

Committee(s)	Dated:
Resource Allocation Sub-Committee Planning and Transportation Committee	16th March 2017 21st March 2017
Subject: Allocation of the 2017/18 Transport for London Local Implementation Plan funding and reallocation of part of the 2016/17 funding	Public
Report of: Director of the Built Environment	For Decision
Report author: Iain Simmons, Assistant Director – City Transportation	

Summary

This report advises members that Transport for London has confirmed a grant allocation to the City of £1.34 million for 2017/18 to be used to support programmes in the City of London's Local Implementation Plan.

The City has some discretion over the use of £1,056,000 of this funding although it is a requirement that it must be used to support delivery of the Mayor of London's Transport Strategy under the programme headings specified in TfL's allocation letter. Members are asked to approve the funding allocation to certain transportation and public realm projects and programmes within these requirements.

Members are also asked to approve reallocation of £74,000 of 2016/17 TfL grant between projects and to approve the transfer of £49,000 of 2016/17 TfL grant to freight and consolidation centres work. These measures will ensure the 2016/17 TfL grant is fully utilised.

Finally, members are asked to give the Director of the Built Environment delegated authority to approve reallocations of up to £50,000 within a financial year (subject to TfL approval) in consultation with the Chamberlain, Chairman and Deputy Chairman of the Planning & Transportation Committee and provided that the total grant funding is not exceeded.

Recommendation(s)

I recommend your Committee:

- Approves the allocation of the TfL grant 2017/18 to the programmes and projects set out in Table 2
- Approves the reallocation of £74,000 of TfL grant 2016/17 between the projects shown in paragraph 13
- Approves the transfer of £49,000 of TfL grant 2016/17 to freight and consolidation centres work
- Gives delegated authority to the Director of the Built Environment to approve reallocations of up to £50,000 within a financial year (subject to TfL approval) in consultation with the Chamberlain, Chairman and Deputy Chairman of the Planning & Transportation Committee.

Main Report

Background

1. Under Section 159 of the Greater London Authority Act 1999, Transport for London is empowered to give grants for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London.
2. TfL has confirmed its grant allocation to the City for 2017/18 for these purposes in pursuit of the Mayor's Transport Strategy and this report seeks approval for its use on specific programmes and projects
3. Approval is also sought for the reallocation of part of the TfL grant 2016/17 between projects previously approved.

2017/18 TfL Grant

4. In December 2016, Transport for London confirmed a grant allocation to the City of £1.34 million for 2017/18. The funding is to be used to support programmes in the City of London's Local Implementation Plan, as set out in Table 1 below which are designed to support delivery of the mayor of London's Transport Strategy

Table 1: Transport for London Grants in the 2017/18 Financial Year	
LIP Programme	Amount
Major schemes - Bank	£200,000
Principal road maintenance	£84,000
Corridors and neighbourhoods	£ 956,000
Local Transport Fund	£100,000
Total	£1,340,000

5. The £200,000 allocated to 'Major schemes – Bank' is to be used on the Bank junction safety scheme.
6. The optimal use of the £84,000 'Principal road maintenance grant' is determined by engineering staff within the Transportation and Public Realm Division of the Department of Built Environment. This will be based on needs and opportunities within this year's approved resurfacing work programme.
7. The City has some discretion over the use of the £956,000 allocated to 'Corridors and Neighbourhoods' and the £100,000 allocated to the 'Local Transport Fund'. This report seeks your Committee's approval to use the £1,056,000 combined funding under these headings for specified programmes and projects.

2017/18 Proposals

8. Table 2 sets out proposals for the use of the £1,056,000 allocated by TfL to the Corridors and Neighbourhoods programme and the Local Transport Fund.
9. The Corridors and Neighbourhoods proposals are grouped under four headings: Road Danger Reduction; Streets as Places; Air Quality; and Traffic Management.
10. The 2016/17 allocations are shown for comparison.
11. A summary description of each proposal is included in Appendix 1.

Table 2: Proposed allocation of the Corridors and Neighbourhoods grant and the Local Transport Fund grant 2017/18		
	<i>Allocation 2016/17</i>	Proposed Allocation 2017/18
Corridors and Neighbourhoods		
Road Danger Reduction		
Road safety education, training and publicity		£120,000
New Change, Cannon Street and Cheapside		£75,000
Holborn Viaduct / Snow Hill		£70,000
Newgate Street/Warwick Lane		£60,000
Further detailed RDR investigations & delivery		£55,000
sub total	£485,000	£380,000
Streets as Places		
Mansion House Station environs		£30,000
Bank By-Pass Walking Routes Phase 2		£150,000
Eastern City Cluster Area Strategy		£ 60,000
sub total	£291,000	£240,000
Air Quality		
Low Emissions Neighbourhood contribution		£100,000
sub total	£100,000	£100,000
Traffic Management		

