

**Report of: Executive Member for Environment**

<b>Meeting of:</b>	<b>Date</b>	<b>Ward(s)</b>
Executive	10 July 2014	All

**SUBJECT: TfL Funding for Cycling Improvements (2014/15 – 2015/16), the Crossrail Complementary Measures programme (2015/16 – 2018/19), and the Roads Task Force Incubator Fund (2014/15 – 2017/18)****1. Synopsis**

- 1.1 Transport for London (TfL) has made funding available for a series of programmes to deliver transport and public realm improvements in Islington. In all cases, the funding is available only for these purposes and is not transferrable to other projects. This report outlines the Council's proposals for programmes that deliver against these funding streams, comprising the following:
- Cycling Improvements - Central London Cycling Grid and also Non-Grid Cycling Quietways;
  - Crossrail Complementary Measures fund, and;
  - Roads Task Force Future Streets Incubator Fund
- 1.2 The Central London Cycling Grid and also Non-Grid Cycling Quietways programmes deliver cycling improvements across the borough (the proposed programmes are set out in Appendices 1 and 2).
- 1.3 The Crossrail Complementary Measures fund provides funding for reinstatement and public space works around Crossrail stations (Appendix 3).
- 1.4 The Future Streets Incubator Fund provides funding for small-scale pilot scheme submissions from local boroughs, Business Improvement Districts and community groups. This fund is for projects that trial new ideas, such as temporary public plazas, new street layouts, technology and infrastructure (Appendix 4).
- 1.5 The final programmes will continue to be developed in consultation with the Executive Member for Environment and Ward Councillors for the areas affected. These programmes will be delivered subject to the outcome of public consultation.

## **2. Recommendations**

- 2.1 To agree the bids and proposed programmes for the Central London Cycle Grid and Non-Grid Quietways programmes, the Crossrail Complementary Measures programme and Future Streets Incubator Fund programme (attached as Appendices 1-4) for submission to TfL.
- 2.2 To authorise the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Environment, to make any necessary and subsequent changes to the above programmes.

## **3. Background**

### **Cycling Improvements in Central London – The Grid**

- 3.1 As part of the delivery of the Mayor of London's Vision for Cycling, TfL announced in December 2013 that Central London boroughs would be funded to deliver a network of cycle routes across Central London known as the Central London Cycle Grid. TfL has allocated £30m towards the delivery of Grid routes over the next two years (2014/15 and 2015/16).
- 3.2 TfL identified seven routes in Islington (shown in Appendix 1), and provided funding to the Council to complete feasibility studies on routes 1, 2, 3, 4 and 5. Prior to the completion of these studies TfL has decided to prioritise the delivery of routes 1, 2 and 3, and in June 2014 TfL awarded funding to the Council to design, consult on and deliver routes 1 (Clerkenwell Road from the junction with Farringdon Road to Old Street roundabout), and 3 (Lloyd Baker Street from the junction with Farringdon Road to Arlington Avenue at the junction with New North Road), and part of route 2 (Bath Street from the junction with City Road to Finsbury Square at the junction with Wilson Street). The Council proposes to complete design work and undertake ward member engagement and public consultation before the delivery of each route.

### **Cycling Improvements across Islington outside the Central London area - Quietways**

- 3.3 Also as part of the Mayor's Vision for Cycling, a series of high quality cycling routes on quiet back streets (Quietways) were proposed across London outside the Central London area. TfL has allocated £120m towards the delivery of the Quietways programme over the next 10 years, and has appointed Sustrans to develop this programme in partnership with the affected boroughs.
- 3.4 In January 2014, TfL and Sustrans announced that Islington will host one of eight pilot Quietways routes to be consulted on and delivered by the Council by Spring 2015. The route that has been selected is the 'Bloomsbury to Walthamstow Route' and further details of where this route serves Islington are shown in Appendix 2.
- 3.5 The Council is bidding to TfL for additional funding to begin design work on this route. In September 2014, TfL is expected to announce its decision on whether funding will be made available to the Council to undertake public consultation on design options and, subject to the outcome of public consultation, deliver this route.

