

Delegated Decision report of: Corporate Director of Community Wealth
Building

Date: 27 November 2023

Ward(s): All

Islington's Local Implementation Plan delivery programme updated for Transport for London funding 2022/23 – 2024/25

1. Synopsis

- 1.1. This report details the changes to the three-year (2022/23 – 2024/25) Transport for London (TfL) Local Implementation Plan (LIP) Corridors programme, Cycle Improvement Plan and Bus Priority Programme agreed by Executive in January 2022. The proposed changes are summarised in this report and detailed in Appendices 1 to 3. In this report, references to “the LIP” are understood to refer to the Corridors programme, Cycle Improvement Plan and Bus Priority Programme together.
- 1.2. On 27 September 2022 TfL announced a long-term funding agreement with central Government to enable the funding of borough Healthy Streets Delivery Plans. Changes to the programme respond to the funding announcement. From this settlement, Islington received a total of £1.061m for 2022/23 for the LIP Corridors programme and Cycle Improvement Plan. Funding secured for 2023/24 currently totals £2.910m. Details of funding secured for each programme area is set out in in Table 1. The funding allocations proposed for 2024/25 (£2.349m) are being requested in response to TfL’s 2024/25 LIP funding letter (September 2023) and are subject to TfL confirmation and included in Table 1 as provisional allocations.
- 1.3. The proposed changes are necessary to align the programme to the reduced levels of TfL funding, and to ensure that the council’s highest priorities are being delivered over the funding period (2022/23 – 2024/25). The scheme priority order of the LIP Corridors Programme is unchanged. Funding has

been focused on active travel schemes, including Liveable Neighbourhoods (LNs) and Low Traffic Neighbourhoods (LTNs), as well as road danger reduction schemes. Where possible, reductions in anticipated TfL funding have been overcome through alternative funding sources.

2. Recommendations

- 2.1. To note and agree the changes for 2022/23 and 2023/24 and the proposed changes for 2024/25 to the programmes for the LIP Corridors Programme (Appendix 1), Cycle Improvement Plan (Appendix 2) and Bus Priority Programme (Appendix 3).

3. Date the decision is to be taken

- 3.1. 27 November 2023

4. Background

- 4.1. The council is required to prepare a statutory document known as a Local Implementation Plan (LIP) Delivery Plan, containing its proposals for implementing the Mayor's Transport Strategy (MTS). The Islington Transport Strategy 2020 – 2041 (ITS) fulfils this role, setting out objectives for the borough and the transport measures designed to implement them. The ITS was adopted in November 2020, after being approved by TfL on behalf of the Mayor.
- 4.2. Alongside the preparation of the ITS, the council is also required to prepare a three-year LIP delivery plan, and to align this plan with the ITS and guidance issued by TfL. The Mayor's three key themes to deliver his vision are: healthy streets and healthy people, a good public transport experience and new homes and jobs.
- 4.3. The pandemic resulted in a significant reduction in TfL's farebox income and TfL's ability to provide funding to the council as part of this LIP Delivery Plan settlement. Since 2020, funding has been allocated sporadically within-year and only covering a few months, this has been primarily due to the nature of the funding settlements provided by central Government to TfL. During this period of uncertainty, TfL asked boroughs to develop the 2022/23 – 2024/25 three-year delivery plan in two stages. Details of this staged process are provided in Appendix 4.

- 4.4. The (LIP) Delivery Plan allocations secured by the council for 2022/23 and 2023/24 are detailed in Table 1. The provisional 2024/25 funding allocations are also contained in Table 1, these are yet to be confirmed by TfL and are subject to DfT approval.

LIP Programme	LIP 2022/23 (£000)	LIP 2023/24 (£000)	LIP 2024/25 (provisional (£000))
Corridors (non-discretionary)	728	696	682
Cycle Improvement Plan (discretionary)	333	2,029	1,722
Bus Priority (discretionary)	0	175	TBC
Total	£1,061	£2,900	£2,349

Table 1 - Summary of TfL Healthy Streets (LIP) Delivery Plan allocations for 2022/23 – 2024/25

