

<b>Committee:</b> Planning and Transportation Committee	<b>Date:</b> 25 October 2016
<b>Subject:</b> Allocation of the 2016/17 Transport for London Grants	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>
<b>Summary</b>	
<p>Transport for London may 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. In the 2016/17 financial year Transport for London will make the grants to the City set out in Table 1 to this report, totalling at least £3 137 456.</p>	
<b>Recommendation</b>	
<p>I recommend that the combined £1 056 000 available for the City to determine the most appropriate use of across the local transport fund grant and the corridors and neighborhoods grant be allocated as set out in Table 2 to this report.</p>	

## Main Report

### Background

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.

### Current Position

2. In the current 2016/17 financial year Transport for London will make the grants to the City set out in Table 1 *below*, totalling at least £3 137 456.

<b>Table 1: Transport for London Grants in the 2016/17 Financial Year</b>	
<b>Grant</b>	<b>Amount</b>
principal road maintenance (City proposals)	£149 000
borough training (City proposals)	£11 955
local transport fund (City proposals)	£100 000
corridors and neighborhoods (City proposals)	£956 000
corridors and neighborhoods—promotion of high-vision low-entry lorry cabs	£20 000
major schemes—Bank interim safety scheme	£60 000
major schemes—Bank	£200 000
Mayor's air quality fund—generators	£40 000
Mayor's air quality fund—idling engine action days	£67 000
Mayor's air quality fund—low emission neighborhood	£255 000
bus reliability	£100 000
borough cycling programme—quietways	£1 096 000
borough cycling programme—cycle training adults and children	£12 501
borough cycling programme—CPC safer urban driver training	to be determined
borough cycling programme—cycle parking	£25 000
borough cycling programme—staffing	£45 000
<i>total:</i>	<i>≥ £3 137 456</i>

3. For four of these grants (principal road maintenance, borough training, local transport fund and most of corridors and neighborhoods) the City has a high degree of discretion over exactly how to expend the grants. However, all uses of these grants must serve to deliver the Mayor's Transport Strategy and Transport for London must approve the City's proposals to ensure that this is the case.
4. The optimal use of the £149 000 principal road maintenance grant is determined by engineering staff within the Transportation and Public Realm Division of the Department of the Built Environment based upon the needs and opportunities within this year's approved road resurfacing work programme.
5. The optimal use of the £11 955 borough training grant is determined by the Transportation and Public Realm Director based upon training proposals submitted to their managers by staff in the Transportation and Public Realm Division of the Department of the Built Environment and with reference to the training needs identified within the performance and development plans produced as part of the City's staff appraisal system.
6. With the corridors and neighborhoods grant, Transport for London has tied £20 000 of the grant to promotion of high-vision low-entry lorry cabs, which is the only activity that this £20 000 may be used for. The City may, however, determine how best to expend the remaining £956 000 of this grant.
7. This report sets out proposals for the expenditure of the combined £1 056 000 available for the City to determine the most appropriate use of across the local

transport fund grant (£100 000) and the rest of the corridors and neighborhoods grant (£956 000) and seeks your Committee's approval of these proposals.

## Proposals

8. It is proposed that the combined £1 056 000 available for the City to determine the most appropriate use of across the local transport fund grant and the rest of the corridors and neighborhoods grant be allocated as set out in Table 2 *below*.

<b>Table 2: Proposed Allocation of the Local Transport Fund Grant and the Rest of the Corridors and Neighborhoods Grant in the 2016/17 Financial Year</b>	
<b>Project</b>	<b>Allocation</b>
<b>Road Danger Reduction Programme</b>	
road safety education, training and publicity	£70 000
Newgate Street/Warwick Lane junction	£170 000
20 m.p.h. two-year-on review: surveys and reporting to Committee	£45 000
Queen Victoria Street/Puddle Dock junction: to investigate measures to reduce collisions and co-ordinate with the Puddle Dock to Blackfriars Pier new pedestrian link; includes design and modelling	£100 000
road danger reduction investigations: to investigate measures to reduce collisions	£100 000
<i>road danger reduction programme total:</i>	<i>£485 000</i>
<b>Streets as Places Programme</b>	
Fishmongers' Hall Wharf access improvements	£156 000
<i>Eastern City Cluster Area Strategy</i>	£60 000
<i>Moorgate Area Strategy</i>	£40 000
Moorgate Crossrail	£35 000
<i>streets as places programme total:</i>	<i>£291 000</i>
<b>Air Quality Programme</b>	
low emission neighborhood match funding	£100 000
<i>air quality programme total:</i>	<i>£100 000</i>
<b>Traffic Management Programme</b>	
Legible London: investigate options for gateway 3 report	£25 000
Puddle Dock to Blackfriars Pier—new pedestrian link: data gathering and preliminary design	£26 000
<i>traffic management programme total:</i>	<i>£51 000</i>
<b>Transport Planning Programme</b>	
pedestrian model	£80 000
freight/consolidation centres	£49 000
<i>transport planning programme total:</i>	<i>£129 000</i>
<i>grand total:</i>	<i>£1 056 000</i>

## **Corporate and Strategic Implications**

9. Allocation of funding to the projects set out in Table 2 *above* would allow them to be delivered in a timely fashion. This would in turn support the timely delivery of the *City of London Corporate Plan 2015–19* and the *Department of the Built Environment Business Plan 2016/19*.

