

Committee(s): Police Authority Board	Dated: 7 February 2024
Subject: Vision Zero Plan 2023 – 2028	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Outcome 1: People are safe and feel safe
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Bob Roberts, Interim Executive Director Environment	For decision
Report author: Simon Bradbury, Strategic Transport Officer, Environment Department	

Summary

At the November 2023 Police Authority Board, Members expressed their concern that the actions contained within the Vision Zero Plan were not fully funded. The following paper provides reassurance to Members on the proposed approach to funding the non-policing capital actions contained within the Plan. There is no additional funding required for delivery of the City of London Police related actions.

The Vision Zero Plan was approved by the Planning & Transportation Committee in November 2023. Members of the Police Authority Board are now asked to approve the the policing elements of the Plan, following the extra reassurances given in this paper.

The Plan is a strategic document setting out the approach to delivering the City Coporation’s objectives on road danger reduction. If adopted, funding will be sought to deliver the infrastructure related actions through the usual capital bid process for the City Corporation. The ambitions that the Vision Zero plan contains will support the process of bidding for funding. Actions in the plan that do not require capital funding will be delivered from existing budgets, with no additional funding required.

The table in Appendix 1 sets out further information on the delivery of the eight headline actions contained in the Vision Zero Plan, including cost and resource required for delivery, along with the funding source and delivery period.

Recommendation

Members are asked to approve the Vision Zero Plan 2023 – 2028 (see background papers) following the additional reassurances provided through this paper.

Background

1. At the November 2023 Police Authority Board, Members were critical that the Plan makes ambitions for delivery of capital programmes without having the committed funding in place. There are significant elements of the plan that are already funded. For those elements that are not, there is a clear plan in place to bid for the necessary capital funding in line with the usual processes.
2. This report provides detail on funding for the non-policing elements of the plan, and included in the background papers to this report is the November 2023 report and full Vision Zero plan, that Members are asked to approve.
3. The Vision Zero Plan was approved by the Planning & Transportation Committee in November 2023.
4. The Plan is a strategic document setting out the approach to delivering the City Corporations objectives on road danger reduction. If adopted, funding will be sought to deliver the infrastructure related actions throughout the period of the plan to 2028 and beyond. This will be done through the usual capital bid process for the City Corporation. If funded, schemes will go into the Transport Strategy Delivery Plan.
5. The ambitions that the Vision Zero plan contains will support the process of bidding for funding, with Member support for a strategic plan the necessary pre-cursor to funding approval at the Planning & Transportation, Resource Allocation Sub-Committee (RASC) and Policy & Resources Committee.
6. The table included at the end of the Vision Zero Plan and included again Appendix 1 with further detail, sets out additional information on the delivery of the eight headline actions contained in the Vision Zero Plan. This includes cost and resource required for delivery, along with the funding source and delivery period.
7. The eight actions in the Plan and table are the headline actions under the five Safe System themes (plus one additional overarching action), that represent new or significantly expanded activity for the City Corporation and partners. The supporting continuation actions under the Safe System themes will be resourced through existing project and programme budgets.
8. The following sections contain further information on the different City Corporation funding sources and the approach to obtaining necessary budget to deliver the actions in the Plan.

City of London Police Funding

9. To reconfirm, the actions contained in this plan that relate to the City of London Police will not require any additional funding. Police Officer time for engagement and enforcement activity could be met through existing available Police resources.
10. The Plan does not seek to recommend Police tactics or how Police colleagues will fulfill their duties, rather it outlines the existing work of the Police that is hoped to continue to the extent allowed for through future funding levels, which contributes to the success of the Plan.

City Corporation Revenue Funding

Environment Department officer time

11. The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
12. Officer time refers to Environment Department Officers working on road danger reduction and behaviour change activities through the normal course of their work. This officer time is already committed and is funded through local risk staff salary revenue budgets where it cannot be capitalised to specific relevant engineering projects.

