

Report of: Joint report of the Executive Member for Housing & Development and the Executive Member for Environment

Meeting of:	Date	Agenda item	Ward(s)
Executive	17 October 2013	E2	All

Non-exempt

SUBJECT: Local Implementation Plan Delivery Plan and Borough Cycling Programme 2014/15 to 2016/17
1. Synopsis

- 1.1 The Local Implementation Plan (LIP) sets out how the Council will deliver local transport improvements in the borough. All London local authorities are required to prepare a new LIP Delivery Plan by October 2013, for the period 2014/15 to 2016/17, for submission to Transport for London (TfL). The Council's LIP Delivery Plan 2014/15 to 2016/17 is attached at Appendix 1.
- 1.2 The Council is also required to submit a Borough Cycling Programme (BCP) for the period 2014/15 to 2016/17 that sets out how the Council will deliver cycling improvements that help to deliver the objectives of the Mayor's Vision for Cycling in London (2013). This programme provides funding for safety schemes for cyclists, Cycle to School Partnerships, cycle training and parking. The Borough Cycling Programme 2014/15 to 2016/17 is attached at Appendix 2.
- 1.3 The LIP Delivery Plan and Borough Cycling Programme have been prepared in consultation with the Executive Member for Housing and Development and the Executive Member for Sustainability. Once approved, the implementation of the LIP Delivery Plan and the BCP will contribute towards the Council's fairness agenda, ensuring that transport investment is targeted to areas experiencing:
- high levels of deprivation;

- high levels of road traffic casualties;
- high levels of localised air pollution;
- low car ownership; and
- a need for transport investment to support local businesses and shops.

2. Recommendations

- 2.1 To agree the Local Implementation Plan Delivery Plan and Borough Cycling Programme (2014/15 to 2016/17) for submission to TfL.
- 2.2 To authorise the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Housing and Development and the Executive Member for Sustainability, to make any necessary changes to the Local Implementation Plan Delivery Plan and Borough Cycling Programme (2014/15 to 2016/17) and to agree a three-year impact report at the end of this period.

3. Background

- 3.1 The Mayor's Transport Strategy (MTS) is the principal policy tool through which the Mayor of London exercises his responsibilities for the planning, management and development of transport in London. The MTS supports the London Plan (the Mayor's Spatial Plan for London) and provides the policy context for the detailed transport plans of TfL and the LIPs.
- 3.2 Islington's LIP (known as Islington's Transport Strategy) was first adopted by the Council in 2006. A revised and updated LIP was produced and adopted by the Council in March 2012. The LIP provides the context for the LIP Delivery Plan which sets out projects that help deliver the objectives of the LIP. On 21 October 2010 the Executive approved the Council's three year LIP delivery plan for 2011/12 to 2013/14.

Borough transport objectives

- 3.3 To ensure that Islington's transport challenges are addressed, the objectives of Islington's Transport Strategy are to make Islington's transport environment:
- **Fair** – Everyone in the borough will be able to access opportunities and services
 - **Efficient** – Islington's limited road space and public transport capacity will be managed to reduce crowding, congestion and unreliability
 - **Safe** – Road dangers will be minimised ensuring that fewer people are injured or killed on Islington's streets
 - **Secure** – Crime and the fear of crime will be reduced on Islington's streets, housing estates and public transport network
 - **Vibrant** – Streetscape and public realm improvements will contribute towards regeneration and local economic recovery and growth
 - **Healthy** – More active forms of travel will be encouraged, and the negative impacts of travel, especially on Islington's poorer communities, will be reduced