### **The Crossrail Complementary Measures Programme**

- 3.6 TfL has announced that £28.5m has been made available to boroughs for urban realm improvements around Crossrail stations over the next four financial years (2015/16 to 2018/19) as part of its Crossrail

Complementary Measures (CCM) programme.

3.7 The programme is directed towards delivering improvements to public spaces at stations outside Central London. However, TfL has indicated that it will consider submissions for Central London stations (including Farringdon) if funding permits. A decision on the Council's funding bid to TfL is expected to be announced in October 2014.

3.8 The Council's proposed CCM programme at Farringdon (set out in Appendix 3) will be developed and consulted on with the Executive Member for Environment as well as the local Ward Councillors.

### **Future Streets Incubator Fund**

3.9 In March 2014, TfL announced the launch of the Incubator fund and has allocated £1.8m towards the programme over three years (2014/15–2016/17). Bids of up to £100,000 for each initiative were invited from boroughs, Business Improvement Districts and Community Groups for small-scale projects that trialled new ideas, such as new street layouts, new technology and infrastructure. The trial seeks to test the efficacy of innovative low-cost measures.

3.10 The Council has developed three bids for this fund as shown in Appendix 4. These bids focus on:

- Archway Mall – a bid to secure funding to trial innovative ways to encourage activities that bring life to Archway Mall;
- Finsbury Park – a proposal to temporarily remove buses from Station Place to create a new public space that can host one-off events; and
- Slim profile traffic signals - the proposal is to trial new slim-line traffic lights at the junction of Old Street and Goswell Road.

3.11 In discussion with the Council two community groups have submitted bids to TfL. The community led bids focus on Crayford Road (near Tufnell Park Road) and Hargrave Road (off Junction Road). Both bids seek 'home zone' style improvements to their streets.

3.12 The bids will be developed in consultation with the Executive Member for Environment and local Ward Councillors. Designs for changes and the delivery of any improvements will be subject to public consultation. TfL will announce the successful projects in October 2014.

## **4. Implications**

### **4.1 Financial implications:**

4.1.1 The development of the Central London Cycle Grid and Quietways programmes, the Crossrail Complementary Measures and Future Streets Incubator Fund submissions are funded from the Environment and Regeneration (Spatial Planning and Transport) revenue budget.

4.1.2 TfL approval of the programmes will provide funding to plan, develop, consult on and deliver the cycling programme improvements, public realm improvements at Farringdon Station and improvements from the Future Streets Incubator Fund.

### **4.2 Legal Implications:**

4.2.1 TfL may give financial assistance to the Council for projects which in its opinion are conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London (section 159 of the Greater London Authority Act 1999).

4.2.2 The Council has the power to implement the schemes for which TfL funding is being sought pursuant to various statutes including the Highways Act 1980, the Town and Country Planning Act 1990 and the Road Traffic Regulation Act 1984.

4.2.3 In exercising its powers under the Traffic Regulation Act 1984, section 122 of that Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected. Any final decision to implement any scheme needs to take account of the considerations set out above and the outcome of public consultation.

4.2.4 Where implementation of the proposed schemes requires public consultation to be carried out either on an informal or statutory basis, it must follow public law principles in that it must be carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.

### **4.3 Environmental Implications**

4.3.1 Successful implementation of TfL's funding programmes (cycling and public realm) will increase cycling and walking, reduce carbon emissions, reduce local pollution to air and reduce the number of people killed or injured on Islington's roads. No negative environmental impacts are anticipated.

### **4.4 Residents Impact Assessment**

4.4.1 Through the Residents Impact Assessment, the Council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The Council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The Council must have due regard to the need to tackle prejudice and promote understanding.

4.4.2 Residents Impact Assessments of the Grid and Quietway programmes, Crossrail Complementary Measures programme and Future Streets Incubator Fund projects will be carried out in July 2014.