- 4.5. The distribution of LIP funding across different parts of the borough is decided in the context of the council's wider transport delivery programme, and closely reflects the delivery areas set out in the Executive approved People-friendly Streets Programme update from January 2023. This report notes that the council is committed to developing a borough-wide network of liveable neighbourhoods by 2030. To ensure that investment in transport schemes is allocated to all parts of the borough, in the next three-year funding allocation the focus of both the PFS programme and the LIP programme will move towards areas which have received lower amounts of funding in this funding period. Details of which ward the LIP schemes are located in is shown in the third column of the tables contained in Appendices 1, 2 and 3.
- 4.6. The council receives non-discretionary funding from the Mayor (via the TfL Corridors programme) to deliver projects that support delivery of the MTS in Islington. TfL retains greater control over the two discretionary funded programmes which are cycling and bus priority.
- 4.7. TfL's non-discretionary funding provision for the LIP Corridors Programme remains significantly lower compared to pre-pandemic levels (£742k secured in 2022/23, £696k in 2023/24 and £682k in 2024/25 compared to £1.7m in 2019/20). However, the council has secured high levels of discretionary

funding to progress cycling improvements (£2.029m allocated in 2023/24, compared to £678k in 2019/20) and a smaller increase for bus priority (£175k in 2023/24 compared to £125k in 2019/20).

- 4.8. To deliver the priorities and targets of the ITS and Net Zero Carbon (NZC) Strategy, the council combines its own capital funding with TfL LIP funding (and other external funding) to add value and enhance delivery of the council's capital programmes, including the People Friendly Streets programme. These programmes are key to delivering the overarching target to increase the mode share of active and sustainable transport to 90% by 2041, from a current level of 85%. Collectively these initiatives are helping to give residents a more attractive and safer environment for active travel, reduce car ownership and road danger, and enhancing public transport by improved journey times for buses. Detailed progress on these programmes is available in the ITS 2021 Monitoring reports published in September 2022¹.
- 4.9. Delivering the LIP programme contributes towards improving public health outcomes including healthy life expectancy, wellbeing and the reduction of health inequalities. LIP schemes including liveable neighbourhoods, cycleways, accessible walking routes and road danger reduction schemes reduce traffic and associated road danger and environmental pollution. This should encourage more active lifestyles, with more walking, wheeling, running or cycling, which improves physical health and mental wellbeing.
- 4.10. The LIP meets the council's commitment to deliver a more equal Islington by contributing towards the following council priorities:
- **Child-friendly Islington** – By 2030, Islington will be a place where all children and young people are rooted in a community where they feel safe, can thrive and are able to be part of and lead change.
 - **Fairer together** - Fairer Together is our approach to working with the community to tackle inequality through high quality early intervention and prevention.
 - **Community Wealth Building** – Community Wealth Building is a way of tackling economic inequality and creating an economy that works for everyone.
 - **A safe place to call home** – We are determined that by 2030, everyone in Islington has a safe, decent and genuinely affordable place to call home.
 - **Greener, healthier Islington** – By 2030, we want our communities in Islington to live healthy and independent lives and enjoy London's greenest, cleanest, and healthiest neighbourhoods.

5. Revised TfL funded programmes.

¹ [2021 ITS Annual Monitoring Report](#)

- 5.1. On 27 September 2022, TfL issued the council's funding settlement for 2022/23 and a partial settlement for 2023/24. The 2023/24 funding settlement was confirmed in March 2023. On 13 September 2023, TfL wrote to the council asking for confirmation of the councils requested funding for the 2024/25 programmes that will be approved by TfL later in 2023/24. The following section outlines the council's updated TfL funded LIP for this period. Details of these programmes are in Appendices 1 – 3 and are summarised below.

Local Implementation Plan Corridors Programme 2022/23 – 2024/25

- 5.2. The council's 2022/23 – 2024/25 LIP Corridors Programme will continue to focus on schemes that will provide maximum impact and progress the council's and TfL's joint priorities. These will enable all Londoners to feel that active travel is a safe and accessible option by improving safety, accessibility, and the attractiveness of streets, thereby encouraging more people to walk and cycle and reducing car dependency. Where appropriate, climate change mitigation measures, such as sustainable urban drainage systems (SUDS), tree planting, and drought proof planting are being considered at the design stage of LIP projects, which will help address the risk of flooding, rising temperatures and extreme weather events affecting the borough.
- 5.3. The council's LIP Corridors Programme focuses on progressing the schemes summarised in this section. The schemes set out in Appendix 1 are listed in the priority order as agreed by Executive in January 2022.
- 5.4. The schemes that are funded for 2022/23 to 2024/25 are detailed in the sections below.
- 5.5. Low Traffic Neighbourhood (LTN) and Liveable Neighbourhood (LN) themed schemes including:
- St Mary's Church LTN – to monitor and consult.
 - The Cally LN – design, consult and deliver.
 - Mildmay East LN – design and deliver.
 - Highbury New Park LN – design and consult, with delivery from 2025/26.
 - Barnsbury and Laycock LN – design, consult and commence delivery.
 - Dartmouth Park Neighbourhood Improvements – design, consult and commence delivery.
 - Bunhill South and Barbican Healthy Neighbourhood – design, consult and commence delivery.
 - LTN Boundary Road Junction Schemes – design and deliver.
- 5.6. Active Travel schemes, including:
- Cycle Training – deliver.

