

**Key Decision Report of the Corporate Director of Environment and Regeneration**

<b>Officer Key Decision</b>	<b>Date: 22.10.19</b>	<b>Wards: All</b>
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<b>Delete as appropriate</b>		Non-exempt
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**SUBJECT: Changes to the Council's Local Implementation Plan (LIP) Delivery Plan, Cycle Improvement Programme, and Bus Priority Programme for 2017/18 to 2021/22**

**1. Synopsis**

- 1.1 Islington Council receives an annual funding grant from Transport for London (TfL) to implement the Council's Transport Strategy and Local Implementation Plan (LIP), annual funding from TfL to implement the Council's Cycle Improvement Programme for the delivery of improved cycling facilities in Islington, and annual funding from TfL to deliver a Bus Priority programme. This report sets out the changes to these programmes for 2017/18 and 2018/19, and proposed changes to these programmes for 2019/20 to 2021/22. Details of these changes are set out in Appendices 1 to 6.
- 1.2 These changes have been made and are necessary to ensure that the Council's highest priorities are being delivered, and that the funding is available to be reallocated from schemes that have experienced delays to other schemes within the 2017/18, 2018/19 and 2019/20 programmes.

**2. Recommendations**

- 2.1 To note the changes made to the 2017/18 and 2018/19 years for the Local Implementation Plan (LIP) Delivery Plan Programmes (Appendix 1), changes to the 2017/18 and 2018/19 Cycle Improvement Programme (Appendix 3), and changes to the 2017/18 and 2018/19 Bus Priority Programmes (Appendix 5).

- 2.2 To approve the changes to the 2019/20 and 2021/22 LIP Delivery Plan (Appendix 2) and proposed allocations for 2019/20 to 2021/22 Cycle Improvement Programme (Appendix 4), and the 2019/20 to 2021/22 Bus Priority Programme (Appendix 6).

**3. Date the decision is to be taken: 30.10.19**

**4. Background**

- 4.1 The Council's LIP Delivery Plan for 2017/18 was approved by the Executive on 20 October 2016 and the Delivery Plan for 2018/19 was approved by Executive on the 19 October 2017. The LIP Delivery Plan for 2019/20 to 2021/22 was approved by Executive on the 18 October 2018. This report sets out the changes to the 2017/18 and 2018/19 LIP Delivery Plan, as detailed in Appendix 1, and the proposed changes to the 2019/20 to 2021/22 LIP Delivery Plan as attached in Appendix 2.
- 4.2 The Council's Cycle Improvement Programme was initially approved by Executive on 16 July 2014, and the 2018/19 Cycle Improvement Programme was approved by Executive on 19 October 2017. The Council's Cycle Improvement Programme for 2019/20 to 2021/22 was approved by Executive on 18 October 2018. This report sets out the changes to the Council's Cycle Improvement Programme for 2017/18 and 2018/19 in Appendix 3 and changes to the 2019/20 to 2021/22 programme, as detailed in Appendix 4.
- 4.3 The 2016/17 Bus Priority Programme was approved by the Executive on 20 October 2016. The 2017/18 Bus Priority Programme was approved as a delegated decision of the Corporate Director of Environment and Regeneration, in consultation with the lead Executive member, in July 2017. The Bus Priority Programme for 2019/20 was approved by Executive in October 2018. This report sets out the changes to the Council's Bus Priority Programme for 2017/18 and 2018/19 in Appendix 5, and changes to the 2019/20 Bus Priority Programme as detailed in Appendix 6. Please note that the Bus Priority Programme contained in Appendix 6 for 2020/21 and 2021/22 is being developed with Transport for London, and has not yet been considered by Executive for approval. A report detailing the Council's proposed Bus Priority Programme for 2020/21 and 2021/22 will be submitted for consideration and approval by Executive early in 2020.
- 4.4 Authority to make changes to the future LIP Delivery Plan was delegated to the Corporate Director of Environment and Regeneration by Full Council (29 March 2012) and Executive (17 October 2013, 20 October 2016, 19 October 2017 and 18 October 2018), in consultation with the Executive Member for Environment and Transport. Similarly, authority to make changes to the Cycle Improvement Programme, was delegated to the Corporate Director of Environment and Regeneration by Executive (16 July 2014 and 19 October 2017) with any programme changes to be made in consultation with the Executive Member for Environment and Transport. Authority to make changes to the Bus Priority Programme was delegated to the Corporate Director of Environment and Regeneration by Executive (20 October 2016, 19

October 2017 and 18 October 2018), with any programme changes to be made in consultation with the Executive Member for Environment and Transport.

