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Report of:	Executive Member for Environment, Air Quality & Transport
Report No.	I028769

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## Subject: Islington's three-year Local Implementation Plan programmes for Transport for London funding 2025/26 to 2027/28

### 1. Recommendations

- 1.1. To approve the proposed programmes for Islington's three-year Transport for London (TfL) funded Local Implementation Plan (LIP) 2025/26 to 2027/28.
- 1.2. To delegate authority to the Corporate Director of Community Wealth Building, in consultation with the Executive Member for Environment, Air Quality & Transport to make any necessary changes to the Local Implementation Plan programmes 2025/26 to 2027/28.

### 2. Report summary

- 2.1. Securing TfL funding for the LIP programmes will help the council make progress against the policy objectives of the Mayor's Transport Strategy, Islington's Transport Strategy 2020 – 2041 (ITS), the Islington Together 2030 plan, the council's Vision 2030: Building a Net Zero Carbon Islington by 2030, and delivery of the council's greener healthier mission. These objectives include wider

ambitions related to public health, road danger reduction, clean air, climate change, social justice, greening, creating safe walking and cycling networks and place-making.

- 2.2. Schemes developed for the three-year LIP programmes follow criteria set out in TfL's LIP Funding Guidance (July 2024) and the locations of schemes have been identified using TfL's Healthy Streets Data Pack outputs and/or local evidence secured from the council and other sources (section 3.8).
- 2.3. This report summarises the proposals contained in the future three-year 2025/26 to 2027/28 TfL LIP programmes funding bid in section 3, with further details set out in Appendices 1 - 4. Within this report, any references to "the LIP" are understood to refer to all these programmes combined, including:
  - The Safer Corridors and Neighbourhoods programme (Appendix 1),
  - The Borough Safer Streets programme (Appendix 2),
  - The Cycle Improvement Plan (Appendix 3),
  - The Bus Priority programme (Appendix 4).Note that the Safer Corridor and Neighbourhoods programme is referred to as "Corridors programme" throughout this report.
- 2.4. Healthy Streets infrastructure schemes such as Liveable Neighbourhoods, Safer Junctions, School Streets, and pedestrian accessibility schemes are included in the Corridors programme (section 3.12), as are the behaviour change schemes, Cycle Training and Travel for Life that aim to promote and increase active travel by people walking, wheeling and cycling.
- 2.5. Road danger reduction schemes are detailed on the Corridors programme and the new Borough Safer Streets programme. The new programme includes two proposals: the Old Street Clerkenwell Road Safer Streets scheme and the Barnsbury and Laycock Safer Streets scheme (section 3.18).
- 2.6. Cycle schemes that include segregated cycle crossings (for example, Essex Road) and cycleways on strategic alignments (for example, Old Street Clerkenwell Road) are detailed on the Cycle Improvement Plan programme (from section 3.19). Funding to create cycle parking in residential, town centre, school and transport interchange areas are detailed on this programme, along with the Micromobility Parking programme that will provide parking for hire e-bikes.
- 2.7. The Bus Priority programmes (from section 3.23) includes schemes that will deliver new and enhanced bus lanes and explore kerbside rationalisation (parking

and loading removal) on underperforming bus corridors including City Road South and Essex Road.

- 2.8. Overall, the key impacts of the LIP programmes will be positive for Islington residents (section 5.1). However, there could be risks to the delivery of the LIP programmes such as the financial uncertainty of TfL funding (section 5.2) and the complex and interdependent links between schemes on the LIP programmes (section 5.3) and the council's wider transport programme. The environmental and equalities impacts of delivering schemes (section 8) will be assessed separately for larger schemes (LN and cycle schemes).
- 2.9. Following approval by Executive Committee (4 December 2024) the council will submit the final three-year LIP programmes to TfL. TfL feedback on the council's LIP submission will be provided in early January 2025. The council has until 13 February 2025 to respond to TfL feedback and make any changes to the programmes.
- 2.10. 2025/26 funding allocations will be confirmed to boroughs in mid-March 2025. Any revisions the council needs to make to years two and three of the three-year programmes will take place in Autumn of 2025 and 2026 respectively, or via the in-year change request process.

