

<b>Committee(s)</b>	<b>Dated:</b>
Resources Allocation Sub Committee Planning & Transportation	30 October 2024 5 November 2024
<b>Subject:</b> TfL Local Implementation Plan funding application 2025/26 – 2027/28	Public
<b>Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?</b>	Leading Sustainable Environment, Flourishing Public Spaces
<b>Does this proposal require extra revenue and/or capital spending?</b>	N
<b>If so, how much?</b>	£
<b>What is the source of Funding?</b>	
<b>Has this Funding Source been agreed with the Chamberlain’s Department?</b>	N/A
<b>Report of:</b> Katie Stewart, Executive Director Environment	For Decision
<b>Report author:</b> Ellie Gooch	

### Summary

This report covers the City of London Corporation’s application for Transport for London (TfL) Local Implementation Plan (LIP) funding for the financial years 2025/26, 2026/27 and 2027/28.

Details of the projects and programmes to be included in the application are provided in Table 1 and Appendix 1.

This report seeks approval to submit an application for £5.4m to TfL for LIP funding over the three-year LIP programme. This includes £1.575m for the 2025/26 financial year. £480,000 of this is formula or base funding and a further £1,095,000 is within TfL ‘discretionary’ funds which require a business case to be submitted to TfL. This report also seeks approval to spend the 2025/26 allocation if approved by TfL in March 2025.

### Recommendations

Members are asked to:

- Approve the contents of the LIP funding application covering the years 2025/26 – 2027/28, as set out in Table 1.
- Approve the spend total up to a maximum of £1,575,000 for 2025/26, as set out in Table 1, subject to final allocation decision from TfL in March 2025.
- Authorise the Executive Director Environment to approve minor changes to the submission following informal feedback from TfL in January 2025.
- Authorise the Executive Director Environment to reallocate the TfL grant between the approved LIP schemes, should that be necessary during 2025/26, up to a maximum of £250,000.

## Main Report

### Background

1. This report covers the City of London Corporation's application for Transport for London (TfL) Local Implementation Plan (LIP) funding for the years 2025/26, 2026/27 and 2027/2028.
2. Under Section 159 of the Greater London Authority Act 1999, TfL is empowered to provide grants to London boroughs and the City Corporation for the provision of safe, efficient and economically viable transportation facilities and (or) services to, from or within Greater London. LIP funding is provided by TfL to London boroughs and the City Corporation to improve local transport networks in line with the Mayor's Transport Strategy.
3. LIP programmes are submitted in three-year outline and reviewed annually. A detailed one-year programme is submitted for funding approval by TfL each year. The next three-year programme covers the financial years 2025/26, 2026/27 and 2027/2028 and is due for submission in November 2024.
4. In July 2024, TfL published updated guidance on developing and submitting delivery plans. Boroughs do not need to submit a detailed delivery plan report as in previous years, but instead will submit an Excel form detailing proposed schemes, their strategic importance and their alignment with TfL priorities.
5. There are multiple funding streams included within the LIP programme. Some are allocated according to formulas or base funding (fixed allocation) and some are discretionary or needs based. Discretionary funds require a bid and are judged on TfL criteria. Much of the City Corporation's LIP funding comes from the 'Safer Corridors and Neighbourhoods' fund, which is allocated using a formula of need-based indicators for public transport, road safety, congestion and environment, and accessibility. Two new discretionary funds have been introduced this year: 'Safer Streets' (£50m) and 'Better Bus Partnerships' (£30m). The LIP funding streams available include:
  - Safer Corridors and Neighbourhoods (formula)
  - Safer Streets (discretionary)
  - Bus Priority (discretionary)
  - Better Bus Partnerships (discretionary)
  - Safer Cycleway Network Development (discretionary)
  - Cycle Parking (base funding)
  - Cycle Training (base funding)
  - Micromobility Parking (needs based)
6. This application supports the outcomes of the City of London Transport Strategy and will provide funding for programmes listed in the Transport Strategy Delivery Plan 2024/25 – 2029/30 (both reviewed by this Committee in July 2024). The proposed LIP programme will reduce road danger, improve accessibility, and enhance the walking, wheeling and cycling experience.

## Current position

7. Before final submission, TfL will provide informal feedback on our application and this may recommend some changes to the application. We do not anticipate significant changes as we have had early stage feedback from TfL and our submission will be in line with the criteria set out by TfL. The timeline for submission of the City Corporation's three-year LIP programme is as follows:

15 November: Draft LIP delivery plan submission

10 January: Informal feedback from TfL

13 February: Final delivery plan submission

14 March: Confirmed funding allocation for 2025/26 from TfL

8. TfL have indicated that the amount of funding available for the formula and ring-fenced funding pots will be a similar amount as the 2024/25 financial year, which was allocated as follows:

Safer Corridors and Neighbourhoods: £400,000

Cycle Training: £30,000

Cycle Parking: £54,000

9. Details of the specific projects and programmes that funding will be sought for are set out in Table 1. We do not plan to apply for funding from the Bus Priority fund or Better Bus Partnerships fund as we do not have any suitable schemes that meet TfL criteria.

