

Committee(s)	Dated:
Planning and Transportation – for decision	24/10/2017
Resource Allocation Sub-Committee – for information	Urgency
Subject: Transport for London Funding: LIP Annual Spending Submission, Liveable Neighbourhoods bids and partial reallocation of TfL 2017/18 funding	Public
Report of: Director of the Built Environment	For Decision
Report author: Elizabeth Morgan	

Summary

This report covers the provision of Transport for London funding to the City of London Corporation.

It seeks approval for the projects that will be included in the City Corporation's 2018/19 Annual Spending Submission for our Corridors and Neighbourhoods grant of £1,016,000 will be allocated. These projects will help deliver the road safety, public realm and transport management objectives of current Local Implementation Plan and support the Low Emissions Neighbourhood.

The report requests that Members give the Director of the Built Environment delegated authority to approve reallocations of the 2018/19 Corridors and Neighbourhoods grant of up to £100,000 within a financial year. Any reallocations will be subject to TfL approval and made in consultation with the Chairman of the Planning and Transportation Committee and the Chamberlain.

The report also proposes to reallocate an underspend of £188,500 from our 2017/18 grant to new projects. The reallocation of funds between projects during a financial year is often required in response to resourcing and operational issues or new priorities.

Finally, Members are asked to approve two projects to be submitted to Transport for London as the City Corporation's bids for Liveable Neighbourhood funding. Liveable Neighbourhoods is a new programme that funds large projects (over £1 million) that will deliver area based transport and public realm improvements.

Recommendation(s)

- Approve the projects to be included in the City Corporation's 2018/19 Annual Spending Submission
- Approve delegated authority for the Director of the Built Environment to approve reallocations of the 2018/19 Corridors and Neighbourhoods grant of up to £100,000 within a financial year
- Approve the reallocation of £238,500 of the 2017/18 TFL grant between projects
- Approve the submission of the City Corporation's Liveable Neighbourhoods bids to TFL

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 for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London.
2. Every year, TFL makes out a number of grants to the City under the Corridors and Neighbourhoods programme and Principal Road Maintenance programme.
3. In the 2018/19 financial year TFL will provide the following grants to the City of London:
 - £84,000 under the Principal Road Maintenance funding programme. The principal road maintenance grant must be used specifically for the purpose of road renewal, resurfacing and bridge strengthening. The £84,000 allocated to the Principal road maintenance will be determined by the road renewal, resurfacing and engineering needs within the Transportation and Public Realm Division of the Department of Built Environment.
 - A non-specific grant of £1,016,000 under the 'Corridors and Neighbourhoods' programme. The City has some discretion over the use of this grant however it must be expended on projects that are in support of delivering the Mayor's Transport Strategy.
4. As the current Mayor's Transport Strategy has not yet been published TFL has released interim Annual Spending Submission Guidance detailing the requirements for projects to be funded through the Corridors and Neighbourhoods programme. The interim guidance reflects the draft Mayor's Transport Strategy, with a particular focus on Healthy Streets and traffic reduction.
5. The interim Annual Spending Submission guidance does not require significant change in approach to the City's Annual Spending Submission which will be based on the programmes set out in our second Local Implementation Plan published in 2011 in response to the former Mayor's Transport Strategy.
6. Additional funding for larger projects with a total cost of over £1 million is available through the Liveable Neighbourhoods programme. This funding is allocated through a bidding process that is open to the City and other London boroughs.
7. Previously known as Major Schemes, the Liveable Neighbourhoods programme aims to support high value schemes that seek to convert town centres, interchanges, major junctions and neighbourhoods into more attractive, healthy and accessible public spaces. The programme focuses on improving conditions for walking and cycling, improving access to public transport and implementing traffic reduction measures.

2018/19 Corridors and Neighbourhoods Annual Spending Submission

8. The Annual Spending Submission allocation for the 2018/19 TFL Corridors and Neighbourhoods grant is set out in Table 1.
9. These projects are in line with TfL's guidance, reflect the draft Mayor's Transport Strategy and Healthy Streets Approach and deliver the objectives of the current City of London Local Implementation Plan. A brief description of each proposed project is provided in Appendix 1.

Table 1: Proposed Annual Spending Submission for 2018/19 Corridors and Neighbourhoods Grant	
	Proposed Allocation
Road danger reduction	
Road danger reduction – training, campaigns and engagement	£130,000
Further detailed RDR investigations & delivery	£25,000
Design and implementation of safety measures	£124,000
<i>Sub total</i>	£279,000
Streets as places	
Mansion House Station Environs – Garlick Hill & Little Trinity Ln	£100,000
100 Minorities	£80,000
<i>Sub total</i>	£180,000
Air Quality	
Low Emissions Neighbourhood Contribution	£100,000
<i>Sub total</i>	£100,000
Traffic Management	
Transport Strategy and congestion review	£100,000
Sherborne Lane accessibility improvements	£32,000
City Wayfinding	£315,000
Pedestrian model	£10,000
<i>Sub total</i>	£457,000
Total	£1,016,000

10. The reallocation of funds between projects during a financial year is often required in response to resourcing and operational issues or new priorities. Approval is sought for the Director of the Built Environment to be given delegated authority to approve reallocations of up to £100,000 within a financial year.
11. Any reallocations will be subject to TfL approval and made in consultation with the Chairman of the Planning and Transportation Committee and the Chamberlain.