### 3. Details of the proposal

#### **Policy context**

- 3.1. Islington's three-year LIP programmes bid for TfL funding (2025/26 to 2027/28) has been developed to fulfil the council's statutory duty (details in section 8.2) to produce a Local Implementation Plan containing proposals to be implemented over the next three-year period. Submitting a LIP funding bid is the main vehicle by which TfL provides annual funding to each of the 33 London boroughs.
- 3.2. LIP funding will help the council deliver against the Mayor's Transport Strategy (MTS) priorities for Healthy Streets. The Healthy Streets approach to planning London's streets is a framework for putting human health and experience at the heart of planning the city, to address many of London's pressing problems, such as health inequalities and road danger, creating places to live, learn and work that are safe, welcoming, and accessible for all. Fundamentally, this requires reducing use of private motor vehicles on London's roads in favour of walking, wheeling, cycling and public transport – benefiting the health of Londoners through

increasing physical activity, improving air quality, reducing road danger, and reducing noise and community severance. The MTS includes the twin aims that by 2041, 80% of journeys in London are made by active, efficient, and sustainable modes, and that nobody is killed or seriously injured on London's roads (Vision Zero). Islington already exceeds the first of these targets, so the Islington Transport Strategy 2020 – 2041 (ITS) has committed to a higher target of 90% of trips in Islington being made by sustainable forms of travel by 2041.

- 3.3. In addition to these two targets, the ITS has wider ambitions related to public health, road danger reduction, clean air, climate change, social justice, greening, creating safe walking and cycling networks and place-making. ITS monitoring reports are published to show progress against these objectives and targets, and to help to identify where further action may be needed to ensure the successful delivery of the strategy. In response to the pressing climate change emergency, the Mayor has set out his ambition for London to be a net zero carbon city by 2030, which is reflected in the council's Vision 2030: Building a Net Zero Carbon Islington by 2030, which aims to substantially reduce road transport carbon emissions. These ambitions guide investment and delivery for both TfL and boroughs.

### **Financial context**

- 3.4. All LIP portfolio funding for 2025/26 will be set out in the 2025 TfL Business Plan (under 'Safe and Healthy Streets'), to be published later in 2024. Within the overall LIP funding, Corridors programme funding is non-discretionary and is based on TfL's LIP formula for allocation. TfL are statutorily required to provide this Corridors programme funding to boroughs to deliver the outcomes of the MTS. For planning purposes, the guidance indicates the likely annual funding amount provided to Islington for the Corridors programme to be of a similar level to that secured for 2024/25 when Islington secured £682k.
- 3.5. Table 1 shows a comparison between amounts allocated for the constituent parts of the LIP in 2023/24 and in 2024/25, and the bids to be submitted to TfL for the first year (2025/26) of the three-year programme covered by this report.

LIP programme element	2023/24 allocation (£000s)	2024/25 allocation (£000s)	2025/26 bids (£000s)
Corridors	696	682	682
Borough Safer Streets (new area)	n/a	n/a	200
Cycle Improvement Plan	1,929	766	2,128
Bus Priority	96	530	615
<b>Total</b>	<b>2,721</b>	<b>1,978</b>	<b>3,625</b>

Table 1 - Summary of LIP allocations in 2023/24 and 2024/25, and bids submitted for 2025/26

- 3.6. Note that Corridors funding of £682k is approximately 50% of the level of funding received by the council prior to the pandemic, due to TfL's increased financial constraints. Where possible, ongoing reduced levels of Corridors programme funding will be overcome through the use of alternative funding sources, coordinated with Islington's wider transport work.
- 3.7. Compared to pre-pandemic levels, higher levels of funding for discretionary programmes are detailed in the guidance for the Safer Cycle Network Development programme (£19.9m across all boroughs), Bus Priority (£12.7m across all boroughs) and two new funding programmes: Borough Safer Streets (£50m across all boroughs) and Better Bus Partnership (£10m for each of the three selected boroughs). Other ringfenced discretionary programmes that the council will seek funding from include Cycle Parking, Bikeability and Cycle Training, and Micromobility parking. Discretionary funded programmes delivering infrastructure improvements are subject to a stage gateway release process, whereby greater levels of funding can be secured for schemes that reach construction stage.

### Requirements of the LIP process

- 3.8. TfL's LIP guidance states that proposals put forward by boroughs must include the delivery of at least one 'core measure' from the lists provided for each funding programme, and that investment should be prioritised at 'suitable locations' that can be evidenced using TfL's Healthy Streets Data Pack outputs and/or using

local evidence secured from the council and other sources. This can include data relating to traffic and road danger reduction, air quality, environmental, demographic, deprivation, and accessibility, within the context of Islington's local needs.

- 3.9. The LIP process for requesting and securing funding is detailed in section 9 of this report.
- 3.10. The remainder of this section outlines the council's proposed TfL-funded LIP programmes for the three-year period 2025/26 to 2027/28 and full details of these programmes are contained in Appendices 1 – 4.

