

**Report of: Executive Member for Transport and Environment**

<b>Meeting of:</b>	<b>Date</b>	<b>Ward(s)</b>
Executive	18 October 2018	All

<b>Delete as appropriate</b>		Non-exempt
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## **SUBJECT: Islington’s Local Implementation Plan delivery programme for Transport for London funding (2019/20 – 2021/22)**

### **1. Synopsis**

- 1.1 In March 2018, the Mayor of London published the new Mayor’s Transport Strategy (MTS), which sets the vision for London’s transport environment from now until 2041. All London local authorities are required to produce what Transport for London (TfL) refers to as a Local Implementation Plan (LIP) in response to the MTS, and this statement of local transport vision must include a delivery programme setting out the local authority’s plans for how they will spend the funding they are likely to receive from TfL over the next three years.
- 1.2 TfL allocates funding to local authorities to assist them in delivering the Mayor’s vision for London’s transport environment to prioritise human health and experiences of the environment in how the city is shaped, and to prioritise improvements that deliver the Mayor’s Healthy Streets approach so the borough works better for everyone. The Mayor has set out three key themes to deliver his vision: healthy streets and healthy people, a good public transport experience for everyone, and new homes and jobs. This report provides details of three TfL funded programmes that support these themes: the LIP Delivery Plan 2019/20 – 2021/22 (Appendix 1), the Cycle Grid and Quietway Programme 2019/20 to 2021/22 (Appendix 2) and the TfL Bus Priority Programme 2019/20 (Appendix 3).
- 1.3 The Council is currently developing a LIP under the title of the Islington’s Transport Strategy (ITS) 2019 – 2041. The consultation draft version of this strategy is currently in development, and is due to be submitted to TfL by 16 February 2019, who will subsequently make a recommendation to the

Mayor of London. The three TfL-funded spending plans presented here form an important part of this emerging strategy.

- 1.4 At its meeting on 18 October 2018, Executive will be asked to agree the three TfL-funded delivery programmes set out in the appendices in advance of submission to TfL. These funding programmes have been developed to facilitate the Council's commitment to build a fairer Islington.
- 1.5 The Local Implementation Plan Delivery Plan 2019/20 to 2021/22, the Cycle Grid and Quietway programme 2019/20 to 2021/22 and the Bus Priority Programme 2019/20 meets the Council's commitment to deliver a fairer Islington by contributing towards the following Council priorities:
  - Jobs and money – Improving places in the borough to support the success of local businesses and their role in delivering an inclusive economy, and providing jobs.
  - Safety – Making the borough a safer environment for our residents to travel in, and in particular to tackle road safety issues.
  - Children and Young People – Improving the local environment and reducing pollution and congestion to help make Islington the best place for all young people to grow up.
  - Place and environment – Delivering projects that will help make Islington a welcoming and attractive borough and creating a healthier environment for all.
  - Health and independence – Encouraging our residents to lead healthy and independent lives by improving accessibility, air quality, and providing attractive opportunities for active travel.
  - Well run council – Combining funding streams and objectives wherever possible to deliver projects that tackle multiple Council priorities, and helping to attract further funding to make a difference despite reduced resources.

## **2. Recommendations**

- 2.1 To agree the proposed programmes for the Local Implementation Plan Delivery Plan 2019/20 to 2021/22 (Appendix 1), the Cycle Grid and Quietway programme 2019/20 to 2021/22 (Appendix 2) and the Bus Priority Programme 2019/20 (Appendix 3) for submission to Transport for London.
- 2.2 To delegate authority to the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Environment and Transport, to make any necessary changes to the Local Implementation Plan Delivery Plan 2019/20 to 2021/22 (Appendix 1), the Cycle Grid and Quietway Programme 2019/20 to 2021/22 (Appendix 2), and the Bus Priority Programme 2019/20 (Appendix 3).

## **3. Background**

- 3.1 The 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 borough's Local Implementation Plans, or transport strategies. Following his election in May 2016, London's new Mayor directed TfL to prepare a new Transport Strategy, published in March 2018.
- 3.2 A Local Implementation Plan (Islington's proposed ITS) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the MTS in its area, as well as contributing to other local and sub-regional goals. The Islington Transport Strategy provides the context for the LIP Delivery Plan which sets out a three-year programme of projects that help deliver the objectives of the ITS. It is the mechanism by which boroughs deliver locally the new Mayor's Transport Strategy objectives, and by which TfL provides funding support to the boroughs to this end.