- School Travel Programme – design and deliver.
 - Secure Cycle Parking – deliver.
- 5.7. Road danger reduction themed schemes, including:
- Borough Wide Road Danger Reduction Mini programme – develop and deliver.
 - The Road Danger Reduction Education scheme – deliver.
- 5.8. The Corridors programme schemes that are not funded between 2022/23 – 2024/25, either due to insufficient funding, because TfL no longer wants to fund them using TfL Healthy Streets funding, or because future funding has not yet been confirmed are detailed in Appendix 5. In nearly all cases, alternative council or external funding and resources have been secured to progress the schemes. Unfunded schemes with no alternative funding are paused and remain on Islington’s Corridors programme subject to future TfL funding availability.
- 5.9. To support the council’s objective to deliver a more equal Islington, and our accessibility objectives in the council’s Transport Strategy to ensure that all streets and public spaces in Islington are accessible and make spontaneous, independent travel possible, the priority order of schemes has been altered to elevate the Pedestrian Accessibility Programme scheme on the 2024/25 programme to enable more independent and spontaneous travel by all. The change will mean that this scheme will be prioritised should additional TfL funding become available.

Cycle Improvement Plan 2022/23 – 2024/25

- 5.10. The council’s Cycle Improvement Plan for 2023/24 – 2024/25 focuses on schemes that progress the council’s and TfL’s joint priorities for enabling all Londoners to feel that active travel is a safe and accessible option. The programme includes improvements to Islington’s cycle network with the implementation of permanent cycleways, improved cycle crossing points, and supporting measures such as the behaviour change programme (Bikeability and Cycle Training programme, and Cycle Parking programme).
- 5.11. In March 2023, TfL provided an allocation of £795k for 2023/24. An additional £1.257m was secured in 2023/24 for the construction of schemes where TfL has approved council designs. Table 2 shows how the funding is set out by category. The 2024/25 figures are provisional because they are the requested amounts being submitted to TfL or are yet to be confirmed. TfL will confirm approved funding for 2024/25 later in 2023/24.

Cycle Improvement Plan	2022/23 (£000)	2023/24 (£000)	2024/25 (£000)
Cycle Network Development	223	1,689	1,722
Cycle Parking	34	106	TBC
Bikeability and Cycle Training	76	234	TBC
Total	£333	£2,029	£1,722

Table 2 - Breakdown of Cycle Improvement Plan funding

- 5.12. The schemes set out in Appendix 2 include changes to the programme that was agreed by Executive in January 2022. The programme of Cycle Network Development is not in priority order because deciding which schemes are funded on this programme is at TfL's discretion. Funding is released by TfL via a staged-gateway process that manages funding across the wider TfL programme. Within this programme, funding allocated to cycle training and cycle parking is not transferable.
- 5.13. A summary of the Cycle Improvement Plan schemes funded in 2022/23 to 2024/25 is listed below:
- TfL Bikeability and cycle training – deliver cycle training.
 - Cycleway 50 (including Penn Road and mitigation works on Annette Road) – design and delivery.
 - C38 South (including Liverpool Road, Tolpuddle Street and Penton Street) – feasibility, design and delivery.
 - Regent's Canal to Highgate (including Hornsey Road and Canonbury Road) – design.
 - York Way – design and delivery.
 - C27 Southgate Road Crossing (at Northchurch Street) – design and delivery.
 - Cycle signage in LTNs – delivery.
 - Green Lanes Cycle Improvements – design, consult and delivery.
 - York Way to Cycleway 38 including Market Road – feasibility and design.
 - TfL Cycle Parking – deliver.
 - Angel to Farringdon cycleway (including – will be included in the St John Street Public Realm Improvements).
 - Boleyn Road CS1 Improvements – design, consult and deliver.
 - York Way to C27 via Copenhagen Street and Charlton Place – design and consult.