## **5. Conclusion and reason for recommendations**

5.1 The Council is presented with funding opportunities for specific purposes linked to cycle infrastructure improvements, public realm improvements at Farringdon Station and trials to encourage investment in innovation in London.

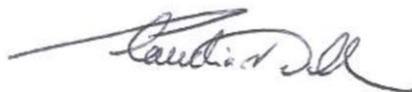
5.2 In a period when financial resources are scarce, it is particularly important that the Council is clear about its priorities and makes the most of opportunities to secure external funding that will ensure that investment remains directed towards those people and places that need it most and in a way that is supportive of the Council's broader strategic priorities.

**Appendices:**

- Appendix 1 – Central London Cycling Grid programme 2014/15 – 2015/16
- Appendix 2 – Quietways programme 2014/15 – 2015/16
- Appendix 3 – Crossrail Complementary Measures programme 2015/16 – 2018/19
- Appendix 4 – Future Streets Incubator Fund programme 2014/15 – 2016/17

Final report clearance:

**Signed by:**



Executive Member for Environment

26 June 2014

Date

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## Appendix 1 Central London Cycle Grid

Table 1 below provides details of the Council's proposed routes that fall within the Grid. Funding has been secured for routes 1, 2, and 3.

Route Descriptions	Study phase	Delivery stage		Total
	Phase 1 (Dec '13 - Sept '14) (£'000s)	Phase 2 (June '14 - to Mar '15) (£'000s)	Phase 3 (Mar '15 - Mar '16) (£'000s)	(£'000s)
<b>Feasibility studies for Routes 1, 2, 3, 4, and 5</b>	245	0	0	<b>245</b>
<b>Route 1:</b> Clerkenwell Road (Jctn with Farringdon Road - Old Street (Old Street Roundabout))	-	150	750	<b>900</b>
<b>Route 2:</b> Bath Street (jctn with City Road), Bunhill Row, Chiswell Street, Finsbury Square (jctn with Wilson Street)	-	150	230	<b>380</b>
<b>Route 3:</b> Lloyd Baker Street (jctn with Farringdon Road), River Street, Myddleton Square, Chadwell Street, Owen Street, Colebrooke Row, Gerrard Road, Burgh Street, Arlington Avenue (jctn with New North Road)	-	130	300	<b>430</b>
Route development funding	50	N/A	N/A	<b>50</b>
<b>Total (secured)</b>	<b>295</b>	<b>430</b>	<b>1,280</b>	<b>2,005</b>