- 3.3 Islington's first Local Implementation Plan, known then as Islington's Sustainable Transport Strategy, was adopted by the Council in 2006. A revised and updated transport strategy was produced and adopted by the Council in March 2012. On 17 October 2013, the Executive approved the Council's last three-year LIP Delivery Plan for 2014/15 to 2016/17. In October 2016 and 2017, the Executive approved the Council's interim annual LIP Delivery Plans for 2017/18 and 2018/19 respectively.
- 3.4 Subject to the agreement of Executive, the Local Implementation Plan Delivery Plan 2019/20 to 2021/22, the Cycle Grid and Quietway programme 2019/20 to 2021/22, and the Bus Priority Programme 2019/20 will be submitted to TfL in October 2018. TfL are expected to confirm funding allocations for the 2019/20 LIP Delivery Plan in December 2018.
- 3.5 The LIP Delivery Plan, Cycle Programme and Bus Priority Programme have been prepared in consultation with the Executive Member for Environment and Transport. Once approved, the implementation of these programmes will contribute towards the Council's fairness agenda, ensuring that transport investment is targeted to areas most exposed to Islington's transport challenges, including:
- 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.

#### **4. LIP Delivery Plan**

- 4.1 In March 2018, TfL published the guidance for borough officers on developing third round LIPs (2019/20 to 2021/22) following the publication of the new Mayor's Transport Strategy. Boroughs are required to submit their three-year LIP Delivery Plans to TfL as soon as reasonably practicable after the new Mayor's Transport Strategy has been published. TfL will consider the Council's LIP Delivery Plan and provide confirmation of funding allocations in December 2018.
- 4.2 In December 2017, TfL required local authorities to accept a 10% cut to the 2018/19 LIP Corridors and Neighbourhoods budget in response to budgetary pressures detailed in TfL's revised Business Plan (released December 2017). The cut resulted in a reduction in Islington's LIP Delivery Plan allocation from £1.941 to £1.757m. In February 2018, following successful lobbying by the Council working alongside the London Councils Transport and Environment Committee, the Mayor announced additional funding for Islington's 2018/19 Corridors programme, resulting in a revised 2018/19 LIP allocation of £2.054m, an increase of £297k. TfL's funding for the 2019/20 Corridors and Neighbourhoods programme is expected to be £1.657m following further cuts to the budget by TfL. The Council will continue to lobby the Mayor to reinstate the LIP allocation to previous levels.
- 4.3 Despite reductions and the uncertainty of future funding within the Council's three-year LIP programme, allocations of funding to initiatives aimed at the Council's and the Mayor of London's key priorities of improving road safety and air quality have been protected. Whilst there is a small increase in the allocation of LIP funding for air quality initiatives, the allocation of funding for electric charging points helps lever in external Go Ultra Low City Scheme (GULCS) investment, (with up to £3 grant for every £1 of capital investment), and therefore the overall funding for the Council to invest in measures to improve air quality will increase compared to 2018/19. While the overall LIP funding has been reduced, the transformation at Highbury Corner Roundabout and Old Street Roundabout, which the Council has long lobbied for, are both being delivered during this three-year LIP programme period.

Both roundabout transformation schemes are multi-million pound investments, predominantly aimed at active and healthier travel by significantly improving facilities for walking and cycling.

- 4.4 The key schemes in the 2019/20 to 2021/22 LIP Delivery Plan can be found at Appendix 1. The schemes are grouped by the three MTS key priority themes; healthy streets and healthy people, good public transport experience and new homes and jobs.

## **5. Central London Cycle Grid and Cycle Quietway Programmes**

- 5.1 The Council receives funding from TfL's Central London Cycle Grid and Quietway programmes to deliver improved cycle facilities in Islington. The Council's Grid and Quietway networks and delivery programme for 2014/15 to 2015/16 were approved by the Executive on 16 July 2014, and the programme extended into 2016/17 and 2017/18. The 2018/19 Cycle Improvements Programme was approved by Executive on 19 October 2017. The Council's proposed Cycle Grid and Quietway Programme for 2019/20 to 2021/22 is detailed at Appendix 2.

## **6. Bus Priority Funding Programmes**

- 6.1 In January 2016, TfL announced it would invest £200m in bus priority schemes across London to help passengers get through busy parts of London more quickly. This funding has been allocated to address a recent reduction in bus journey reliability across London as a result of an increase in congestion from construction works and population growth leading to more traffic, and illegal loading or parking in bus lanes. TfL undertook an assessment of 24 high frequency bus routes to identify which would benefit from further protection from congestion impacts. Routes 21 and 476, which run through the eastern parts of Bunhill and St Peter's wards, have been prioritised by TfL for investment in 2019/20. TfL has also identified bus reliability improvements to route 271, in the Highbury corner area that will mitigate the impacts of the Highbury Corner gyratory removal project.
- 6.2 Funding to develop and implement bus priority measures is available only for the purpose of delivering bus reliability measures and is not transferrable to other projects. The Council's proposed Bus Priority Programme for 2019/20 is detailed in Appendix 3.