- 4.5 These funding programmes meet 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.

### **Interim LIP Delivery Plan 2017/18 and 2018/19**

- 4.6 The LIP allocation for 2017/18 was £1.934m and the Council spent £1.449m. TfL permitted the Council to carry forward the £485k underspend from 2017/18 to 2018/19.
- 4.7 The initial allocation for 2018/19 was £1.945m. This allocation was raised by £485k from the carry forward funding (2017/18) to a revised total of £2.430m. The Mayor provided £113k of additional funding for the 2018/19 programme, and a further £25k for two additional projects (Archway Cycle Freight Deliveries and Borough Staff Training). The revised allocation for 2018/19 was £2.568m. The Council spent £2.177m in 2018/19 leaving £391k underspent. TfL permitted the Council to carry forward £329k underspend from 2018/19 to 2019/20. The difference between the underspent 2018/19 funding (£391k) and the carry forward funding (£329k) is £62k. This was returned to TfL in 2018/19 and came from several schemes including Electric Vehicle Charging Points scheme, Moreland Street Traffic Management, Drayton Park Traffic Management. Details are set out in Appendix 1.

### **LIP Delivery Plan 2019/20**

- 4.8 The allocation for 2019/20 is £2.122m. This is made up of the initial allocation of £1.657m, and additional funding of £465k made up of carry forward funding (£329k) from 2018/19 to 2019/20, Local Transport Fund (£100k), and additional funding for freight and borough training (£36k). Details of the changes to the 2019/20 LIP Programme are set out in Appendix 2.

- 4.9 The initiatives in the revised LIP Delivery Plan will contribute towards the objectives in the draft Islington Transport Strategy including:
- Healthy - including encouraging walking and cycling;
  - Safe and secure – including to reduce road traffic casualties;
  - Clean and green – including reducing air pollution;
  - Accessible – including improving access for persons with restricted mobility; and
  - Vibrant – including supporting local businesses.

### **Cycle Improvement Programmes**

- 4.10 In December 2018 the Mayor launched a Cycling Action Plan that sets out how TfL and councils will use cycling to address poor air quality and congestion, while improving the safety and accessibility of cycling infrastructure. To support this objective, the Mayor is providing funding to deliver a network of cycle routes across London. Islington's allocation from TfL for 2017/18 was £1.725m and the Council spent £856k~~1.491m~~. The allocation for 2018/19 was £1.470m and the Council spent £449~~389~~k. Details of changes to the 2017/18 and 2018/19 Cycle Improvement Programmes are set out in Appendix 3. The proposed allocation for 2019/20 is £1.342m and anticipated allocations for 2020/21 and 2021/22 (to be confirmed in year by TfL) are set out in Appendix 4.

### **Bus Priority Funding Programmes**

- 4.11 In January 2016, TfL announced they would invest £200m in bus priority schemes across London. This funding was allocated to help buses get through busy parts of London more quickly. Congestion from construction works, population growth leading to more traffic, and illegal loading or parking in bus lanes has made bus journey times less reliable. TfL undertook an assessment of 24 high frequency and strategic bus routes to identify which would benefit from protection from congestion impacts. Route 476, which in Islington runs from King's Cross station to Newington Green via the Angel, Essex Road and Mildmay Road through Barnsbury, St Peter's and St Mary's, Canonbury and Mildmay wards, was prioritised for investment in 2017/18. TfL's allocation for 2017/18 was £84k and the Council spent this amount in full, as detailed in Appendix 5. TfL's allocation for 2018/19 was £194k and the Council spent £84k, as detailed in Appendix 5. The proposed allocation for 2019/20 is £149k as set out in Appendix 6.

## **5. Implications**

### **5.1 Financial implications:**

The development of the LIP, the Cycle Improvement Programme and Bus Priority Programme is funded from the Environment and Regeneration (Strategic Projects and Transport Planning Team) revenue budget. TfL provides funding to plan and implement traffic, transportation and cycling improvement projects and changes to the original programme are detailed in the attached appendices.