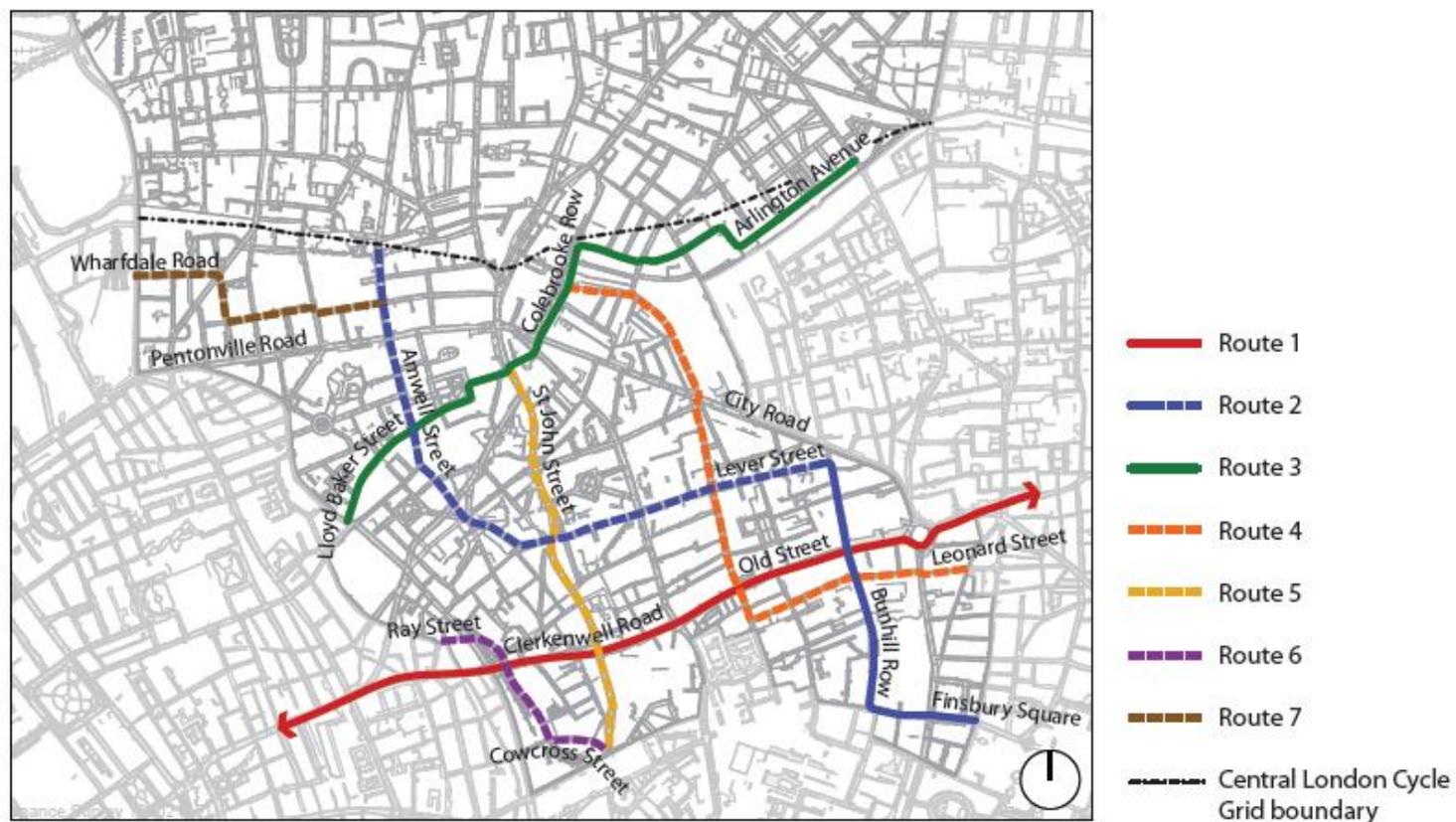
Table 2 below provides details additional proposed Grid routes the Council seeks to design, consult on and deliver subject to funding being made available.

Route Descriptions	Phase 1 (Dec '13 - Sept '14) (£'000s)	Phase 2 (June '14 - to Mar '15) (£'000s)	Phase 3 (Mar '15 - Mar '16) (£'000s)	(£'000s)
<b>Route 2 (remainder of route 2):</b> Penton Street (jctn with Tolpuddle Street), Amwell Street, Rosoman Street, Skinner Street, Percival Street, Lever Street (jctn with Bath Street)	-	100	300	<b>400</b>
<b>Route 4:</b> Vincent Terrace (jctn with Colebrook Row), Graham Street, Central Street, Golden Lane, Banner Street, Featherstone Street, Leonard Street (jctn with Tabernacle Street)	-	100	150	<b>250</b>
<b>Route 5:</b> St John Street (the whole length)	-	200	250	<b>450</b>

<b>Route 6:</b> Ray Street (jctn with Warner Street), Farringdon Lane, Turnmill Street, Cowcross Street (jctn with Charterhouse Street)	0	50	100	<b>150</b>
<b>Route 7:</b> Wharfdale Road (jctn with Goods Way), Killick Street, Collier Street, Donegal Street (jctn with Penton Street)	0	100	250	<b>350</b>
<b>Total (unsecured)</b>	<b>0</b>	<b>450</b>	<b>750</b>	<b>1,200</b>

The Central London Cycle Grid routes are shown below. Routes where funding has been secured from TfL are shown as solid lines. Dashed lines represent grid routes for which future funding will be sought from TfL.

