50,000	50,000
BANK AREA STRATEGY	Austin Friars - Raised carriageway and paving, new seating, lighting and way-finding	295,000	295,000
FLEET STREET AREA STRATEGY	Fleet Street Area Strategy Review - research and data collection and production of draft Strategy	64,000	64,000
FLEET STREET AREA STRATEGY	Fleet Street Corridor Study - research and data collection to inform design of the Fleet Street corridor	36,000	36,000
RIVERSIDE WALK AND FENCHURCH ST STRATEGY	Suffolk Lane/Laurence Pountney Hill - enhanced landscaping, paving and lighting	207,000	207,000
RIVERSIDE WALK AND FENCHURCH ST STRATEGY	Riverside Walk Enhancement Bell Wharf Lane - widened footways and new paving	143,000	143,000
RIVERSIDE WALK AND FENCHURCH ST STRATEGY	Riverside Walk Enhancement Blackfriars Bridge Walkway - development of concept designs for installation on riverside walk	25,000	25,000

RIVERSIDE WALK AND FENCHURCH ST STRATEGY	RWE:Globe View Walkway - structural investigations to inform design of enhanced riverside walkway	40,000	40,000
Mayor's Air Quality Fund Total		144,000	144,000
PILOT AIR QUALITY FOCUS AREA PROJECT	Pilot Air Quality Focus Area project	104,000	104,000
BARTS HEALTH NHS TRUST CLEANER AIR	Barts Health NHS Trust Cleaner Air Project	40,000	40,000
Principal Road Renewal Total		230,000	230,000
FLEET ST PRINCIPAL RD RENEWAL FY 14/15	Resurfacing of Fleet Street.	52,000	52,000
NEW FETTER LANE PRINCIPAL RD RENEWAL FY	Resurfacing of New Fetter Lane.	52,000	52,000
HOLBORN VIADUCT PRINCPL RD RENEWL FY14.15	Resurfacing of London Wall.	28,000	28,000
LONDON WALL PRINCIPAL RD RENEWL FY 14/15	Resurfacing of Holborn Viaduct.	55,000	55,000
CAMOMILE STREET PRINCIPAL ROAD RENEWAL	Resurfacing of Camomile Street.	43,000	43,000