### **Corridors Programme**

- 3.11. The Corridors programme comprises Healthy Streets infrastructure schemes, including Liveable Neighbourhoods (LNs) and road danger reduction schemes that support Islington's Transport Strategy and Vision Zero objectives.
- 3.12. The full three-year Corridors programme for 2025/26 to 2027/28 that is detailed in priority order in Appendix 1, will complement and enable the continued rapid delivery of Islington's People Friendly Streets programme and supporting initiatives (as detailed in the Executive Report January 2023). Specifically, the programme would deliver:
  - The continued roll out of our LN schemes that reduce through-traffic with traffic filters and achieve safer and more accessible and attractive street environments with the delivery of public realm improvements such as footway widening, dropped kerbs, crossing improvements and tree planting. This contributes towards our ITS:
    - 'Healthy' objective by enabling safer active travel and behaviour change to sustainable modes of travel, and to the
    - 'Safe' objective, by reducing traffic volumes and risk of traffic collisions for people walking, wheeling (wheelchair users and carers with a pushchair) and cycling, and to the
    - 'Carbon Neutral' objective by reducing traffic volumes and transport-generated CO<sub>2</sub> emissions and air pollution.
    - 'Accessible' objective by enabling more accessible travel with the provision of dropped kerbs and removal of street clutter for people walking and wheeling (for example, wheelchair users and people with pushchairs) through the delivery of pedestrian accessibility programme and the people friendly pavements work.

Mildmay and the Cally LNs will be implemented from 2025/26. Further schemes to be implemented (subject to consultation) include Barnsbury and Laycock, Tufnell Park South, Bunhill, Barbican and Golden Lane, Dartmouth Park, Annette Road and St John Street. To meet the council's ambitious commitment to deliver LNs across the whole of Islington by 2030, development of future LNs will commence in 2027/28 at key locations including Highbury New Park, Tollington and Elthorne, as well as Tufnell Park North.

- The LN Boundary Road Junction Scheme will deliver improvements to safety and resident accessibility between LN areas at priority junctions such as Highbury Grove and St Paul's Road.
- To make progress against the ITS 'Safe' (Vision Zero) objective, that aims to reduce traffic collision related deaths and serious injuries, the Road Danger Reduction (RDR) programme will improve pedestrian safety at side-road junctions and crossing points on our roads (identified from traffic collision hotspot data). Outputs include the delivery of zebra crossings and other RDR measures at priority locations, such as the St Paul's Road corridor and Junction Road.
- The ongoing provision of active travel behaviour change schemes (Cycle Training, the Travel for Life programme, and RDR education) will encourage the take up of walking, wheeling and cycling by residents, helping to address high obesity levels and achieve better health outcomes for all. They will also help promote children's development and independence.
- The RDR Education scheme will also contribute towards the ITS 'Safe' objective by raising awareness of traffic collision risks with children and young people.
- Secure cycle parking in town centres, transport interchanges, at schools and in residential areas will provide a secure transport environment for people who cycle.
- The ongoing roll-out of our School Streets programme to feasible locations in the borough and other improvements where timed traffic restriction is not possible (i.e. on main roads).
- To improve accessibility and ease of movement for all across the borough, the Pedestrian Accessibility Mini programme will focus on dropped kerb provision and footway widening around obstacles on the footway such as street trees. Council funding from various sources (i.e. the Liveable Neighbourhood programmes accessible pavements work) will complement and enhance the delivery of accessibility improvements across the borough.

- 3.13. TfL's Healthy Streets Data Pack evidence and local collision data analysis have been used to determine suitable locations where RDR interventions will have the biggest impact in reducing road risk. Locations listed for the RDR programme in Appendix 1 have been defined using TfL's prioritisation guidance and identified for investigation and feasibility work. It may not be possible to deliver interventions at all listed locations during the timeframe of this LIP programme.
- 3.14. Investment in active travel behaviour change schemes is limited to 20% of the total of the Corridors programme. There is additional TfL discretionary funding for cycle training, covered in the Cycle Improvement Plan section.
- 3.15. The following schemes are council priorities that were previously identified on the previous three-year Corridors programme (2022/23 to 2024/25). They will remain on the programme submitted as part of the LIP application (see Appendix 1 for more details) but are only likely to receive funding if more funding becomes available to TfL to allocate to Islington. When there is capacity in the wider transport team to progress them, then alternative funding from other external and council sources will be sought:
- King's Cross and Caledonian area public realm improvements,
  - St Peter's LN (to improve the established low traffic neighbourhood (LTN)),
  - Canonbury East LN (to improve the established LTN),
  - Clerkenwell Green LN (to improve the established LTN),
  - Canonbury West LN (to improve the established LTN),
  - Highbury LN (formerly known as Highbury Fields and Highbury West) (to improve the established LTN),
  - Amwell LN (to improve the established LTN),
  - St Mary's Church LN (to improve the established LTN).
- 3.16. Previous LIP Corridors submissions have included the following items as standalone projects. However, they do not meet the new TfL LIP guidance criteria and therefore are not eligible for inclusion in the future programme (although the content of these projects has been integrated into other transport schemes, as detailed in Appendix 5):
- Addressing traffic congestion at Highbury Corner;
  - Play Streets;
  - Central Street Master Plan;
  - Advanced Stop Line (ASL) review; and
  - Using technologies to record and report speeding levels.