Three-year delivery plan

3.4 The key schemes in the Delivery Plan for 20014/15 to 2016/17 are:

- **Finsbury Park Town Centre Area Improvements Scheme**
A £1 million package of measures to deliver better cycling and pedestrian facilities, help reduce the impact of traffic and congestion, and provide junction improvements that raises the quality of the environment in this important town centre.
- **Archway pedestrian and public realm improvements**
The Council will invest £0.3 million in improving pedestrian crossings and public spaces in the Archway town centre in this period, as part of a £1.1m package of investment in the area.
- **Highbury & Islington Station Square**
Funding will be provided to help create a new station square following the planned reconstruction of the rail and road bridge on Holloway Road.
- **Road Safety and Environmental Improvement schemes**
A programme of projects to deliver significant improvements at a number of locations across Islington during this period. Specific project locations include the Nag's Head, Junction Road, New North Road, and Tufnell Park Road.
- **Safer Routes to Estates**
A programme of public realm measures to improve access, safety and security for residents and visitors of estates to local shops and services, and to public transport.
- **Central Street Master Plan**
This project has been funded by the Council and will draw in additional investment from TfL to help provide streetscape improvements for pedestrians and cyclists from City Road through to the Barbican. The project will improve the local environment for residents and businesses.
- **Borough wide road safety schemes**
Islington closely monitors road traffic accidents and casualties. Road safety funding will be directed to specific locations, mainly on principal roads, where there are high numbers of road traffic casualties but where other sources of funding are not available to address the issues. Available funding will also be targeted towards locations where cyclists have been injured or killed, and will address concerns of the most vulnerable cyclists.
- **Scootability**
The Council will continue to support a borough-wide scheme to provide mobility scooters to older and disabled residents.
- **Poverty and Mobility**
Sustained investment over this funding period in the Council's programme to provide driver training for disadvantaged young people, and long-term unemployed, to help them get jobs in the transport sector.
- **Cycle training programme**
To encourage people to cycle and to reduce road accidents the Council will offer cycle training to residents, employees and students based in the borough.
- **Road safety education**
The Council will continue to deliver a comprehensive range of road safety initiatives for various school and community-based organisations in the borough, aimed at reducing road traffic casualties.
- **School travel plans**
The Council will continue to deliver a programme of school travel plans to raise awareness of road safety and environmental issues, and to increase the number of pupils, parents, teachers

and visitors who walk, cycle, use public transport or car share to get to and from school.

LIP and BCP programmes

- 3.5 In May 2013, TfL released a LIP guidance document that instructs all local authorities in Greater London to produce a new LIP delivery plan, and sets out what this document should include. Mandatory components of all LIPs are the borough transport objectives, a three-year delivery plan for 2014/15 to 2016/17, and mandatory performance indicators and targets.
- 3.6 TfL has allocated £1.99m to the Council for the delivery of LIP projects in 2014/15, and indicated that approximately £1.96m and £2.04m will be available for 2015/16 and 2016/17 respectively. Funding is targeted at three programme areas:
- Corridors, Neighbourhoods and Supporting Measures;
 - Maintenance; and
 - Major Schemes (generally those schemes over £1 million).
- 3.7 Also in May 2013, TfL released guidance on the new Borough Cycling Programme (BCP) which requires all local authorities in Greater London to produce a programme of cycling related projects for the period 2014/15 to 2016/17. The purpose of this programme is for the Council to set out how it will deliver cycling improvements that help achieve the objectives set out in the Mayor's Vision for Cycling in London document.
- 3.8 TfL has made a total of £23m of funding available to London local authorities for the period 2014/15 to 2016/17, to support three programme themes including:
- Safer Streets for the bike;
 - More people travelling by bike; and
 - Support for cycling.
- TfL encourages the submission of programmes that include safety schemes for cyclists, Cycle to School Partnerships, cycle training, cycle parking, monitoring and staffing.
- 3.9 The Council's Three-year delivery plans for the LIP and BCP are attached at Appendices 1 and 2. The programmes comprise projects that meet the objectives of the Council's fairness agenda and the criteria set out in paragraph 1.3 above. The projects will also deliver the Borough's transport objectives set out in paragraph 3.3 above.
- 3.10 TfL requires all London local authorities to prepare and publish a three-year impact report setting out how the LIP programmes have met targets set by TfL, and contributed towards wider policy objectives for the local area. The Council will prepare this report at the end of the period 2016/17 for approval under delegated authority by the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Housing and Development and the Executive Member for Sustainability.

4. Implications

4.1 Financial implications:

- 4.1.1 The development of the LIP and the BCP is funded from the Environment and Regeneration (Spatial Planning and Transport) revenue budget.

4.1.2 TfL approval of the programme will provide funding to plan and implement traffic, transportation and cycling improvement projects between 2014/15 and 2016/17.

4.2 Legal Implications:

4.2.1. The Council has a statutory duty under Section 145 of the Greater London Authority Act 1999 (1999 Act) to produce a Local Implementation Plan (for Islington Council, this has been titled 'Islington's Transport Strategy') that is consistent with the Mayor's Transport Strategy. Under section 146 of the Act, the Mayor will only approve the strategy if it is consistent with his own Transport Strategy.

4.2.2. TfL has the power to provide financial assistance for projects which improve transport (s159 of the 1999 Act). The proposed strategy funding process is the vehicle by which TfL provides annual funding to each of the 33 London boroughs. The legal implications of specific schemes will be reported as decisions are made on those individual schemes.