Transport for London Local Implementation Plan (LIP) Funding

13. The Mayor of London and Transport for London (TfL) provide Local Implementation Plan (LIP) funding to the City Corporation, along with all other London Boroughs each year. The funding is for schemes to improve the City's transport network in a way that is consistent with and supports the Mayor of London's Transport Strategy. These schemes are detailed in the City Corporation's LIP, a three-year outline programme that is reviewed annually, and a detailed one-year programme that is approved annually for the following financial year.
14. An indicative allocation for each year is already known as TfL advises the City Corporation of this for the 3 year period of the LIP.
15. This funding is sufficient to support revenue costs, some research and some small scale works on-street. LIP funding for the City Corporation is sufficient to support some Vision Zero engineering feasibility, and also the behaviour change and training interventions included within Safe Behaviours.

City Corporation Capital Funding

16. Bids for capital funding from the On-Street Parking Reserve (OSPR) and Community Infrastructure Levy (CIL) will be made through the quarterly Corporate Priorities Board process. If approved this will then require approval by Resource Allocation Sub Committee (RASC) and Policy and Resources (P&R) Committee. Another option will be to make a bid through the annual

capital bids process, which again is subject to the Member approval as above. Bids will be made for a programme made up of a number of junction improvements or for individual schemes, depending on the outcome of feasibility work.

On-Street Parking Reserve (OSPR) and Community Infrastructure Levy (CIL)

17. The OSPR within City Corporation funds is ring-fenced to cover highway maintenance and improvement schemes and public realm improvements.
18. Major street improvement schemes will often deliver against multiple priorities and transport outcomes given the nature of changes involved. CIL funds are expected to deliver public infrastructure improvements, linked to the impact of development and the priorities of the City Corporation, including Vision Zero.
19. CIL and OSPR funding will be bid for in Q1 2024/25 to enable the commencement of feasibility work for the 'priority junctions' outlined in the Safe Streets theme.
20. The programme of priority junctions is the action in the Vision Zero Plan requiring the single largest sum of funding, with an estimated delivery budget of £20-50m for the entire programme. This amount will be subject to capital funding bids over the period of the plan to 2028 and beyond. The commitment in the plan is to develop feasibility proposals for all junction locations within the lifetime of the plan to 2028 and this will then be used to prioritise improvements. There is no commitment to deliver the junction improvements in that timeframe.
21. The programme is based upon a sophisticated approach to the identification and prioritisation of junctions identified for remedial action. The approach is based upon analysis of serious injury clusters in the City since January 2018, which are ranked and prioritised by potential for treatment and risk reduction and so value for money.
22. The first bids to enable delivery of the priority junctions will be made from Q4 24/25 following the completion of feasibility work. The programme will take several years to deliver and will be the subject of multiple funding bids for projects and schemes that make up the programme. Spend will also be phased over several years.

Other Funding

Section 278 (S278) Funding

23. S278 highway schemes, which are fully developer funded, will be expected to deliver safety improvements where appropriate, potentially including priority junction schemes. This has the potential to reduce the amount of OSPR or CIL funding required.
24. We will identify those S278 schemes in the City which can support improvements on the priority junction list. Developer funded schemes are located at a number of the priority junction locations, including London Wall/Moorgate, Fetter Lane and Fleet Street/Bouverie Street.

Section 106 funding

25. Where there is a development that is located nearby to one of the priority junctions and there is the opportunity to secure further Section 106 funding this may be available to help fund improvements.

Additional TfL funding

26. Additional TfL Local Implementation Plan (LIP) funding, released through a bidding process, may be available to fund capital schemes in the City. This could be applied to delivery of a number of the minor schemes within the Safe Streets theme of the Plan.
27. There may also be opportunities to bid for other additional funding sources available from Transport for London in future.

Corporate & Strategic Implications

Strategic implications

28. The Vision Zero Plan supports the delivery of Corporate Plan outcomes 1, 2, 3, and 12.
29. The City Corporation's Transport Strategy includes the ambition to deliver Vision Zero, and the Vision Zero Plan will help in delivering the casualty reduction targets set within the Strategy.
30. Delivery of the Vision Zero Plan will mitigate departmental risk ENV-CO-TR 001 – Road Safety.