- 3.17. Previous LIP Corridors submissions (from the LIP programme 2022/23 to 2024/25) have included the following items as standalone projects. They have not been included as separate proposals in this submission, as they have been integrated into other LIP schemes, as detailed in Appendix 5:
- Islington Legible London (wayfinding signage at stations and town centres),
  - Walking and Cycling Improvement programme,
  - Safer Routes to Estates,
  - Making the most of public spaces.

### **Borough Safer Streets programme (new)**

- 3.18. The **Borough Safer Streets funding programme** is a new discretionary funding programme worth up to £50m across all boroughs, with a maximum of one scheme funded in each borough to a value of between £0.5m and £5m. The programme aims to deliver significant safety improvements by reducing speeds and tackling the city's most dangerous roads and junctions, by delivering schemes that will have the greatest road safety benefit at the highest priority locations for road danger. Full details of both proposals submitted by Islington are in Appendix 2. They are:
- The council's priority proposal is the Old Street Clerkenwell Road (OSCR) Safer Streets scheme. The entirety of this east-west route is classified as a 'High potential connection' in TfL's Strategic Cycling Analysis and there are RDR Priority 1 (Top) and Priority 2 (High) locations along this corridor. The scheme will aim to significantly reduce road danger and balance bus priority and cycle safety needs while also enabling convenient and safe crossing for people walking along and across this corridor.
  - The second proposal is the Barnsbury and Laycock Safer Streets scheme, covering large areas with very high and high levels of Vision Zero need. This proposal includes the delivery of filters to reduce traffic levels, public realm and accessibility improvements to increase active travel, key junction improvements, the Copenhagen Street Cycleway to the west and potential Cycleway crossing points to the east (Upper Street), the Liverpool Road Cycleway upgrade, a crossing of Caledonian Road into the Cally LN, RDR measures on Caledonian Road and bus priority improvements on Caledonian Road.

## Cycle Improvement Plan

- 3.19. The council's Cycle Improvement Plan for 2025/26 to 2027/28 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. These schemes are set out in more detail in Appendix 3 with a mix of schemes that are continuing from 2024/25, as well as new schemes, and include:
- Safer Cycle Network Development (improvements to the cycle network, including permanent cycleways and improved cycle crossing points);
  - Bikeability and Cycle Training programme;
  - Cycle Parking programme; and
  - Micromobility Parking.
- 3.20. Table 2 shows a breakdown of these categories. The 2025/26 figures are provisional; these are the amounts requested from TfL and will be confirmed in March 2025. Funding requests for 2026/27 and 2027/28 which show as TBC in Table 2 will be made prior to the start of each financial year. The bids shown for Bikeability and Cycle Training and Cycle Parking in 2026/27 and 2027/28 are minimum amounts: these may increase if TfL indicates higher funding levels.

Cycle Improvement Plan	2025/26 (£000s)	2026/27 (£000s)	2027/28 (£000s)
Safer Cycle Network Development	1,963	TBC	TBC
Bikeability and Cycle Training (TfL)	88	88	88
Cycle Parking (TfL)	77	77	77
Micromobility Parking (TfL)	TBC	TBC	TBC
<b>Total</b>	<b>2,128</b>	<b>TBC</b>	<b>TBC</b>

Table 2 - Breakdown of Cycle Improvement Plan funding 2025/26 to 2027/28,

- 3.21. The full three-year Cycle Improvement Plan proposed for 2025/26 to 2027/28 is detailed in Appendix 3. In summary, the programme would deliver:
- The implementation of segregated cycleways and junction improvements along strategic corridors, such as Old Street / Clerkenwell Road and Copenhagen Street (subject to consultation). These would help to deliver

against our ITS 'Healthy' and 'Safe' objectives, by increasing active travel and sustainable mode share for cycling and improving safety. Other schemes to be implemented from 2025/26 include the Green Lanes Cycleways to Cycle Superhighway 1 scheme, Boleyn Road CS1 Improvements scheme, the York Way Cycle Scheme and exploring designs for an extension of Cycleway 50 through Finsbury Park town centre to join the proposed Haringey section of the cycleway.