## Central London Cycle Grid Proposed routes in Islington

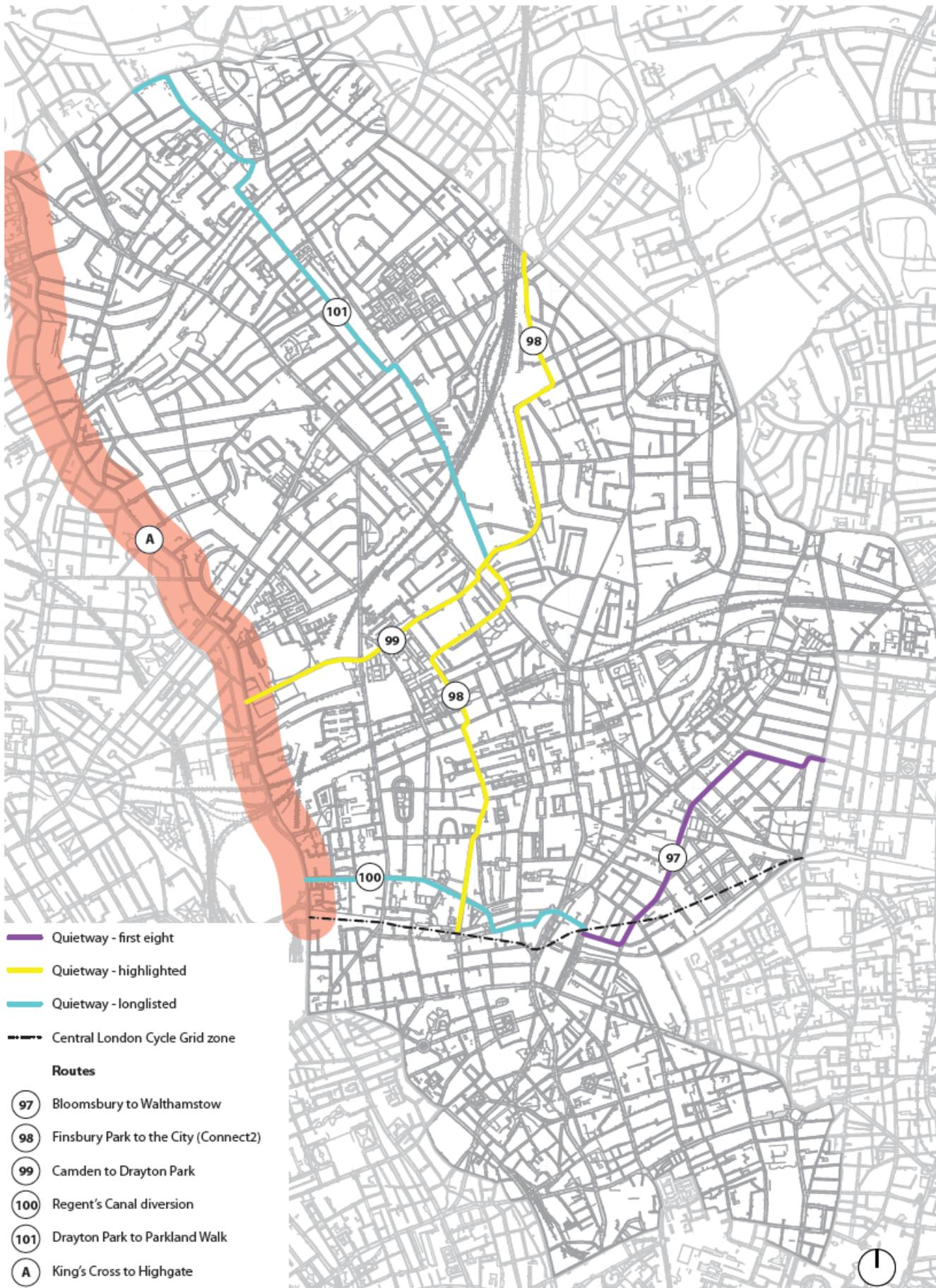


## Appendix 2: Non-Grid Quietways Programme

The table below provides details of the Council's proposed Quietways routes. TfL has provisionally agreed to fund Route 97 (designated 'Quietway Route 38') and is expected to confirm funding in September 2014. All other routes listed here require further development work to establish the likely cost and, subject to the outcome of public consultation, the delivery timetable