4.3 Environmental Implications

4.3.1 Successful implementation of Islington's Transport Strategy will increase walking and cycling, 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.

4.3.2 A full Strategic Environmental Assessment (SEA) of the Strategy has been carried out, and was published on the Council's website as part of the adopted strategy.

4.4 Equality Implications

4.4.1 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 An Equality Impact Assessment of Islington's Transport Strategy has been carried out and is included in the Transport Strategy. It was published on the Council's website as part of the adopted strategy. No negative impacts resulting from implementation of Islington's Transport Strategy have been identified. The positive impacts of schemes detailed in the Local Implementation Plan Delivery Plan and Borough Cycle Programme are discussed below.

Area Improvements schemes

4.4.3 Schemes are proposed for Finsbury Park, Archway, Central Street, and Caledonian Road that deliver positive impacts for all equality groups. In particular, they help the local community access services and opportunities, improve health outcomes, benefit local businesses, and provide facilities for those with mobility impairment, by delivering:

- local economic activity and growth;

- more accessible and safer town centres;
- improved interchange; and
- regeneration benefits.

Road Safety and Environmental Improvements schemes

4.4.4 Schemes are proposed for Junction Road, New North Road, Nags Head, Tufnell Park and other locations across the borough, that have experienced high numbers of road traffic casualties. These proposals seek to deliver positive impacts for all equality groups. In particular, they seek to provide safer cycle and pedestrian facilities for vulnerable road users such as children and young adult cyclists by delivering:

- safety measures;
- improved roads and pavements; and
- better permeability and accessibility.

4.4.5 The Road Safety Education Programme, the School Travel Programme and the Air Quality Scheme proposed seek to deliver positive impacts for all equality groups. In particular, they are designed to raise awareness of safety issues with children and teenagers, and encourage cycling and walking across different ethnic groups where uptake is especially low. They also raise awareness of health impacts from air pollution, and hotspots to avoid in the borough.

Transport opportunities for all

4.4.6 The Safer Routes to Estates Scheme seeks to deliver positive impacts for all equality groups, particularly for females, older and disabled people, by delivering:

- accessibility improvements to roads and pavements;
- better lighting to help reduce crime and fear of crime; and
- an improved environment to encourage healthier, more active travel.

4.4.7 The Scootability Scheme operates for residents with mobility impairment, and is available to older or disabled people or those with health related mobility impairment. The scheme provides mobility scooters or powered wheel chairs to residents, and helps them participate in community life, visit friends and family, and access to local services.

4.4.8 The Poverty and Mobility Scheme is targeted at disadvantaged young people and long-term unemployed. The scheme provides training to help participants get a driver's licence or heavy goods vehicle licence (for experienced drivers), to improve their opportunities to secure work in the transport sector.

Cycle improvement schemes

4.4.9 Schemes include Cycle Training, SUD Training, Safer Streets Scheme, the Safer Lorries and Vans Scheme, the Cycle to School Partnerships and Cycle Parking. These projects seek to deliver positive impacts for all equality groups, in particular, children, female cyclists, young adults and older people, who are vulnerable to road dangers when cycling and walking, by providing:

- cycle training to improve skills and confidence;
- driver training to encourage safer urban driving around vulnerable road users;
- safety measures; and

- secure cycle parking to help reduce cycle theft.

5. Conclusion and reason for recommendations

- 5.1 In a period when financial resources are especially scarce, it is particularly important that the Council is clear about its priorities. The Local Implementation Plan Delivery Plan and Borough Cycling Programme 2014/15 to 2016/17 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.
- 5.2 The Local Implementation Plan Delivery Plan and Borough Cycling Programme 2014/15 to 2016/17 will set out the Council's transport priorities for the short to medium term, will assist in determining future transport investment priorities, and will identify how the Council will prioritise and deliver transport, public realm and cycling improvements across the borough.

Appendices;

- Appendix 1 – LIP Delivery Plan 2014/15 – 2016/17
- Appendix 2 – Borough Cycling Programme 2014/15 – 2016/17

Background papers

- LIP 2014/15 – 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance (May 2013)
- Transport for London's Second Local Implementation Plan Guidance (May 2010)

Final report clearance:

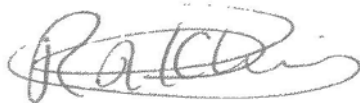
Signed by:



9 October 2013

Executive Member for Housing & Development

Date



9 October 2013

Executive Member for Sustainability

Date

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