- Cycle crossing schemes on Essex Road and Caledonian Road will aim to improve safety and reduce road danger for people cycling at these priority locations.
- The behaviour change TfL Bikeability and Cycle Training programme (separate from the Cycle Training scheme on the Corridors Programme) aims to increase the number of residents of any age and ability to take up cycling to improve their health and wellbeing while also reducing transport pollution, by changing travel mode.
- The TfL Cycle Parking scheme will provide secure places to park cycles, both in residential areas (bike hangers) and at key destinations (local shops, transport interchanges and at schools). TfL's Micromobility Parking programme will provide spaces for both hire e-bikes and e-scooters to park in former car parking spaces. The council is currently assessing the impact of hire e-scooter operation in the borough which is why funding figures are noted as "to be confirmed" (TBC) in Table 2 for Micromobility Parking (TfL). TfL's cycle parking programmes complement two council-funded programmes, bike hanger and dockless hire bike parking, that will help to reduce clutter on footways which can cause accessibility obstacles for other footways users, including wheelchair users, carers with push chairs and older people with shopping trolleys. The council has committed to the accelerated delivery of dockless cycle hire parking bays, with the majority of the planned 250 bays being installed by Summer 2025. Schemes to improve the safety and efficiency of cycle parking (and scooter parking, if Islington allows it in future) aim to deliver against the ITS objective to ensure that Islington's transport environment is fair, secure and accessible for all.
- Future schemes to be developed from 2027/28 and subject to consultation include the King's Cross to Angel Station cycle improvements scheme, Bath Street to Rosebery Avenue scheme, Amwell Street Neighbourhood scheme and the Barbican, Beech Street to Angel Cycleway scheme.

3.22. Previous cycle schemes which have been or will be integrated into other LIP schemes are detailed in Appendix 5. They are:

- Q11 Bunhill Row Cycle Improvements,
- Ray Street to St John Street,
- St Peter's Neighbourhood scheme,
- Canonbury East Neighbourhood scheme.

### **Bus Priority programme**

- 3.23. For 2025/26 the council is requesting an allocation of £615k to improve the speed and service reliability of buses across Islington, especially as they contribute to and support the council's Liveable Neighbourhood programme to encourage people to reduce car use and walk, wheel and cycle to local destinations and use public transport. Suitable high priority locations for proposals are based on TfL's Healthy Street data pack evidence for bus underperformance and the potential for public transport and active travel. The core measures to be explored at suitable locations will include consideration of new bus lanes (such as at City Road South), increase in bus lane operational hours, upgraded bus lanes, plus rationalising parking and loading along kerbsides (such as on Essex Road), and bus stop accessibility. Investigating feasibility for improving bus performance at Caledonian Road will also be carried out. Supporting measures considered will include safety and security improvements around bus stops, and accessibility and improved walking routes to bus stops. A range of bus priority measures will be explored at other priority locations including the Tufnell Park Station junction, Balls Pond Road and Blackstock Road from 2026/27. Full details of the Bus priority programme for 2025/26 to 2027/28 are set out in Appendix 4.
- 3.24. Previous bus schemes that were allocated funding as part of the 2022/23 to 2024/25 LIP programme, and therefore are not included in this three-year programme, are:
- St Paul's Road Bus Priority,
  - Explore a 24/7 bus lane on Rosebery Avenue,
  - Explore a bus priority corridor on Canonbury Road.

### **Better Bus Partnership programme (new)**

- 3.25. The Better Bus Partnerships funding programme is a new discretionary funding programme introduced by TfL in July 2024, worth up to £10m for each of three boroughs whose applications are selected after an initial expression of interest. Successful boroughs should use the funding to improve: bus journey times, bus passenger ridership levels, bus infrastructure and interchanges (bus to bus or bus to rail), demand management (parking policy and kerbside management, including

freight and servicing areas) and bus operational measures. Schemes should also reduce journey time variability, deliver operational initiatives for bus performance and support Vision Zero and net zero targets by reducing traffic.

- 3.26. The council is investigating the feasibility of submitting a bid for this funding programme. Considering Islington's wider transport work, there is limited capacity to make large-scale changes beyond the already existing Bus Priority programme proposals. While we are very keen to participate in the programme, given Islington's context as a small inner London borough, TfL have provided feedback that this funding opportunity may not be suitable as there is limited potential for large-scale interventions. There may be an opportunity to support a neighbouring borough's bid for a project which could benefit bus travel in Islington, and the relevant approvals will be sought before applications are submitted.