- Essex Road Cycle Crossing (at Rotherfield Street) – design, consult and delivery.
- 5.14. TfL funding for the Cycle Improvement Plan is available only for the purpose of cycle improvement measures and behaviour change initiatives.
- 5.15. The Cycle Improvement Plan schemes that are listed in the Executive report, which are not TfL funded in 2022/23 - 2024/25, remain council priorities and are detailed in Appendix 6. Most of these schemes have alternative funding to progress them (for example, council funding to progress Old Street Clerkenwell Road scheme development) or will be progressed as part of another project. Unfunded schemes with no alternative funding are paused and remain on Islington's Cycle Improvement Plan, subject to future TfL funding availability or the identification of alternative funding.

Bus Priority Programme 2022/23 – 2024/25

- 5.16. The updated Bus Priority Programme is set out in Appendix 3. This programme is not in priority order because deciding which schemes are funded is at TfL's discretion. £20k was available in 2022/23 for the 'Explore a 24/7 bus lane on Rosebery Avenue' scheme but could not be utilised because it was confirmed too late in year.
- 5.17. The approved allocation for spend in 2023/24 totals £175k and a further £295k of provisionally approved funding (total provisional £470k allocation) is available if schemes can be constructed in-year subject to TfL approving designs. A summary of the 2023/24 programme is listed below:
- City Road South bus priority corridor (Finsbury Square area) – design.
 - Explore a 24/7 bus lane on Rosebery Avenue – design and delivery.
 - Explore a bus priority corridor on St Paul's Road – feasibility.
 - Essex Road Bus Priority scheme – feasibility and design.
- 5.18. Future funding for 2024/25 has not been confirmed and therefore remains uncertain. Where possible, proposed scheme allocations for 2024/25 are included in the Comments column of Appendix 3, but figures are noted as 'TBC' to denote that funding is to be confirmed or £0 if no funding was secured. More focus is to be given to delivering bus priority
- 5.19. The Bus Priority programme schemes that are not funded by TfL in 2022/23 – 2024/25 are detailed in Appendix 7. TfL funding for the Bus Priority Programme is available only for the purpose of delivering bus priority and reliability measures.

6. Implications

6.1. **Financial Implications**

- 6.1.1. The development of the LIP is funded from the Environment and Climate Change (Climate Change and Transport) revenue budget.
- 6.1.2. TfL provides funding to plan and implement the traffic, transportation and cycling improvement projects detailed in the attached appendices. TfL approval of the LIP will provide funding from 2022/23 to 2024/25 to plan and implement traffic, transportation, cycling and walking improvement projects.

6.2. **Legal Implications**

- 6.2.1. 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 Local Implementation Plan (section 148 of the 1999 Act).
- 6.2.2. 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).
- 6.2.3. The council has the power to implement the TfL funded schemes set out in the appendices to this report pursuant to its highways, road traffic and transportation powers.
- 6.2.4. The Local Implementation 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.

6.3. **Environmental Implications and contribution to achieving a net zero carbon Islington by 2030**

- 6.3.1. The delivery of Islington's updated LIP Programme will have some environmental impacts from construction of the low-impact interventions of the LTNs and LNs, such as the installation of planters, barriers, camera, signage, and gates, although some schemes – such as road resurfacing work or junction reconfigurations – will have more significant impacts. These include construction waste, emissions from plant and contractor vehicles, use of

materials, ongoing energy use from new enforcement cameras and illuminated street furniture, and some potential nuisance to neighbouring properties such as noise and dust.

- 6.3.2. While the level of LIP Corridors Programme funding remains significantly lower compared to pre-pandemic levels (see section 4.6) the council has secured high levels of discretionary funding to progress cycling improvements across the borough and moderately more funding to progress bus priority measures. This net positive is further enhanced because where LIP Corridors programme funding has not been secured, alternative council or external funding has been secured to progress all but one of the schemes on the Corridors programme (see Appendix 5). Unfunded schemes with no alternative funding are paused and remain on Islington's Corridors programme subject to future TfL funding availability.
- 6.3.3. In June 2019, the council declared a Climate Emergency and pledged to work towards making Islington zero carbon by 2030. The measures proposed as part of the LIP Programme 2022/23 to 2024/25 will positively contribute to achieving this ambitious commitment by encouraging increased walking and cycling and use of public transport. Increasing walking and cycling is a key element of delivering Islington's Net Zero Carbon, Transport and Air Quality Strategies.