Table 1. Local Implementation Plan – proposed programme for 2025/26 – 2027/28

Project	Summary information	2025/26 £	2026/27 £	2027/28 £
<b>Safer Corridors and Neighbourhoods Programme</b>				
Healthy Streets minor schemes programme	Programme of smaller scale projects to improve the walking and wheeling experience, enhance accessibility and reduce road danger.	325,000	325,000	325,000
Strategic Transport programme	Data collection, research and monitoring.	50,000	50,000	50,000
Vision Zero behaviour change	Behaviour change activities including in partnership with the City of London Police.	25,000	25,000	25,000
<b>Safer Streets Programme</b>				
Ludgate Hill/ Old Bailey	Increasing road safety on Ludgate Hill and at junction with Old Bailey.	290,000	360,000	0
Aldgate High Street	Increasing road safety on Aldgate High Street and at junction with Minories.	300,000	600,000	0
<b>Safer Cycleway Network Development Programme</b>				
Aldgate to Blackfriars cycleway (Queen Victoria Street)	Delivery of Queen Victoria Street section of Aldgate to Blackfriars cycleway. This includes protected cycle lanes and junction improvements.	348,000	1,042,000	797,500

Aldgate to Blackfriars cycleway (Aldgate)	Delivery of improvements Aldgate section via St Botolph Street and Duke's Place. This includes protected cycle lanes and junction improvements.	57,000	3,000	80,000
Moorgate	Installation of protected, northbound cycle lane between junction with Lothbury/Gresham Street and Moorgate.	20,000	0	0
<b>Cycle Parking Programme</b>				
Cycle parking	Rolling programme to provide new and improved parking for private cycles.	50,000	50,000	50,000
<b>Cycle Training Programme</b>				
Cycle training	To deliver cycle training in line with TfL programme to people who work, study or live in the City of London.	30,000	30,000	30,000
<b>Micromobility Parking Programme</b>				
Micromobility parking	Rolling programme to provide dedicated parking bays for dockless cycles and e-scooters in suitable locations.	80,000	TBC	TBC
<b>Total</b>		1,575,000	2,485,000	1,357,500

## Corporate & Strategic Implications

### Strategic Implications

10. The LIP funded projects and activities detailed above support delivery of:

- Corporate Plan outcomes
  - Leading Sustainable Environment
  - Flourishing Public Spaces
- Transport Strategy outcomes
  - The Square Mile's streets are great places to walk, wheel and spend time
  - Street space is used more efficiently and effectively
  - The Square Mile is accessible to all
  - People using our streets and public spaces are safe and feel safe
  - Improved experience of riding cycles and scooters in the City
- Vision Zero Plan
  - To reduce personal injuries from collisions, by reducing danger from motor vehicles on our streets.
- Climate Action Strategy actions
  - Reduce air pollution through implementing our ambitious air quality and transport strategies

### **Financial implications**

11. Once approved by TfL, funds are ringfenced to spend only on the specific schemes set out in the submission.
12. For schemes over £50,000, City project management reporting and funding procedures will be followed.
13. We are likely to need to seek additional funding from CIL or OSPR funds for the Aldgate to Blackfriars cycleway.
14. £2.4m of OSPR funding has been secured for the Aldgate High Street and Ludgate Hill/Old Bailey schemes. If this LIP funding application is successful or partially successful, the amount of internal funding required will be reduced accordingly.
15. Given the need at times to vary the programme of minor schemes, if there are external factors affecting programme or deliverability, we are requesting authorisation for the Executive Director Environment to reallocate the TfL grant between the approved LIP schemes, up to a maximum of £250,000, should that be necessary during 2025/26.

### **Resource implications**

16. Delivery of schemes is covered by existing staff.

### **Legal implications**

17. None.

### **Risk implications**

18. Mitigation of Environment Department risk ENV-CO-TR 001 – Road Safety. The two schemes submitted for the Safer Streets fund and the three schemes submitted for the Safer Cycleway Network Development fund will make significant road safety improvements at priority locations in the City. The Healthy Streets Minor Schemes submitted for the Safer Corridors and Neighbourhoods fund will make improvements to road safety for pedestrians at minor junctions.

### **Equalities implications**

19. The Healthy Streets Minor Schemes programme includes accessibility improvements across the City, including continuous footways, raised tables, drop kerbs and tactile paving. Inclusive design and principles are also prioritised across all our transport schemes. An EqIA will be completed where necessary for schemes.

### **Climate implications**

20. The schemes in this application, alongside our overall Transport Strategy, support carbon reduction through a reduction in motor vehicle use, where possible materials used provide a more climate resilient public realm as well as schemes including more trees and greening.

## **Security implications**

21. None.

## **Conclusion**

22. This LIP funding will support the delivery of the schemes and objectives within our Transport Strategy and Corporate Plan.

23. Members are asked to approve the application to TfL for the 2025/26 – 2027/28 LIP programme and to spend the allocation for 2025/26 financial year up to a maximum of £1,575,000. The final allocation will be confirmed by TfL in March 2025.

24. The recommendations in the report also seek authorisation for the Executive Director Environment to reallocate funding between schemes, should that be necessary, for the 2025/26 programme.

## **Appendices**

Appendix 1: Details of proposed LIP projects and programmes

## **Background papers**

City of London Transport Strategy –

<https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf>

Transport Strategy Delivery Plan [Committee report 23 July 2024](#)

## **Report author**

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