#### 4. Other options considered and the reasons for recommending this proposal

- 4.1. The council has a duty under Section 145 of the Greater London Authority Act (1999) to produce a three-year Local Implementation Plan containing its costed proposals that will support the delivery of the outcomes included in Islington's Transport Strategy and the Mayor's Transport Strategy. The Mayor of London has a duty to provide funding to boroughs through the Local Implementation Plan funding allocation process to enable boroughs to deliver outcomes against both Transport Strategies. The council does not have a legal option to ignore this duty; moreover, choosing to reject TfL's LIP funding allocation process would mean that the delivery of transport outcomes would have to be limited by scope (by roughly £2m per year) or funding would need to be found within the council or from alternative external sources to deliver the transport outcomes set out in Islington's Transport Strategy.
- 4.2. Submitting Islington's three-year LIP programmes funding bid to TfL is the best way of maximising transport investment in the borough to meet Islington's priorities at a time when council funding is constrained. It also provides the council with additional external grant funding to deliver the council's wider transport work and achieve the outcomes in Islington's Transport Strategy. This level of funding is not available through alternative sources.

## 5. Key impacts and risks of the proposal

- 5.1. Overall, the impacts of delivering the three-year LIP programmes will have positive impacts and benefits for residents and visitors to the borough, especially in achieving the objectives of the Islington Together 2030 plan, the Islington Transport Strategy (ITS) and the council's Vision 2030: Building a Net Zero Carbon Islington by 2030 decarbonisation objectives. Liveable Neighbourhoods schemes function on the principles of decreasing traffic volumes, reducing road danger, improving local air quality, promoting active forms of travel, enhancing the public realm and greening neighbourhoods. Other LIP programmes aim to increase cycling through the provision of safer cycleways and cycle crossings points, and provide more attractive public transport experiences by improving bus journey times and reliability by prioritising space for buses (new and improved bus lanes and rationalising parking and loading along kerbsides).
- 5.2. There are risks to the delivery of the LIP programmes, including the financial uncertainty of TfL funding, including ongoing cuts to the Corridors programme for all boroughs. Where possible, ongoing reduced levels of Corridors programme funding will be overcome using alternative funding sources (council capital and other external funding sources) and coordinated with Islington's wider transport programme work. If alternative funding is not available and the council is unable to make up funding gaps from its own resources, schemes will be value engineered (to reduce costs on elements of the proposal where possible), and programmes of work will be re-phased so that elements of a scheme where funding is available are delivered at those times, or reprofiled to the next three-year TfL LIP Delivery Plan. For discretionary funded LIP schemes (safer streets, cycleways and bus priority), there is a risk to securing implementation funding as this is subject to TfL's stage gateway release process. TfL require a Road Safety Assessment, Healthy Streets Checklist assessment and engagement with TfL's network performance team as part of the design process. Completion of a pre-construction checklist is required before TfL allocates construction funding.
- 5.3. The LIP programmes are varied, complex and in many cases directly linked with the council's wider transport programme work. Any changes to the wider transport programme, due to changing political priorities and funding availability that impacts schemes on the three-year LIP programmes, will be assessed and can be changed where necessary by delegated authority to the Corporate Director as detailed in section 1.2.

- 5.4. The environmental and equalities impacts of delivering schemes on the three-year LIP programmes are detailed in section 8. For LIP infrastructure schemes, the council will conduct an Equalities Impact Assessment for individual schemes on the LIP programmes to assess potential positive and negative impacts of each scheme. For Liveable Neighbourhoods, School Streets and cycleways we will undertake scheme monitoring, engagement and consultation, Road Safety Audits and Healthy Streets checks as part of our impact assessments.

## 6. Contribution to the Islington Together 2030 Plan

- 6.1. The LIP programmes meet the council's commitment to deliver a more equal Islington by directly contributing towards the Greener, Healthier Islington and Child-friendly Islington priorities, that are:
- **Greener, healthier Islington** – *By 2030, communities in Islington can access, and enjoy London's greenest, cleanest, and healthiest neighbourhoods and are able to live healthy, fulfilling, and independent lives.* The LIP programme schemes will reduce traffic volumes in Liveable Neighbourhood areas with the installation of traffic filters, reducing road danger for people walking, wheeling and cycling and improving air quality. The supporting measures of Liveable Neighbourhood schemes include prioritising more space and better crossing points for safer walking, wheeling and cycling that enable active travel and healthier lifestyles. Delivering public realm improvements as part of LN schemes, including greening (street trees and planters) will help to cool street environments with shading and improve climate resilience against overheating and extreme weather events.
  - **Child-friendly Islington** – *By 2030, Islington is 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.* Reducing traffic volumes reduces road danger and pollution levels that impact the most vulnerable, particularly children and young people. Creating safer street environments reduces the risk of being killed or seriously injured and enables more confident uptake of active travel choices by young people and their families that can reduce childhood obesity levels and improve health and wellbeing outcomes. Transport behaviour change schemes increase the confidence and independence of children, and support their ongoing development.