6.4. **Equalities Impact Assessment**

- 6.4.1. 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.
- a) The Equality Impact Assessment considers the positive and negative impacts of changes to the proposals contained in the 2022/23 to 2024/25 LIP, in particular where the impacts are considered to have both a positive and negative impact on one group with protected characteristics, especially where there is variation between the requirements of different individuals within such a group. For example, while some disabled people may rely on cars for mobility there are also many disabled people who use other modes of travel and therefore, most groups, the impacts will be a mix of positive and negative depending on the particular mode of travel generally used. As funded by the

LIP Corridors programme, the purpose of Liveable Neighbourhood (LN) measures is to create a safer environment to enable walking and cycling for people from all walks of life. However, this must be balanced with facilitating the travel requirements for vulnerable residents including those with disability and mobility impairments who may rely on cars to travel. The exemptions policy for Blue Badge holders from their home LN for a single vehicle, and the proposed individual exemptions policy for people with disability or chronic conditions who may be disproportionately affected as a result of travelling within a LN, regardless of Blue Badge status, partly mitigates this identified impact on shorter journeys. However, the exemption does not address the needs of those who rely on taxis or other private hire vehicles due to mobility reasons, and who might be affected by longer journeys and increases in fares.

- 6.4.2. The full Resident Impact Assessment (RIA) of Islington's LIP Delivery Programme for TfL (2023/24 – 2024/25) that accompanied the Executive Report in January 2022 is appended in Appendix 8. The main findings of the RIA are summarised in Appendix 9. The positive and negative impacts are unchanged because while funding levels secured for the Corridors, Cycle Improvement and Bus priority programmes in 2022/23 and 2023/24 have changed, overall, the positive and negative impacts remain the same to those identified in the RIA for the Executive Report (January 2022). This is because where TfL funding is uncertain or no longer available, alternative funding has been secured or is being sought to enable those schemes to progress. Where appropriate, the council will conduct an Equalities Impact Assessment for each scheme within the council's control to assess potential positive and negative impacts of the specific scheme and, where possible, seek to mitigate or avoid them. See Appendix 9 for details.

7. Conclusion and reasons for the decision

- 7.1. The council is operating in a sustained period of pressure on financial resources, making it particularly important that it takes advantage of funding grants available to deliver projects that are focused on its new objectives and priorities to achieve a greener and healthier Islington. The three programmes 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 more equal and create a place where everyone, whatever their background, has the same opportunities to reach their potential and enjoy a good quality of life.

8. Record of the decision

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

Signed by:

A handwritten signature in black ink, appearing to read 'KE Zimmerman'.

**Director of Planning and Development
(Joint Acting Corporate Director of Community Wealth Building)**

Date: 28/11/23

Appendices:

Please note that Appendices 1, 2, 3 and 8 are separate documents.

- Appendix 1: Changes to the Local Implementation Plan (LIP) Corridors Programme 2022/23 - 2024/25
- Appendix 2: Changes to the Cycle Improvement Plan 2022/23 – 2024/25
- Appendix 3: Changes to the Bus Priority Programme 2022/23 – 2024/25
- Appendix 4: Background to developing the 2022/23 – 2024/25 LIP programme (two-staged process)
- Appendix 5: Revised programmes – Unfunded schemes on the Corridors programme for 2023/24 – 2024/25
- Appendix 6: Revised programmes – Unfunded schemes on the Cycle Improvement Plan for 2023/24 – 2024/25
- Appendix 7: Revised programmes – Unfunded schemes on the Bus Priority programme for 2023/24 – 2024/25
- Appendix 8: Background - Resident Impact Assessment of the Executive approved Islington's LIP Delivery Programme for Transport for London (2023/24 – 2024/25) (January 2022).
- Appendix 9: Summary of the main finding of the Resident Impact Assessment (January 2022).

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Appendix 4: Background to the LIP programme preparation process (two-stage process).