## **Implications**

10. Use of the Transport for London grants set out in Table 1 *above*, including on the projects set out in Table 2 *above*, would serve to somewhat reduce the City's financial outgoings by making appropriate use of an available external funding source.

## **Conclusion**

11. In the 2016/17 financial year Transport for London will make the grants to the City set out in Table 1 *above*, totalling at least £3 137 456. It is proposed that the combined £1 056 000 available for the City to determine the most appropriate use of across the local transport fund grant and the rest of the corridors and neighborhoods grant be allocated as set out in Table 2 *above*.

## **Appendix**

Appendix: Brief Descriptions of Proposed Scheme Scopes and Benefits

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## **Appendix 1: Brief Descriptions of Scheme Scopes and Benefits**

### **Road Danger Reduction Programme**

#### road safety education, training and publicity (£70 000)

Engagement with a wide range of people and organizations including employers, developers, schools, fleet operators and taxi drivers' groups; events and publicity to raise awareness of the common causes of road traffic collisions; and education and training to upskill road users.

#### Newgate Street/Warwick Lane junction (£170 000)

Investigation of options to improve safety at the junction of Newgate Street and Warwick Lane.

#### 20 m.p.h. two-year-on review: surveys and reporting to Committee (£45 000)

A comprehensive review of the City-wide 20 m.p.h. speed limit two years on from its implementation.

#### Queen Victoria Street/Puddle Dock junction: to investigate measures to reduce collisions and co-ordinate with the Puddle Dock to Blackfriars Pier new pedestrian link; includes design and modelling (£100 000)

Investigation of options to improve safety at the junction of Queen Victoria Street and Puddle Dock. It will coordinate with Transport for London's proposals for a pedestrian crossing over Upper Thames Street to provide a pedestrian route from the new Blackfriars Pier.

#### road danger reduction investigations: to investigate measures to reduce collisions (£100 000)

Investigation of collision "black spots" across the City and identification of "quick win" solutions for minor problems and outline engineering measures to address more major problems.

### **Streets as Places Programme**

#### Fishmongers' Hall Wharf ramp (£156 000)

Part-funding of replacement of the remaining stepped section of the Riverside Walkway with an accessible slope at a gentle gradient, provision of handrails and lighting and paving improvements. The project has been approved at gateway 5 (authority to start work) and is also part funded from section 106 contributions from developments in the area.

### Eastern City Cluster Area Strategy (£60 000)

Part-funding of a public realm enhancement strategy for the Eastern City Cluster. The project is also part funded from section 106 contributions from developments in the area.

### Moorgate Area Strategy (£40 000)

Part-funding of a public realm enhancement strategy for the Moorgate Area. The project is also part funded from section 106 contributions from developments in the area.

### Moorgate Crossrail (£35 000)

Development of detailed options for improvements to the public realm in Moorgate and Moorfields around the Moorgate exit of the new Liverpool Street Elizabeth Line station.

## **Air Quality Programme**

### low emission neighborhood match funding (£100 000)

Year one of a three-year programme to improve local air quality through the delivery of a low emission neighborhood in the Barbican, Guildhall and Saint Bartholomew's Hospital area by reducing traffic and encouraging and supporting low- and zero-emission vehicles in that area. It is anticipated that it will have a beneficial impact on air quality and also result in a more liveable neighborhood with less motor vehicle traffic, an improved public realm, safer places to walk and cycle and new green infrastructure.

## **Traffic Management Programme**

### Legible London: investigate options for gateway 3 report (£25 000)

Part-funding of the review of the City's pedestrian wayfinding system and identification of options for improvements.

### Puddle Dock to Blackfriars Pier—new pedestrian link: data gathering and preliminary design (£26 000)

New footway along Puddle Dock to link with Transport for London's proposals for a pedestrian crossing over Upper Thames Street to provide a pedestrian route from the new Blackfriars Pier.

## **Transport Planning Programme**

### pedestrian model (£80 000)

Enhancement of the functionality and effectiveness of the strategic pedestrian model of the City of London built in the 2015/16 financial year and modelling 2016 and 2026 morning commuter peak and lunchtime pedestrian flows.

### freight/consolidation centres (£49 000)

Initiatives to reduce the number of goods vehicles on the City's streets, including the production of new guidance for developers; facilitating collaboration on servicing and deliveries between City occupiers; coordination with other London freight initiatives; and investigation of sites for consolidation and area-based approaches to managing freight.