## 7. Consultation and community engagement

7.1. Each infrastructure scheme on the Corridors, Borough Safer Streets, Cycle Improvement Plan and Bus Priority programmes will be subject to the appropriate level of stakeholder engagement and public consultation. To ensure residents and business have the opportunity to be involved in the design of the LN schemes, each LN area would be developed through an in-depth engagement and consultation process before the decision on whether to implement is taken (as confirmed in the People Friendly Streets Update - Executive Report January 2023). The engagement and consultation stages include:

- Early engagement and co-design with local residents and businesses will gather insights from local communities to inform designs for interventions. A dedicated website for each scheme will be set up to provide more details on the scheme, types of engagement and how residents can get involved in the process. Engagement sessions will focus on receiving feedback on proposed traffic filter locations, designs for cycleways, pavement and accessibility improvements as well as on other supporting measures. Public realm schemes will undergo a co-design session to inform the designs for specific interventions.
- Public consultation will focus on targeted events and formal consultation feedback on the design which has emerged from the early engagement and co-design, which will allow the council to gather views on final design of traffic measures and public realm schemes ahead of their implementation.

## 8. Implications

### 8.1. Financial Implications

8.1.1. The report summarises the proposals contained in the future three-year 2025/26 to 2027/28 Transport for London (TfL) Local Implementation Plan (LIP) programmes funding bid.

8.1.2. Paragraph 3.5 of this report shows a comparison between amounts allocated for the constituent parts of the LIP in 2023/24, 2024/25 and the bids totalling £3.625m to be submitted to TfL for the first year (2025/26) of the three-year programme covered by this report.

8.1.3. In addition to the council's capital programmes (People Friendly Streets, Highways, Bike Hangars, Islington Greener Together, Old Street Clerkenwell Road



and Traffic Engineering), TfL provides funding to plan and implement the traffic, transportation, cycling improvement and bus priority projects detailed in the attached appendices. TfL approval of the LIP will provide funding from 2025/26 to 2027/28 to plan and implement traffic, transportation, road danger reduction, cycling, walking and bus priority projects.

- 8.1.4. The development of the LIP programmes is funded from the Transport Strategy service within the Climate Change and Transport revenue budget.

## **8.2. Legal Implications**

- 8.2.1. 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 (the 1999 Act) to produce a Local Implementation Plan containing its proposals 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).

- 8.2.2. 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 1999 Act).

- 8.2.3. 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.

- 8.2.4. 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.

## **8.3. Climate Change and Environmental Implications**

- 8.3.1. The delivery of Islington's three-year LIP programme with TfL funding 2025/26 to 2027/28 will have some environmental impacts from construction of the low-impact interventions of the Liveable Neighbourhoods (LN), such as the installation of kerb buildouts, planters, barriers, cameras, signage, and gates, although some schemes, such as road resurfacing work, cycleways 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 signage, and some potential nuisance to neighbouring properties such as noise and dust. However, these impacts will be mitigated by the long-term reduction in emissions from reduced traffic that the LN, School Streets, road danger reduction, cycleway and bus priority schemes are expected to deliver. Other mitigating measures to be explored in the implementation of these schemes includes reusing materials, using renewable sources of energy for ongoing camera and lighting infrastructure and contractors using electric vehicles where available in the delivery of these programmes.

- 8.3.2. 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 programmes 2025/26 to 2027/28 will positively contribute to achieving this ambitious commitment by encouraging increased walking and cycling, reduced car use and increased use of public transport. Implementing Liveable Neighbourhoods (LNs) and School Streets across the borough and making active travel (including cycling) the easiest options are identified actions in the council's Net Zero Carbon Action Plan (November 2020). Reducing traffic volumes through School Streets during key hours and through LNs during all hours, as evidence in the monitoring reports for these schemes, will improve air quality outside schools and in LNs by reducing harmful emissions like NOx and PM10s and will also encourage residents and commuters to walk and cycle more by creating a lower traffic environment. Delivering public realm improvements as part of LN schemes, including greening (street trees and planters) will help to cool street environments with shading and improve climate resilience against overheating and extreme weather events. The delivery of cycleways also helps to encourage and enable more people to cycle by providing dedicated and largely segregated facilities. In some cases – such as where carers stop driving their children to and from school, or residents choose not to drive for short trips, or traffic “evaporates” due to the new restrictions – this will reduce traffic, emissions and congestion. The delivery of bus priority measures that improve bus speeds and reliability will encourage people to use public transport and reduce car use. Increasing walking, wheeling, and cycling is a key element of delivering Islington's Net Zero Carbon, Transport and Air Quality Strategies.