1. Since the pandemic, and with TfL's own uncertain financial position, the funding mechanism for boroughs has also been uncertain, with funding allocated for less than 12-month periods within-year since 2020. In light of the uncertainties, TfL asked boroughs to develop the 2022/23 – 2024/25 three-year delivery plan in two stages.
2. The first stage was to submit a detailed plan for 2022/23 in January 2022, which included details beyond that year for any multi-year schemes beginning in 2022/23 and indicative costs for 2023/24 to 2024/25 schemes. TfL asked the council to base its 2022/23 LIP Corridors Programme on the 2019/20 full allocation funding level (£1.75m) and to list projects in the priority order so the high priority schemes could be funded in the event of available funding being lower than expected. The financial values of the Cycle Improvement and Bus Priority programmes were not set when developing the stage 1 programmes in 2021. On 13 January 2022, the Executive agreed the three-year delivery plan containing the LIP Corridors Programme, Cycle Improvements Plan and Bus Priority Programme schemes and delegated authority to update and make any changes to the programmes to the Corporate Director of Environment by Executive, in consultation with the Executive Member for Environment, Air Quality and Transport.
3. The second stage of developing the three-year 2022/23 – 2024/25 programme was to submit updated detailed plans for the three programmes for the remainder of 2022/23 and to provide updates to the LIP programmes for 2023/24 and 2024/25. In October 2022, these programmes were presented to and agreed by the Corporate Director of Environment, in consultation with the Executive Member for Environment, Air Quality and Transport prior to submission to TfL in November 2022. Proposals were based on the TfL confirmed funding allocations in September 2022. Updates and changes to the programmes are based on further guidance issued by TfL, 'Guidance on developing borough Healthy Streets delivery plans 2023/24 – 2024/25' (August 2022). The draft programmes were submitted to TfL on 25 November 2022. TfL provided feedback and requested clarifications on scheme details in January and February 2023. The final revised version of the programmes that was materially unchanged compared to the November 2022 programmes was submitted to TfL in February 2023. In March 2023, TfL confirmed the amounts secured, as detailed in Table 1 (section 4.3).
4. A summary of the funding secured to date is detailed in Table 1 (section 4.4). The total funding secured for 2022/23 was £1.061m, made up of £728k in LIP Corridors Programme funding and £333k in Cycle Improvement Plan funding. This latter amount is made up of Cycle Parking (£34k), Cycle Network Development (£223k) and Bikeability and Cycle Training (£76k). TfL confirmed the approved allocations for Islington's 2023/24 funding package totalling £1.9m. This is made up of £696k LIP Corridors Programme funding (£682k annual allocation plus £13.5k carry forward for the St John Street Public Realm Improvements scheme). Funding secured for the 2023/24 Cycle Improvements Plan totals £795k and is made up of Bikeability and Cycle Training (234k), Cycle Network Development (£442k) and Cycle Parking (£106k, made up of £34k initial allocation and an additional £70k allocation). The council has secured an additional £1.257m of cycle funding for construction in 2023/24 subject to TfL approval of designs. The 2023/24 approved allocations for the Bus Priority programme totals £470k of which £175k is for planned spend in-year and the remaining £295k is provisionally available for delivery (subject to TfL approval of designs).

Appendix 5: Revised programmes – Unfunded schemes on the Corridors programme for 2023/24 – 2024/25

1. The high and medium priority schemes not LIP funded in 2022/23 - 2024/25 and subject to delays in delivery if alternative TfL or alternative funding is not available include:
 - a. Islington Legible London Wayfinding signs – paused.
2. The high priority schemes that TfL has decided it no longer wants to fund because they are not a priority in the latest Healthy Streets and LIP funding Guidance (August 2022), but that will be progressed with alternative funding or resource include:
 - a. Air Quality Audits at Schools – the Pollution Team is continuing to promote air pollution awareness and seeking alternative project funding. For the school air quality audit scheme, the audit toolkit for schools, developed in collaboration Islington Clean Air Parents, will continue to be promoted by the Environmental Pollution Team as an alternative.
 - b. Electric Vehicles Charging Points – council and external funding (central government).
3. High priority schemes that were LIP funded for 2022/23 and not in 2023/24 and 2024/25 that have now been completed include:
 - a. Corridors projects that promote active travel by providing walking and cycling improvements include the completed St Mary's Church Low Traffic Neighbourhood (LTN) and delivering secure on-street cycle parking.
 - b. The completed Bath Street scheme (has council funding for monitoring) that reduces the impact of diversionary traffic.
4. High priority schemes that were LIP funded for 2022/23 and not in 2023/24 and 2024/25 that are progressing with alternative funding and resource include:
 - a. The improvements at Highbury Corner (council resource) and public realm improvements and traffic reduction at St John Street (council funded). To note: TfL permitted £13.5k carry forward to 2023/24 for the St John Street project.
 - b. The Corridors programme green, clean and climate change schemes such as the Air Pollution Awareness scheme (continuing with council resource) - the Environment Pollution Team will continue to promote air pollution awareness and will continue to seek alternative project funding.
5. The high and medium priority schemes not funded in 2022/23 - 2024/25 that have secured alternative funding and resource include:
 - a. Play Streets – council funded.
 - b. Traffic Management at sensitive locations (School Streets) – council funded.
 - c. Clerkenwell Green Improvement Programme – council funded.
 - d. Pedestrian Accessibility Programme – progressed as part of the People Friendly Pavements programme.
 - e. Safer Routes to Estates – progressed as part of the People Friendly Streets programme.