Financial / resource implications

31. Most transport projects already include measures to reduce road danger, and so some of the actions set out in the plan can be delivered through existing workstreams. From the annual TfL LIP funding, it is recommended that an initial £300-400k of revenue funding over the 5 year plan period will be required to deliver these outcomes and therefore will be allocated from anticipated funding.
32. However, given the much-reduced funding now available from TfL to the City Corporation, and the scale of work required to deliver the Safe Streets element, a further £3-4m of additional funding will be required to scope feasibility and initial design work on the priority junctions. This will be the subject of future bids. This initial funding will allow us to develop accurate cost estimates for these projects and prioritise delivery to inform future specific project capital bids.
33. The additional funding required has been discussed with but not yet agreed by the Chamberlain as this relates to the wider review of CIL and OSPR funding that has recently finished. Capital funding proposals for the delivery of the Vision Zero Plan will be included as part of future submissions for consideration by the Corporate Priorities Board, Resource Allocation Sub Committee and Policy & Resources Committee. Funding will be sought to deliver the Plan's actions throughout the period of the plan to 2028 and

beyond, with delivery of the junction improvements taking place over a longer period of time.

34. We are proposing adopting the Vision Zero Plan in advance of additional capital funding being agreed so that any funding bids are informed by policy proposals and to avoid delaying the delivery of other elements of the Plan.
35. Smaller scale interventions, strategic measures and behaviour change campaigns will be funded through local risk, officer time and annual Local Implementation Plan (LIP) funding, with an assumed amount based on indicative allocations from TfL allocated in the delivery section of the plan.
36. The actions contained in this plan that relate to the City Police will not require any additional funding. Police officer time for engagement and enforcement activity will be met through existing available resources.

Legal implications

37. The City Corporation has a statutory duty to deliver improvements that prevent road traffic collisions. The 1988 Road Traffic Act, Section 39, puts a duty on the local authority to undertake studies into road traffic collisions, and to take steps both to reduce and prevent them.
38. The pertinent wording from the Act is:
Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.
39. The City Corporation also has a statutory duty under s16 of the Traffic Management Act 2004 to manage the road network (as far as reasonably practicable) to ensure the expeditious movement of traffic on the authority's road network, as well as the road networks of other authorities.
40. In meeting these and other statutory obligations, every authority must seek to balance these requirements alongside their other policies, objectives & priorities.

Equalities Implications

41. A Test of Relevance for an Equalities Impact Assessment (EqIA) has been completed for the Vision Zero Plan. It concluded that there were no negative impacts on people with protected characteristics, and that the impacts of the Vision Zero Plan and its actions were only positive.

Climate implications

42. Delivery of some of the actions in the Vision Zero Plan support the objectives of the City Corporation's Climate Action Strategy to reduce the use of motor vehicles and enable more walking and cycling.

Security implications

43. None

Conclusion

44. This report seeks to provide further reassurance to Members of the Police Authority Board that the Vision Zero Plan has considered the approach to capital funding.
45. Members are reminded that the City of London Police actions contained within the Plan are fully funded, and subject to resource levels available to the Police.
46. The report makes clear, there are significant elements of the plan that are already funded, from Transport for London LIP funding and developer contributions (Section 278).
47. For the elements of the Plan that do not already have secured funding in place, there is a clear strategy in place to bid for the necessary funding through the City Corporation's capital funding bid process. These funding applications will be phased over the period of the plan and beyond, with the commitment in the plan for feasibility proposals by 2028, not delivery of the junction improvement schemes.
48. We will ensure that any publicity or promotion of the Vision Zero plan publication will make it clear that it remains subject to funding and approvals in the usual way over the long term.
49. Further detail of the headline actions and funding are contained within a table in Appendix 1 of this report.
50. The Vision Zero Plan is included within background papers of this report and members asked to approve the Plan for publication.

Appendices

- Appendix 1 - Table of Funding and Delivery Programme of Vision Zero Plan Headline Actions

Background Papers

[Vision Zero Plan Committee Paper and appendices – November 2023 Police Authority Board](#)

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