## **7. Implications**

### **Financial implications**

- 7.1 The development of the Local Implementation Plan Delivery Plan, Central London Cycle Grid and Cycle Quietway programme and Bus Priority Programme is funded from the Environment and Regeneration (Strategic Projects and Transport Planning) revenue budget. TfL approval of the LIP Delivery Plan 2019/20 to 2021/22 programme, Cycle Programme and Bus Priority Programme will provide funding to plan and implement traffic, transportation, cycling and walking improvement projects from 2019/20.

### **Legal Implications**

- 7.2 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 new Transport Strategy. Under section 146 of the 1999 Act, the Mayor will only approve the strategy if it is consistent with his own Transport

Strategy. Before adopting the Islington Transport Strategy, the Council must undertake the statutory consultation in accordance with s145(2) and have full and proper regard to the outcome of that consultation.

- 7.3 The Local Implementation Plan 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.
- 7.4 TfL may give financial assistance to the Council for projects that 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).
- 7.5 The Council has power to implement the TfL funded schemes set out in the Appendices to this report pursuant to its highways, road traffic and transportation powers.

### **Environmental Implications**

- 7.6 Through successful implementation of the schemes included in these spending plans, the Council aims to increase walking, cycling and public transport use; reduce congestion, carbon emissions and local air pollution; increase bus reliability; and reduce the number of people killed or injured on Islington's roads. However, the capital works required to implement objectives in the ITS will have an environmental impact in terms of energy and material usage, waste generation and possible congestion when the works take place.
- 7.7 A full Strategic Environmental Assessment (SEA) of the current adopted strategy was carried out, and is published on the Council's website.

### **Resident Impact Assessment**

- 7.8 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.
- 7.9 A Resident Impact Assessment for the Council's LIP Delivery Plan for 2019/20 to 2021/22, Cycle Programme and Bus Priority Programme was completed on 10 October 2018. Implementation of the LIP Delivery Programme (2019/20 to 2021/22) will be positive for all equality groups and benefit all groups, particularly in relation to the following themes: delivering more vibrant, attractive and accessible public realm environments that encourage healthy, more active forms of travel, such as: walking, cycling and using public transport, improving transport safety and security, enhancing the living environment by addressing negative factors (such as congestion), improving air quality, and creating a fair and high-quality transport system. Any negative impacts of these transport improvement projects on persons from the protected characteristics groups are considered to be compensated for by the safety and accessibility improvements delivered by these schemes.
- 7.10 Implementation of the Council's Grid and Quietway Cycle programme (2019/20 to 2021/22) will encourage more people from the protected characteristics groups to take up cycling and benefit from the health and mobility related opportunities provided by the programme. Some of the improvements

proposed, and in particular the safety features of the new routes, may result in slightly longer journey times for cyclists on some routes that will affect all cyclists using the route, however the benefits of the proposed improvements are expected to outweigh any inconvenience experienced.

- 7.11 Implementation of the Bus Priority Programme (2019/20) will seek to improve bus journey times and bus reliability to improve the quality of bus services in Islington for all passengers from the characteristic groups.
- 7.12 No safeguarding risks have been identified from the LIP Delivery Programme, Grid and Quietway Cycle programme and Bus Priority Programme. No Human Rights breaches have been identified from the LIP Delivery Programme, Grid and Quietway Cycle programme and Bus Priority Programme.

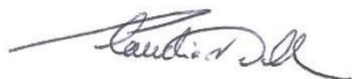
## 8. Reasons for the recommendations

- 8.1 The Council is operating in a sustained period of pressure on financial resources, so it is particularly important that the Council takes advantage of funding grants available to deliver projects that are focused on its new objectives and priorities. The LIP Delivery Plan 2019/20 – 2021/22 (Appendix 1), the Grid and Quietway Cycle Programme 2019/20 to 2021/22 (Appendix 2) and the TfL Bus Priority Programme 2019/20 (Appendix 3) will ensure that investment in Islington remains directed towards those people and places that need it most, and in a way that is supportive of the Council's vision to make Islington fairer and create a place where everyone, whatever their background, has the same opportunity to reach their potential and enjoy a good quality of life.
- 8.2 The LIP Delivery Plan 2019/20 – 2021/22 (Appendix 1), the Grid and Quietway Cycle Programme 2019/20 to 2021/22 (Appendix 2) and the TfL Bus Priority Programme 2019/20 (Appendix 3), will contribute towards delivering the Council's draft objectives of its emerging Transport Strategy that is being developed in response to the recently published Mayor's Transport Strategy. It will set out how the Council will prioritise and deliver transport, public realm, walking and cycling improvements across the borough.

## Appendices

- Appendix 1 – LIP Delivery Plan 2019/20 - 2021/22
- Appendix 2 – Cycle Grid and Quietway Programme 2019/20 – 2021/22
- Appendix 3 – Bus Priority Programme 2019/20

## Signed by:



10.10.18

Executive Member for Transport and Environment    Date

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