- f. Central Street Masterplan –will be considered when a LN for the area is taken forward.
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- 6. TfL previously provided Local Transport Fund allocations of £100k each year for the council to spend on a discretionary project of our choice. Since the pandemic, this funding has not been available and TfL has confirmed the withdrawal of this funding for the foreseeable future.

Appendix 6: Revised programmes – Unfunded schemes on the Cycle Improvement Plan for 2023/24 – 2024/25

1. Cycle Improvement Plan schemes agreed by Executive that are not TfL funded for 2022/23 and 2023/24 where future progress would be subject to future TfL funding confirmation for 2024/25 and beyond (see the Comments Column in Appendix 2 for details of proposed allocations):
 - a. Q11 Bunhill Row – paused – council funded (to be progressed as part of the Bunhill South and Barbican Healthy Neighbourhood scheme).
 - b. Liveable Neighbourhood upgrade schemes (from Low Traffic Neighbourhoods) for St Peter's, Canonbury East, Canonbury West, Highbury, Clerkenwell Green and Amwell – paused for consideration for inclusion on the TfL 2025/26 – 2027/28 programme.
 - c. Ray Street to St John Street (via Farringdon Lane)– paused (incorporate into the St John Street Improvement scheme).
 - d. King's Cross to Angel Station cycle improvements (via Collier Street, Donegal Street and White Lion Street – paused but remains a council aspiration (to be considered as part of the Liveable Neighbourhood programme for this area).
 - e. Bath Street to Rosebery Avenue (via Lever Street, Percival Street, Skinner Street and Rosoman Street) – paused but remains a council aspiration (post completion monitoring).
 - f. Barbican, Beech Street to Angel cycleway – paused but remains a council aspiration (to be considered as part of the Bunhill South and Barbican Healthy Neighbourhood scheme).

Appendix 7: Revised programmes – Unfunded schemes on the Bus Priority programme for 2023/24 – 2024/25

1. Bus Priority schemes that are not funded by TfL are bullet pointed as follows and remain on the programme, subject to TfL confirming future funding:
 - a. Old Street / Clerkenwell Road (OSCR) bus and cycle priority scheme – part of the OSCR cycle route development proposal.
 - b. Explore bus priority corridor on Canonbury Road – part of the Regents Canal to Highgate cycle proposals.
 - c. Euston Bus Programme (HS2 construction traffic mitigation around Euston Station) – paused and subject to TfL prioritisation.
 - d. Further proposals for minor changes to the Route 271 – no longer funded by TfL because improvements are not significant enough to justify further investment.

Appendix 9: Summary of the main findings of the Resident Impact Assessment (revised in September 2023)

- 2) **Positive impacts.** It is expected that the implementation of the LIP Corridors Programme 2022/23 to 2024/25, Cycle Improvement Plan 2022/23 to 2024/25 and Bus Priority Programme 2022/23 to 2024/25 with the proposed changes (detailed in section 5 of this report), will deliver positive impacts overall in terms of promoting sustainable and active forms of transport. The measures should also reduce the negative impacts of traffic, improve air quality, and reduce injuries from road traffic collisions. Improvements introduced as part of the Liveable Neighbourhood (LN) schemes will significantly improve public realm and provide greater comfort and sustainability to local users, with positive impacts on children, older residents, and disabled people. Cycleways provide high quality, safe infrastructure to support people to cycle more, especially children, older people and those who use adapted cycles. The council funded people-friendly pavements project will benefit all people who walk, use wheelchairs or other mobility aids by removing existing barriers, reducing clutter and improving maintenance.
- 3) Negative impacts from delivering LNs and junction improvement schemes, as part funded in the LIP Corridors programme, were identified in the then RIA (now EqIA) for the approved (January 2022) Executive Report on Islington's Local Implementation Plan delivery programme for Transport for London Funding (2022/23 – 2024/25) and remain unchanged as alternative funding has been secured to progress them. The impacts are summarised as follows:
 - a) Whilst the purpose of LN and Low Traffic Neighbourhood (LTN) measures is to create a safer environment to enable walking and cycling for people from all walks of life, this must be balanced with facilitating the travel requirements for vulnerable residents including those with disability and mobility impairments who may rely on cars to travel. The exemptions policy for Blue Badge holders from their home LN or LTN for a single vehicle, and the proposed individual exemptions policy for people with disability or chronic conditions who may be disproportionately affected as a result of travelling within a LN, regardless of Blue Badge status, partly mitigates this identified impact on shorter journeys, however the exemption does not address the needs of those who rely on taxis or other private hire vehicles due to mobility reasons, and who might be affected by longer journeys and increases in fare. The risk that these exemptions could have triggered an increase in local traffic levels, leading to diluted benefits of LTNs in a way that would have worsened active travel conditions and negatively impacted on everyone, was considered the in PFS EqIAs. Monitoring carried out in 2023 prior to decisions making several LTN permanent has shown that this risk has not materialised, so far. The People Friendly Street RIA (October 2021), and more recently, the Equalities Impact assessment of the People Friendly Streets Programme Update (January 2023) weighs up both the