2017/18 Reallocations

12. TFL awarded the City a Corridors and Neighbourhoods grant of £1,056,000 in 2017/18. An underspend of £238,500 has been identified on three projects and it

is proposed that this underspend is reallocated to two other projects which can fully utilise the funding in the current financial year.

13. The underspend arises from the following projects:

- Puddle Dock to Blackfriars Pier (£62,000)
- New Change, Cannon Street and Cheapside (£38,000)
- Bank By-Pass Walking Routes Phase 2 (£138,500)

It is proposed that this underspend is reallocated to the following projects:

- City Wayfinding (£15,000)
- Transport Strategy including traffic reduction (£85,000)
- Monument St/Lower Thames Street (£68,500)
- 100 Minorities (£70,000)

14. Further details on the reasons for underspend and the proposed reallocation are provided in Appendix 2.

Liveable Neighbourhoods

15. It is proposed that two Liveable Neighbourhood bids will be submitted to TfL, these are:

16. St Paul's Gyratory/Museum of London: removal of the gyratory system to allow two-way working in most streets. Enhancements to the street environment would improve experience of people walking and cycling, reduce road danger and enhance the public realm.

17. Moorgate Area Enhancement: Moorgate Area Enhancements – building on the opening of the new Crossrail station to provide a clear and coordinated design approach to develop a greater sense of place, accommodate increased pedestrian footfall, and improve safety for people moving through the area.

Further details of each project is provided in Appendix 3.

18. Officers have held early discussions with TFL to ensure our proposed bids are consistent with the Liveable Neighbourhoods outcomes and priorities.

Corporate & Strategic Implications

19. The use of Transport for London grants will support the delivery of the *City of London Corporate Plan 2015-19*, the *Department of Built Environment Business Plan 2016-19* and the *Transportation and Public Realm Divisional Business Plan*.

20. In addition, expenditure of Transport for London grants will support the City of London's Key Policy Priority 3 (KPP3): "Working with the Mayor of London – Transport (investment in the network, keeping London moving, cycle safety); ... Environment (waste issues; air quality);..."

Implications

21. The use of Transport for London grants for the 2018/19 financial year will provide an appropriate external funding source which will assist in limiting the City's financial outgoings.
22. All programmes funded by Transport for London grants must be completed within the 2018/19 financial year. City of London Officers will monitor the expenditure of Transport for London grants to ensure funds are fully spent.

Conclusion

23. The proposed 2018/19 Corridors and Neighbourhoods projects and Liveable Neighbourhood bids are in line with TfL guidance, the draft Mayor's Transport Strategy, the Healthy Streets Approach and corporate objectives and priorities.
24. All the projects that will receive reallocated funds from the 2017/18 grant will fully utilise funding allocations. The reallocation between projects during a financial year as a result of resourcing and operational issues or new priorities is not unusual. Again, the proposed projects align with corporate priorities and objectives and GLA and TfL policies.

Appendices

- Appendix 1 – Summary of proposed 2018/19 Corridors and Neighbourhoods projects
- Appendix 2 – Summary of proposed reallocations of 2017/18 Corridors and Neighbourhoods grant
- Appendix 3 – Summary of proposed Liveable Neighbourhood projects

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Appendix 1: Summary of proposed 2018/19 Corridors and Neighbourhoods projects

Road Danger Reduction

- **Road safety, education, training, and publicity (£160,000):** A programme of educational, training and publicity activities aimed at improving road safety by influencing behaviour and increasing awareness of risks. Activities will include:
 - Data collection and analysis to guide the delivery of road safety interventions
 - Events with public and stakeholders.
 - Multi-channel marketing campaigns on Road Danger Reduction targeting different road user groups
 - Targeted Campaigns and interventions to change specific behaviours from specific road user groups
 - Developing and growing the Active City Network and expanding the Road Danger Reduction Partnership
 - Supporting targeted enforcement by City of London Police
 - Supporting the delivery of City Mark and measures to improve the safety of freight vehicles operating in the City
- **Further detailed RDR investigations and delivery (£25,000):** This funding will be used to investigate further collision 'hot spots' at Fleet street, Gresham Street, and Eastcheap and to identify potential engineering measures to take forward in 2018/19.
- **Design and Implementation of Safety Measures (£124,000):** Design and implementation of low cost measures to improve safety at Cheapside, Moorgate, King William Street, Abschurch lane, Beech Street, and Fenchurch Street. This funding will also be used to investigate and implement City-wide cycling improvements, improve cycle parking, implement cycle lanes, improve advance and low level cycle signals and enhance shared road space.

