

Committee(s)	Dated:
Planning and Transportation Resources Allocation Sub Committee	20 July 2021 Urgency July 2021
Subject: Local Implementation Plan funded schemes 2021/22	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9, 12
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?	N/A
Report of: Director of the Built Environment	For DECISION
Report author: Samantha Tharme	

Summary

This report covers the provision of Transport for London (TfL) Local Implementation Plan (LIP) funding to the City of London Corporation for the year 2021/22.

TfL funding has been severely constrained over the last and current financial years, and funding has been released on short timescales. TfL have acknowledged the difficulty of planning and programming to short timescales. TfL funding is ringfenced to projects and schemes agreed in the LIP. Given the short timescale from TfL in April and the small amount of funding the decision was made at Director level to allocate to projects in progress already in the LIP programme, otherwise funding would have been lost.

In April TfL released funding for 6 weeks to the end of May 2021. This was allocated to:

- Puddle Dock pedestrian scheme - £41,000
- Healthy Streets minor schemes - £38,000
- Lunchtime Streets/Reopening activities - £9,995

In June 2021 TfL invited requests for the 6 months to December 2021. In line with TfL guidance on their priorities we have submitted additional requests against the following programmes :

- Streetspace Schemes (covid-19 response) temporary to permanent - £47,000
- Corridors and Neighbourhoods - £302,300
- Liveable Neighbourhoods programme - £651,000
- Central London Cycling Grid programme - £60,000

Additional funding includes the Mayor's Air Quality Fund (MAQF) which has been confirmed as available for 2021/22 and funding requested for Principal Road Renewal.

These projects will help deliver the City Corporation's Transport Strategy. Further funding may become available for the LIP programmes later in 2021/22 and will be dependent of TfL financial position.

Recommendation

Members are asked to:

- Approve the allocations up to the maximum set out in table 1, for the year 2021/22.
- Delegate authority to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of the Planning & Transportation Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee to allocate any additional funds which are made available by TfL in 2021/22 financial year.
- Delegate authority to the Director of the Built Environment to reallocate the TfL grant between the approved LIP schemes should that be necessary during 2021/22 up to a maximum of £150,000.

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. 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. Funding for financial year 2021/22 would usually be approved by TfL in January 2021 and an Annual Spending Submission was submitted in November 2020. Owing to the ongoing funding uncertainty for TfL the November Annual Spending Submission was not approved for this financial year.

Current Position

3. In April 2021 TfL allocated a fixed amount of funding which had to be spent by the end of May 2021. This was allocated to the following:
 - Puddle Dock pedestrian scheme (corridors neighbourhoods), - £41,000
 - Healthy Streets minor schemes (corridors neighbourhoods) - £38,000
 - Lunchtime Streets/Reopening activities (local transport fund) - £9,995.
4. Puddle Dock has now been completed and a number of Healthy Streets elements were completed (Gresham Street/Wood Street, Creechurch Lane/Leadenhall St)

further detail on these is in the Transport Strategy Annual Report to this Committee. Work on lunchtime streets activities for the summer period has commenced.

5. In June 2021 TfL invited requests for the 6 months to December 2021. The guidance on these requests was that spending would be allocated against 3 priorities. Guidance also stated that schemes which could be completed in 2021 would take preference and all schemes should be in line with Annual Spending Submission. TfL have indicated that the funds awarded to December 2021 should be spent by that date. This is as far as they are able to commit at present given the constraints on their funding from the Department for Transport. For discretionary schemes which essentially have a longer programme, authorities were asked to indicate spend for Q4 2021/22 should further funding become available.
6. In line with the guidance a request was submitted in June, for:
 - Streetspace Schemes (covid-19 response) temporary to permanent £47,000
 - Corridors and Neighbourhoods £302,300
 - Liveable Neighbourhoods programme £651,000
 - Central London Cycling Grid programme £60,000
7. Table 1 shows the proposed allocations as submitted to TfL in June 2021 (incorporating the funding agreed in April 2021). Table 1 also includes:
 - funding requested for Principal Road Renewal £230,000.
 - funding already secured under the Mayor's Air Quality Fund £150,000
8. We anticipate a decision from TfL on the allocation of funds in July. Given the TfL financial constraints we might not get all the amount requested, therefore we are requesting members to allow spend up to the amount indicated in table 1 and table 2. The funding awarded in April 2021 is secure as already agreed against those projects.
9. Appendix 3 contains the Draft Annual Spending Submission (ASS) for 2021/22, which was submitted in November 2020 as TfL requested. Note that there are a number of revisions in the revised submission in June 2021, given the new guidance from TfL on their funding priorities.

Table 1: Transport for London Grants confirmed and requested for FY 2021/22

	Amount (£)
London Streetspace Programme - Cycling	47,000
Corridor, Neighbourhoods & Supporting Measures	381,300
Local Transport Funding	9,995
Liveable Neighbourhoods	651,000
Central London Cycling Grid	60,000
Principal Road Renewal	230,000
Mayors Air Quality Fund	180,000
TOTAL	1,559,295

10. Alternative funding sources have been identified for some projects, as reported to Planning & Transportation committee on the 15th December 2020. All other LIP funded projects and activities are paused pending further decisions for TfL.

Corporate & Strategic Implications

11. 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.
12. Delivery of the Transport Strategy also helps mitigate corporate risks CR20 – Road Safety and CR21 – Air Quality.
13. Schemes within the Healthy Streets schemes are prioritised to help deliver the Climate Action Strategy.