Freight & Congestion		£46,000
Way-Finding Review		£30,000
Congestion Review		£40,000
Puddle Dock to Blackfriars Pier		£120,000
sub total	£51,000	£236,000
Corridors and Neighbourhoods total:	£927,000	£956,000
Local Transport Fund		
Pedestrian model		£60,000
Eastern City Cluster Transport Study		£40,000
Local Transport Fund total:	£129,000	£100,000
GRAND TOTAL:	£1,056,000	£1,056,000

2016/17 Reallocation

12. The allocation of the 2016/17 TfL grant of £1,056,000 was reported to your Committee on 25th October 2016. Since then, a projected underspend of £74,000 on two projects has been identified and it is proposed that this is reallocated to two other projects which can utilise the funding in the 2016/17 financial year.

13. The projected underspend of £74,000 to be reallocated is made up from the following projects in the Corridors and Neighbourhoods programme:

£50,000 from the Newgate St/Warwick Lane scheme
£24,000 from the Puddledock improvement scheme
£74,000

It is proposed that this is reallocated to the following projects in the same Corridors and Neighbourhoods programme:

£32,000 to Wayfinding
£42,000 to Bank Junction Interim Safety Scheme
£74,000

14. The report to Committee in October 2016 also included a proposed transfer of £49,000 from the 'Puddle Dock improvement scheme' to 'freight/consolidation centres'. Members are requested to give their formal approval to this reallocation.

15. The reallocation of funds between projects during a financial year is often necessary when unforeseen implementation issues arise and when new priorities arise.

16. In order to avoid having to seek Committee approval for every such reallocation, officers propose that the Director of the Built Environment be given delegated

authority to approve reallocations between projects in Table 2 up to £50,000 within a financial year.

Corporate & Strategic Implications

17. The use of Transport for London grants on the projects set out in Table 2 will serve to support the *City of London Corporate Plan 2015-19*, the *Department of Built Environment Business Plan for 2016-19* and the *Transportation and Public Realm Divisional Business Plan*
18. In particular, the use of the funding will align with the City of London Key Policy Priority 3 (KPP3): “Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health” and the specific issues identified under KPP3 of “Working with the Mayor of London – Transport (investment in the network, ‘keeping London moving’, cycle safety); ... Environment (waste issues; air quality);...”
19. The use of the funding on the identified projects will accord with the DBE Business Plan Key Aims: C “highly accessible central location with efficient travel on City streets upon arrival; F “healthy, safe and resilient environment for workers, visitors and residents;” and will contribute to achieving the following objectives of the Transport and Public Realm Division Business Plan:
 - “Reduce traffic accidents on City Streets
 - Reduce the impact of goods vehicles on the City’s streets.
 - Enhance the City streets and spaces to meet the needs of the business City and reinforce a sense of place and local distinctiveness
 - Adapt the City streets in anticipation of the increase in cycling and walking projected for an ever densely developed City.”

Implications

20. The use of Transport for London grants for the 2017/18 financial year will aid in reducing the City’s financial outgoings by making appropriate use of a readily available external funding source.
21. The Chamberlain has been consulted in the preparation of this report and his comments are included.

Conclusion

22. Transport for London has confirmed Local Implementation Plan funding to the City of £1,340,000 for 2017/18 as shown in Table 1.
23. It is proposed that £1,056,000 of this funding is allocated to programmes and projects as shown in Table 2.
24. Approval is also sought to reallocate £74,000 of the 2016/17 TfL grant from two projects with projected underspends to two other projects which can utilise the

funding in the financial year 2016/17. Approval is also sought for the transfer of £49,000 of 2016/17 funding to 'freight and consolidation centres' work.

25. Approval is also sought to give the Director of the Built Environment delegated authority to approve reallocations of up to £50,000 within a financial year (subject to TfL approval) in consultation with the Chamberlain, Chairman and Deputy Chairman of the Planning & Transportation Committee.

Appendices

- Appendix 1: Brief descriptions of proposed schemes scopes and benefits

Background Papers

- Report to Planning & Transportation Committee 25th October 2016: *Allocation of the 2016/17 Transport for London Grants*.

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Appendix 1: Brief descriptions of proposed schemes scopes and benefits.

Road Danger Reduction

Road safety, education, training, publicity (£120,000)

A programme of educational, training and publicity activities aimed at improving road safety through influencing behaviour and increasing awareness of risks.

New Change, Cannon Street and Cheapside (£75,000)

These streets and junctions have a high level of injury collisions. This funding will be used to investigate potential solutions to improve road safety including obtaining data and traffic modelling. It is anticipated that simpler measures will be delivered in 2017/18 but more complex solutions will be developed for delivering in the following years.