Streets as Places

- **Mansion House Station environs (£100,000):** Improvements to pedestrian accessibility, walking routes and the public realm in the vicinity of Mansion House Underground station, including Garlick Hill and Little Trinity Lane.
- **100 Minorities (£80,000):** This project involves public realm enhancements to Crescent, Hammett Street and Vine Street and is a high priority of the Aldgate and Tower Area Enhancement Strategy. Improvements include:
 - a new tranquil public space at Crescent with seating, lighting and planting to mitigate the impacts of pollution;
 - New and improved walking routes;
 - Alterations to footways and carriageways in Vine Street and Hammett Street to enhance accessibility and road safety

Air Quality

- **Low Emissions Neighbourhood Contribution (£100,000):** This grant will contribute to the provision of electric vehicle charging points and secure cycling parking improvements for residents on the Barbican Estate. It will also contribute to the establishment of an area wide cargo bike scheme for the LEN area.

Traffic Management

- **Transport Strategy including traffic reduction (£100,000):** Developing the City Corporation's long-term Transport Strategy and associated projects to reduce the social, economic and environmental impacts of traffic and congestion.
- **Sherborne Lane Accessibility improvements (£32,000):** Installing a courtesy crossing at the junction of Sherborne Lane and King William Street
- **City Wayfinding (£315,000):** A City wide audit of the existing City wayfinding system to inform the pedestrian route network, and improve visitor experience and visitor led initiatives such as the Culture Mile. Funding will cover phase 2 of the project which will deliver sign placement plan, sign content, artwork, clutter audit, de-clutter schedules and site surveys.
- **Pedestrian Model (£10,000):** Further development of the pedestrian model for the City of London to test the impact of development scenarios and highway interventions on pedestrian movements.

Appendix 2 – Summary of proposed reallocations of 2017/18 Corridors and Neighbourhoods grant

Underspends

- **Puddle Dock to Blackfriars Pier (£62,000):** This project is reliant on TfL progressing with a crossing on their highway (Upper Thames Street). It was envisaged that they would progress with this during the 2017/18 financial year but they have since advised that this is now no longer in their current business plan. As a consequence, we are unable to deliver certain elements of this project in the 2017/18 financial year. A new approach to delivering this project is being explored.
- **New Change, Cannon Street and Cheapside (£38,000):** We are awaiting TFL approval before we are able to move on to the next stage of the programme. It is anticipated that this will be delivered in the 2018/19 financial year.
- **Bank By-Pass Walking Routes Phase 2 (£138,000):** Due to the Bank on Safety experimental scheme, works on Bank by pass Finch Lane has been pushed back to commence in January 2018. This will allow for works to commence on site without impacting the Bank on safety experimental scheme.

Projects reallocated to

- **City Wayfinding (£15,000):** Members agreed a Gateway 1 & 2 in April 2016. The funding will therefore be used to complete phase 1 of this project which will review a range of wayfinding options.
- **Transport Strategy and including traffic reduction (£85,000):** Research, analysis and engagement to inform the development of the City Corporation's long-term Transport Strategy. This will include traffic reduction and parking studies, street network mapping and stakeholder engagement.
- **Monument St/ Lower Thames Street (£68,500):** This project seeks to improve a section of redundant carriageway located in the southern section of Monument Street closed to vehicles in 2005. It aims to deliver a more attractive useable space that increases green infrastructure, improves air quality and introduces a design that better manages cyclists' movement through the site given the proximity of the Cycle Superhighway on Lower/Upper Thames.
- **100 Minorities (£70,000):** This project involves public realm enhancements to Crescent, Hammett Street and Vine Street and is a high priority of the Aldgate and Tower Area Enhancement Strategy. Improvements include:
 - a new tranquil public space at Crescent with seating, lighting and planting to mitigate the impacts of pollution;
 - New and improved walking routes;

- Alterations to footways and carriageways in Vine Street and Hammett Street to enhance accessibility and road safety

Appendix 3 – Summary of proposed Liveable Neighbourhood projects

Moorgate Area Enhancements: With the introduction of the new Crossrail station at Moorgate, this area will undergo a significant change, with additional pedestrian footfall and new demands on the street as a larger transport interchange. The proposed scheme would help realise the vision in the emerging Moorgate Area Strategy to create an increased sense of place and arrival - improving an area of relatively poor public realm – particularly on Moorgate itself. The area is a gateway to the Culture Mile, and will provide a key walking route between the Culture Mile and Liverpool Street stations.

The scheme would reduce traffic dominance of the area – which is a Principal Shopping Centre – improve the street environment, and improve safety particularly for people walking and cycling.

St Pauls Gyrotory Removal: Plans for a new Centre for Music at the junction of London Wall and Aldersgate St, and the introduction of the Culture Mile will draw additional people to the Barbican area. We are proposing the removal of the gyrotory (for the most part) and rationalisation of the highway environment to provide enhanced public realm and space for walking and cycling in the area. The scheme will ensure the north-south link between the Riverside and Barbican is improved and to enhanced providing high quality and convenient pedestrian movement for access to the Culture Mile. Removal of conflict points between users in the area will also reduce the number of collisions in the area in the scheme area particularly those involving vulnerable road users. Provision for cyclists through the area will also be enhanced.

There is also the opportunity to incorporate the LEN proposals within the scope of the project.