positive and negative impacts that could materialise from the exemption approach on people with disabilities.

- b) Several measures relating to School Streets or cycleways can have negative impacts on children, parents or carers who drive. The potential removal of parking bays outside School Streets located on main roads could negatively impact disabled drivers who need to access the street. Another impact is that School Streets reduce road space for vehicular movement with the potential to increase congestion and increase travel times. This could also affect public transport services, which may have a greater impact on certain groups with protected characteristics. Increases in congestion, community severance and worse air quality would impact residents living on the main road network. Although these impacts have been identified, the monitoring of School Streets has concluded that there were no major impacts on traffic on the nearby roads. In addition, there is further evidence emerging on positive impacts of the School Streets in the wider area. Specifically, the outcomes of the Phase 1 Acceleration (September 2021) Report found that streets with School Street zones are healthier and safer with traffic falling overall by 50% during morning restrictions, and by 39% during afternoon restrictions. By comparison, the Phase 2 (February 2022) Report found that traffic fell overall by 64% during morning restrictions, and by 63% during afternoon restrictions. In addition, across the surrounding roads, the total volumes of motorised traffic showed a negligible change (8%) increase in the September 2021 monitoring report and a 16% decrease in the February 2022 monitoring report.
 - c) Finally, cycleways might create accessibility issues for people who walk, wheel or use buses. The removal of certain traffic islands and pedestrian refuges and the addition of wands and stepped tracks to accommodate cycleways might make it harder to cross the road. Bus stop bypasses might also be required to deliver cycleways and can create hazards people using buses. Those negative impacts of cycleway infrastructure will be considered at design stage, through monitoring and engagement with particular groups.
 - d) A robust monitoring and mitigation plan is outlined in the more recent People Friendly Street Equalities Impact assessment of the People Friendly Streets Programme Update (January 2023) to address the negative impacts of the LN and cycle improvement schemes, particularly with reference to how they impact people with protected characteristics. This includes continued engagement with people with protected characteristics and reviewing impacts of exemptions, specifically the volume of traffic travelling through the LN (and LTN) areas. [Full EQIA of PFS programme \(January 2023\)](#)
- 4) The other negative impacts of the LIP Corridors Programme, Cycle Improvement and Bus Priority programme (2022/23 to 2024/25) include:

- a) The public realm, traffic management, walking and cycling, junction improvement and cycleway schemes included in the LIP Corridors Programme and Cycle Improvement Plan have the potential to increase conflict between cyclists and pedestrians that would negatively impact those with the following protected characteristics: younger and older people, people with a disability, pregnant women, and parents with small children. To address this, any projects on these programmes will be designed with safety in mind and the necessary road safety processes, including road safety audits where relevant, will be undertaken as part of the design process. Where appropriate, the council will conduct an Equalities Impact Assessment for each project within the council's control to assess potential negative impacts of the specific scheme and, where possible, seek to mitigate or avoid them.
 - b) While TfL funding can no longer be used to fund electric vehicle charge point delivery, alternative funding (council capital and government funding sources) will enable the delivery of electric vehicle charge points across the borough. There may be a socio-economic impact of enabling residents to replace their polluting vehicles with an electric vehicle for people on lower incomes. To address this, the LIP Corridors, Cycle Improvement, and Bus Priority programmes will aim to make affordable forms of transport, such as walking, cycling and buses viable and affordable alternatives to the car, including more expensive electric cars.
- 5) The impact on schemes where future funding (for 2024/25 and beyond) is uncertain, or where schemes are no longer being funded by TfL, is minimal because alternative funding will enable schemes on the Corridors programme to progress in 2023/24, as detailed in section 5.8. Unfunded schemes identified in section 5.15 (Cycle Improvement Plan) and section 5.19 (Bus Priority) that have not secured alternative funding to progress will remain paused and will therefore be delayed until sufficient TfL funding is secured and their priority increased.