Holborn Viaduct/Snow Hill (£70,000)

This junction is the 9th most dangerous junction on the City's road network. Investigations in 2016/17 have identified some potential mitigation measures. The funding would therefore be used to develop these measures, seek approvals and implement in 2017/18.

Newgate St/Warwick Lane (£60,000)

This junction is the 2nd most dangerous junction on the City's road network and in February 2016, the Streets & Walkways and Projects Sub-Committees approved a Gateway 4/5 report for proposals to be implemented. Delivery in 2017/18 is therefore subject to members agreeing this funding request.

Further detailed RDR investigations and delivery (£55,000)

This funding will be used to investigate further collision "hot spots" and to identify potential engineering interventions to take forward in 2018/19. It may also be used to deliver low cost, low impact measures in 2017/18.

Freight and congestion (£46,000)

Studies, research, surveys and stakeholder engagement activities aimed at developing targeted approaches to reducing congestion on the City's streets, including through reducing freight and servicing vehicles.

Streets as Places

Mansion House Station environs (£30,000)

Proposals would focus on improvements to accessibility and walking routes in the vicinity of the station, including Garlick Hill and Little Trinity Lane.

A Gateway 1/2 report to initiate the project is planned to be submitted in summer 2017.

Bank By-Pass walking routes Phase 2 (£150,000)

The Bank By-Pass Walking Routes project consists of street enhancements in Birchin Lane, Finch Lane, Nicholas lane and Abchurch Lane. It is a high priority of the Bank Area Enhancement Strategy which was adopted in 2013.

These north-south lanes are currently used as convenient walking routes away from the busy streets and junctions. Works to improve the quality of these streets are being undertaken in response to a significant increase in pedestrian numbers anticipated in the area upon completion of major transport upgrades, such as the new Bank station entrance on Cannon Street and nearby Crossrail. The project will increase the quality of these walking routes through enhancing access for pedestrians, including wheelchair and pushchairs users as well as enhancing the character and appearance of the streets.

Birchin Lane was the first phase which was completed in 2015. Finch Lane and Nicholas Lane North form the second phase which is proposed to be part-funded by the TfL allocation with the remainder of the funds from S106 receipts. The project has already received Gateway 4 approval and the Gateway 5 (authority to start work) report for Phase 2 would be submitted in spring 2017

Eastern City Cluster Area Strategy (£60,000)

Officers are currently preparing a strategy for the Eastern Cluster area. The aim is to ensure that the streets and public realm can accommodate future growth and provide an attractive and well-functioning urban environment that is fitting for its high profile status.

The preparation of the strategy will be carried out in two stages. The first stage involves a targeted consultation in order to understand the issues and challenges and develop a vision and objectives for the area. The second stage will include developing proposals to address those issues and challenges together with a detailed public consultation exercise. The proposed funding allocation would be required to progress Stage two and further details will be included in an update report on the strategy development that will be submitted to Committees in spring 2017.

Air quality

Low Emissions Neighbourhood (£100,000)

The grant will contribute to the funding of electric vehicle charging points, a micro-consolidation facility and the Beech street tunnel emissions reduction programme.

Traffic Management

Way finding review (£30,000)

Members agreed a Gateway 2 report in 2016/17. The funding will therefore be used to conclude the options appraisal and to bring the Gateway 3 report to Committee in 2017/18.

Congestion review (£40,000)

In November 2016, Members agreed a number of work streams to try to tackle congestion in the City. These included a review of loading restrictions and zebra crossings to improve traffic flows. It is also worth extending the assessment to include other measures which could also improve traffic flows such as yellow box junctions. This funding will therefore be used to assess the feasibility and delivery of any changes or to identify what further actions will need to be taken in order to deliver any change.

Puddle Dock to Blackfriars Pier (£120,000)

As part of the Thames Tideway project, the Blackfriars Pier has been relocated near Puddle Dock. This means that there will be a need to provide a pedestrian route from the new pier to the City via Puddle Dock. As part of this TfL are currently seeking permission to deliver a pedestrian crossing over their highway (Upper Thames Street) to facilitate this new route.

Members have already approved a Gateway 2 report for this project. The funding will therefore be used to complete the detailed assessments including traffic modelling, detailed design and utility enquiries to inform the Gateway 4/5 report. It is also, anticipated that, some advance works such as utility diversions, procurement of traffic signals, etc may also be carried out during 2017/18 but further details will be set out in the next Gateway report.

Local Transport Fund

Pedestrian model (£60,000)

Further development of a model for testing the impact of development scenarios and highway interventions on pedestrian movement.

Eastern City Transport Study (£40,000)

As part of the development of the second stage of the Eastern City Cluster area strategy (see above), transport studies will be required to enable the development of options. Further details will be included in the planned update report in spring 2017.