## **5.2 Legal Implications:**

Islington's Transport Strategy and Local Delivery Plan has been developed to fulfil the Council's statutory duty under Section 145 of the Greater London Authority Act 1999 (1999 Act) to produce a Local Implementation Plan containing its proposals for the implementation of the Mayor's Transport Strategy in Islington. The Local Implementation Plan must include a timetable for implementing the different proposals in the plan, and the date by which all the proposals contained in the plan will be implemented. The Council may revise the funding allocations for the implementation of the LIP Delivery Plans 2019/20 to 2021/22, 2019/20 to 2021/22 Cycle Improvement Programme and the 2019/20 Bus Priority Programme (sections 148 of the 1999 Act).

The Corporate Director of Environment and Regeneration may approve the proposed changes to the 2019/20 to 2021/22 LIP Delivery Plan and proposed allocations for 2019/20 to 2021/22 Cycle Improvement Programme, and the 2019/20 Bus Priority Programme pursuant to the authority delegated to him by the Executive on 18 October 2018.

## **5.3 Environmental Implications and contribution to achieving a net zero carbon Islington by 2030:**

On the 27 of June 2019, the Council resolved to tackle the environment and climate emergency by achieving a net zero carbon Islington by 2030. The latest figures (2017) show that 16% of the borough's carbon emissions are from the transport sector. Through successful implementation of the schemes included in these spending plans, the Council aims to increase walking, cycling and public transport use, reduce congestion and increase bus reliability. Although the capital works required to implement objectives in the Islington Transport Strategy will have an environmental impact in terms of energy and material usage, waste generation and possible congestion when the works take place, the schemes aim to promote modal shift that will reduce transport-related emissions.

The changes to the delivery programmes identified in the appendices have some impact, as in some cases the schemes have been postponed or delayed, which in turn means the carbon reduction will be delayed. However, some underspends are also proposed to be used in schemes such as cycle training, which will hopefully lead to additional carbon reduction.

## **5.4 Resident 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 also have due regard to the need to tackle prejudice and promote understanding.

A Resident Impact Assessment for the Council's LIP Delivery Plan 2017/18 to 2021/22, the Cycle Improvement Programme 2017/18 to 2021/22 and Bus Priority Programme and the Bus Priority Programme 2017/18 to 2021/22 was completed on 18 October 2019 and is attached at Appendix 7.

Implementation of the LIP Delivery Programme 2017/18 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 in the Resident Impact Assessment to be compensated for by the safety and accessibility improvements delivered by these schemes.

Implementation of the Council's Cycle Improvement Programme 2017/18 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 and pedestrians on some routes and will affect all cyclists and pedestrians using the route. The benefits to cyclists of the proposed improvements are expected to outweigh any inconvenience experienced, however pedestrians may experience delays and inconvenience as a result of the changes.

Implementation of the Bus Priority Programmes 2017/18 to 2021/22 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.

No safeguarding risks have been identified from the LIP Delivery Programme, Cycle Improvement Programme and Bus Priority Programme. No Human Rights breaches have been identified from the LIP Delivery Programme, Cycle Improvement Programme and Bus Priority Programme.

## **6. Reasons for the decision:**

- 6.1 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 it and is able to make changes to programmes to deliver projects that are focused on its priorities.

6.2 This report and the amended funding allocations for the Local Implementation Plan Delivery Plans 2017/18 to 2021/22, Cycle Improvement Programme 2017/18 to 2021/22 and the Bus Priority Programme 2017/18 to 2021/22 outlined in Appendices 1, 2, 3, 4, 5, and 6 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 broader strategic priorities.

## **7. Record of the decision:**

7.1 I have today decided to take the decision set out in section 2 of this report for the reasons set out above.

### **Signed by:**



31.10.19

Corporate Director of Environment and  
Regeneration

Date

## **Appendices**

- Appendix 1: Revised - Islington's Local Implementation Plan Delivery Plan 2017/18 and 2018/19.
- Appendix 2: Proposed - Islington's Local Implementation Plan Delivery Plan 2019/20 to 2021/22.
- Appendix 3: Revised - Islington's Cycle Improvement Programme 2017/18 and 2018/19.
- Appendix 4: Proposed - Islington's Cycle Improvement Programme 2019/20 to 2021/22
- Appendix 5: Revised - Islington's Bus Priority Programme 2017/18 and 2018/19.
- Appendix 6: Proposed - Islington's Bus Priority Programme 2019/20 to 2021/22.
- Appendix 7: Resident Impact Assessment for the Council's Local Implementation Plan Delivery Plan (2017/18 – 2021/22), Revised Cycle Improvement Programme (2017/18 – 2021/22) and Revised Bus Priority Programme (2017/18 – 2021/22).

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