Quietways in Islington			
Route	Description	Delivery	Totals (£000)
Route 97 - Bloomsbury to Walthamstow ('Quietway Route 38')	<p>Wards: St Peter's</p> <p>Colebrooke Row (jctn with City Road), Gerrard Road, Danbury Street, Rheidol Terrace, Prebend Street, Bishop Street, Basire Street, Popham Road, Ecclesbourne Road, Elmore Street, Cleveland Road, Northchurch Road (jctn with Southgate Road)</p>	2014/15	100
Route 99 - Camden to Drayton Park	<p>Wards: Caledonian, Holloway, St Mary's, Highbury East, Highbury West</p> <p>Agar Grove (LB Camden), York Way, Market Road, Caledonian Road, McKenzie Road, Palmer Place, Drayton Park</p>	-	-
Route 100 – Regent's Canal diversion (Copenhagen Street to Southgate Road)	<p>Wards: Caledonian, Barnsbury, St Peter's</p> <p>Goods Way (LB Camden), York Way, Copenhagen Street, Cloudesley Road, Ritchie Street, Upper Street, Bromfield Street, Parkfield Street, Berners Road, Charlton Place, Colebrooke Row, Gerrard Road, Burgh Street, St Peter's Street, Frome Street, Dame Street, Arlington Avenue, New North Road, Baring Street, Bridport Place (LB Hackney)</p> <p>This route includes a southern towpath alternative from St Peter's Street, Baldwin Terrace, Packington Square, Shepherdess Walk (LB Hackney), Eagle Wharf Road, Poole Street</p>	-	-
Route 101 - Drayton Park to Parkland Walk	<p>Wards: Highbury West, Finsbury Park, Tollington, Hillrise</p> <p>Drayton Park, Benwell Road, Hornsey Road, Seven Sisters Road, Sussex Way, Courtauld Road, Hazellville Road, Hornsey Lane</p>	-	-
Route A - King's Cross to Highgate	<p>Wards: Caledonian, Holloway, St George's, Junction</p> <p>This route is currently being discussed and developed by Islington, Camden and Haringey councils. This route is proposed to run up York Way and using less busy streets, make its way up to Highgate. This route will also connect Archway Town Centre</p>	-	-

# Quietways in Islington



### Appendix 3: Crossrail Complementary Measures Programme

Name	Description	2015/16 (£'000)	2016/17 (£'000)	Totals (£000)
Farringdon Station environs	Environmental improvements to CCTV, Lighting, Taxi rank provision, and trees	150	100	<b>250</b>
St John Street	Improvements to public space, new paving, seating, lighting, CCTV, trees and planting	500	1,500	<b>2,000</b>
<b>Total</b>		<b>650</b>	<b>1,600</b>	<b>2,250</b>

### Appendix 4: Future Street Incubator Fund Programme

Future Streets Incubator Fund Programme			
Name	Description	Delivery	Totals (£000)
Archway Mall	Revitalise Archway Mall using a number of different activities to bring the public space to life	2015/16	100
Finsbury Park	Trial the removal of buses from Station Place to allow one-off events to take place in the public space	2015/16	100
Traffic signals at junction of Old Street / Goswell Road	Trial the use of slimmer profile traffic signals, and the potential to create more usable public space at the junction	2014/15	85
Community-led bids submitted in discussion with the Council			
Crayford Road	Home-zone style improvements to Crayford Road	2015/16	60
Hargrave Road	Home-zone style improvements to Hargrave Road	20/15/16	N/A