Conclusion

14. It is requested that the spending plan is approved. A decision on the amount of the allocation is anticipated mid-July. Members are asked to approve the allocation up to the maximum in the submission given the requirement to complete spending by December 2021. Where appropriate project spending is also subject to the usual Gateway reporting approvals process. Should further funds become available it is requested that these allocations are decided under delegated authority as the amount is not anticipated to exceed the usual LIP allocation.

Appendix 1. Table 2: June 2021 revision Annual Spending Submission (ASS) for 2021/22.

Appendix 2: LIP scheme descriptions

Appendix 3: November 2020 Draft Annual Spending Submission (ASS) for 2021/22

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Appendix 1.

Table 2: Annual Spending Submission (ASS) for 2021/22 (revised June 2021)		Amount submitted to TfL (£)	
London Streetspace Programme - Cycling			
Covid-19 Transport response: Bevis Marks & Queen Victoria Street		32,000	
Covid-19 Transport response: Cycle parking		15,000	
	Sub Total	47,000	
Corridor, Neighbourhoods & Supporting Measures			
Puddle Dock Improvements		41,000	
Healthy Streets minor schemes		212,300	
Kerbside Review: Road hierarchy		88,000	
Lunchtime Streets & Road Danger Reduction campaigns, behaviour change and community engagement		40,000	
	Sub total	381,300	
Local Transport Funding			
Lunchtime Streets		9,995	
	Sub total	9,995	
Liveable Neighbourhoods			
City Cluster Scheme - Leadenhall Street		446,000	
City Cluster Scheme - St Mary Axe		205,000	
	Sub Total	651,000	
Central London Cycling Grid			
City Cycleways Programme - Phase 2		30,000	
City Cycleways Programme - Phase 3		30,000	
	Sub Total	60,000	
Principal Road Renewal			
Mayors Air Quality Fund - for zero emission schemes		150,000	
Mayors Air Quality Fund - lunchtime streets and campaigns		30,000	
	GRAND TOTAL	1,559,295	

Appendix 2: LIP scheme descriptions

Streetspace Schemes (covid-19 response) temporary to permanent.

- Covid-19 Transport response: Bevis Marks & Queen Victoria Street**

Upgrade temporary scheme to an experimental scheme. The locations form parts of the City's proposed cycleway routes. For QVS a retention of existing wands (until a more comprehensive scheme is progressed). For Bevis Marks, replacing the barriers with wands and create a safer link between Bishopsgate and Aldgate Square. Delivery will complete by Dec 2021

- Covid-19 Transport response: Cycle parking**

This would upgrade the temporary bolt-down cycle parking racks, introduced through the Streetspace programme with permanent racks. Will complete by Dec 2021

Cycle Network programmes

- Cycleways Phase 2 – Monument to Sun St**

- Cycleways Phase 3 – Aldgate to Blackfriars**

Route Development Plan is in progress, with initial TfL Cycle Programme Sponsor approval. Work this year will cover further design and public consultation of the cycleway proposals.

Eastern City Cluster - Liveable Neighbourhoods

- Leadenhall Street**

Design for Phase 1 (July to November) - Proposed Experimental Traffic Order for Point Closer including setting out monitoring strategy and baseline data collection, modelling for TMAN approvals.

Implementation Costs (Dec - March) - for footway widening, camera installation, signage and extensive comms activity

- St Mary Axe**

Proposal for timed access restriction on St Marys Axe - requires re-engagement with stakeholders, and potential further Committee approvals. Less funding will be required if this is reactivation of previous proposal. Would be proposing to implement at same time as Leadenhall Street proposals.

Corridors and Neighbourhoods

- Puddle Dock**

Improvements to footway and junction to improve connections for people walking. Links with TfL scheme. Completed April 2021.

- Healthy Streets Minor schemes**

Healthy Streets minor schemes programme for 2021/22. A series of small scale works, such as raised carriageway, kerb build-outs, to improve the quality of the walking environment and reduce road danger at targeted points.

- **Lunchtime Streets + Road Danger Reduction campaigns**

This programme includes Road Danger Reduction campaigns, car free days, and Lunchtime streets equipment and activity. There is a focus around making the return to work in the city more attractive and safer.

Appendix 3: November 2020 Draft Annual Spending Submission (ASS) for 2021/22

Draft Annual Spending Submission (ASS) for 2021/22 (November 2020)		
Local Transport Fund (LTF)		
City Cluster and Barbican & Golden Lane	traffic reduction and air quality	50
City wide 15 mph	scheme development & implementation	100
Corridors Neighbourhoods and Supporting Measures		
City wide 15 mph	education and enforcement	50
Healthy Streets minor schemes	small scheme improvements to streets and footways	350
Puddle Dock - pedestrian safety and route severance scheme	provision of safe crossing and footway connections	30
Mansion House Station environs public realm	walking and public realm improvements	50
100 Minories Public realm	walking and public realm improvements	50
Road Danger Reduction campaigns, behaviour change and community engagement	behaviour change to support schemes	50
Lunchtime Streets and car-free day	car free temporary closures to demonstrate benefits of reallocation of space- removing traffic allowing more pedestrian streets	40 (MAQF) 30
Strategic Transport development	transport strategy review consultation, engagement and monitoring	120
Liveable Neighbourhoods		
City Cluster - streets for people	traffic restrictions and improved public realm to provide more space for people walking and cycling; and improve quality of space with more greenery	200
Central London Cycle Grid		
Cycle programme	Cycle network improvements Previous year allocation*	0