

Committee(s)	Dated:
Planning and Transportation - for information Resources Allocation Sub Committee - for information	16 February 2021 17 February 2021
Subject: Local Implementation Plan - Transport for London funded schemes 2020/21	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9. We are digitally and physically well-connected and responsive. 12. Our spaces are secure, resilient and well-maintained.
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£
What is the source of Funding?	Transport for London
Has this Funding Source been agreed with the Chamberlain's Department?	Y
Report of: Director of DBE	For Information
Report author: Samantha Tharme	

Summary

This report covers the provision of Transport for London funding to the City of London Corporation. It seeks approval for the re-allocation of funds within the financial year.

The allocation for 2020/21 was approved at RASC on 17 October 2019. The reallocation is within the £100,000 threshold which can be approved by Director for Department of the Built Environment.

These projects will help deliver the road safety, public realm and transport management objectives of current Local Implementation Plan and the Corporations Transport Strategy.

In April all TfL funding was paused to prioritise funding for Covid-19 response measures. In November Transport for London (TfL) were able to release some Local Implementation Plan (£368k) and Liveable Neighbourhood (£150k) funding for the remainder of 2020/21. This is approximately a third of the previously agreed Local Implementation Plan (LIP) programme for the year. Those schemes which are part way through delivery and have necessary approvals were prioritised for completion this financial year. All other schemes within the LIP remain on pause until further funding decisions are made.

For the current financial year 2020/21, it is requested to reallocate a total of £95,000 as set out in table 1, to priority schemes which can be delivered in the current financial year.

Recommendation(s)

- Approve reallocations within 2020/21 to a total of £95,000 as set out in table 1, for the EV charge point enabling works, Healthy Streets minor schemes and Puddle Dock pedestrian route scheme.

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. In May 2019 the 3 year Local Implementation Plan for the City was submitted to TfL and approved.
2. For the 2020/21 financial year TfL agreed the following grants to the City of London:
 - A combined grant of £100,000 for Local Transport Initiatives and £867,000 under the Corridors, Neighbourhoods and Supporting Measures and Local Transport Initiatives programmes.
 - £105,000 under the Principal Road Maintenance funding programme.
 - Additional funding through the discretionary, Liveable Neighbourhoods programme allocated £200,000 in 2020/21.
3. Spending against these projects was approved in October 2019.
4. In April 2020 Transport for London were required to pause all 2020/21 funding, in order to prioritise spend on emergency Covid-19 response measures.

Current Position

5. A decision to release funds (£368k) for the remainder of 2020/21 has now been possible as TfL have secured a financial package with central government. This is approximately a third of the previously agreed programme for the year. The spend will focus on schemes that are essential and high priority against current Corporate objectives; furthermore, given approval stages are able to progress and deliver within this financial year. These are to:
 - Complete delivery of the City' Corporation's elements of the Puddle Dock scheme.
 - Deliver three Healthy Streets minor schemes to improve the experience and safety of people walking at Old Broad Street by Pinnars Passage, Creechurch Lane by Leadenhall Street and Gresham Street by Wood Street.
 - Scope opportunities for further pavement widening and pedestrian priority within the Healthy Streets programme, in line with the Transport strategy and Climate Action Strategy;

- Install barriers at Baynard House Car Park as part of the delivery of the rapid charging hub, in support of the Electric Vehicle Charging infrastructure plan.

6. £150,000 of Liveable Neighbourhood funding has also been released for the City Cluster Area Programme.

Proposals

7. Table 1 shows the reallocated amount under the Local Transport Initiatives and the updated allocations for programmes of work within the Corridors and Neighbourhoods and Liveable Neighbourhoods Programme.

Table 1: Approved Annual Spending Submission (ASS) for 2020/21 and revised allocation as at November 2020.		
	Approved Allocation Oct 2019 (£)	Revised Allocation Nov 2020 (£)
Local Transport Initiatives		
ZEZ City Cluster; Barbican/Golden Lane	50,000	-
City-wide 15mph – scheme development	50,000	-
Electric Vehicle charge point enabling works	-	40,000
Healthy Streets minor schemes	-	10,000
Sub Total	100,000	50,000
Corridor, Neighbourhoods & Supporting Measures		
Healthy Streets minor schemes	130,000	103,000
Legible London City-wide Roll Out	257,000	-
Puddle Dock Pedestrian safety and route severance scheme	170,000	215,000
Mansion House Station walking and public realm improvements	60,000	-
100 Minorities public realm enhancements	40,000	-
Road Danger Reduction campaigns, behaviour change & engagement	90,000	-
Lunchtime Streets	60,000	-
Thames Riverside Walkway – Globe View section	60,000	-
Sub total	867,000	318,000
Liveable Neighbourhoods		
City Cluster Scheme*	200,000	150,000
Sub Total	200,000	150,000
Central London Cycling Grid		
City Cycleways Programme	1,400,000	-
Sub Total	1,400,000	-
Principal Road Renewal	105,000	102,000
Mayors Air Quality Fund	50,000	50,000
GRAND TOTAL	2,722,000	670,000

*n.b. for the City Cluster, the committee report (Oct 2019) included total for all funding sources, this is the TfL only funding for this scheme.

8. Alternative funding sources have been identified for some projects, as reported to Planning & Transportation committee on the 15th December 2020. All other LIP funding is on pause pending further decisions for TfL.
9. In November of each year it is usual for London Authorities to submit their bid for TfL Local Implementation Plan funding for the subsequent financial year the Annual Spending Submission (ASS). This year however TfL are not asking for the ASS as they have not yet indicated what funding will be available for 2021/22.

Corporate & Strategic Implications

10. Delivery of the Transport Strategy supports the delivery of Corporate Plan outcomes 1, 3, 5, 8, 9, 11 and 12. It also indirectly supports the delivery of Corporate Plan outcomes 2 and 4.
11. Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.
12. Schemes within the Healthy Streets schemes are prioritised to help deliver the Climate Action Strategy.

Conclusion

13. It is requested that the reallocation is agreed to support delivery of those programmes which have approval and will complete this year and to support delivery of the EV infrastructure programme, which has mostly been funded by TfL. This funding is required to be spent in the current financial year.

Report author

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