#### 8.4. **Equalities Impact Assessment**

- 8.4.1. 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.

- 8.4.2. An Equalities Impact Assessment was completed in September 2024. The full Equalities Impact Assessment is appended in Appendix 6. The main findings are detailed in Appendix 7.

## 9. Timetable for implementation

- 9.1. Following approval by Executive Committee (4 December 2024) the council will submit the final three-year LIP programmes to TfL. TfL feedback on the council's LIP submission will be provided in early January 2025. The council has until 13 February 2025 to respond to TfL feedback and make any changes to the programmes.
- 9.2. 2025/26 funding allocations will be confirmed to boroughs in mid-March 2025. Any revisions the council needs to make to years two and three of the three-year programmes will take place in Autumn of 2025 and 2026 respectively, or via the in-year change request process.

### **Appendices:**

- Appendix 1: Proposed three-year Safer Corridors and Neighbourhood programme (Corridors programme) and the new Borough Safer Streets programme.
- Appendix 2: Proposed Borough Safer Streets Proposals.
- Appendix 3: Proposed Cycle Improvement Plan.
- Appendix 4: Proposed Bus Priority programme.
- Appendix 5: Previous Corridors schemes and Cycle Improvement schemes that have been integrated into other LIP schemes.
- Appendix 6: Equalities Impact Assessment Report.
- Appendix 7: Summary of the main findings of the Equalities Impact Assessment.

### **Relevant decisions / reports:**

- N/a.

**Background papers:**

- N/a.

**Report approval:**

Authorised by: Executive Member for Environment, Air Quality and Transport

Date: 18<sup>th</sup> November 2024

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**The following Appendices are set out in table format and in contained in a separate PDF:**

**Appendix 1:** Proposed Safer Corridors and Neighbourhood programme (referred to as the Corridors programme in the report and EQIA)

**Appendix 2:** Proposed Borough Safer Streets programme

**Appendix 3:** Proposed Cycle Improvement Plan

**Appendix 4:** Proposed Bus Priority programme

## Appendix 5:

Table 1 shows previous Corridors programme schemes that were included in Islington's LIP programmes for 2022/23 to 2024/25, which will be integrated into other LIP schemes going forward:

Previous scheme	To be integrated into
Islington Legible London	The Liveable Neighbourhood (LN) programme.
Walking and Cycling Improvement programme	The LN programme.
Addressing traffic congestion at Highbury Corner	The LN programme.
Safer Routes to Estates	The LN programme.
Play Streets	Seeking alternative council funding to continue this programme.
Central Street Master Plan	The LN programme.
Advanced Stop Line (ASL) review	The LN Boundary Road Junction Scheme.
Using technologies to record and report speeding levels	Now part of LN monitoring process that includes reporting speeding levels.
Making the most of public spaces	The LN programme and Pedestrian Accessibility Mini programme measures and the council's wider Islington Greener Together programme.

Table 1 - Integration of Corridors schemes into wider LIP programme

Table 2 shows previous cycle schemes which were included on the 2022/23 to 2024/25 Cycle Improvement Programme that have been integrated into other LIP or council capital funded schemes for 2025/26 to 2027/28.

Previous scheme	To be integrated into
Q11 Bunhill Row Cycle Improvements	The Bunhill, Barbican and Golden Lane Healthy Neighbourhood.
Ray Street to St John Street	St John Street Liveable Neighbourhood and OSCR scheme.
St Peter's Neighbourhood scheme	Implementation of the St Peter's LTN removes need for segregated cycleways within St Peter's.
Canonbury East Neighbourhood scheme	Implementation of the Canonbury East LTN removes need for segregated cycleways within Canonbury East.

Table 2 - Integration of cycle schemes into wider LIP programme

**Appendix 6:** Equalities Impact Assessment Report of Islington's LIP programmes for TfL Funding 2025/26 to 2027/28

This Appendix is detailed in a sperate PDF document.

## Appendix 7: Summary of the main findings of the Equalities Impact Assessment

### Purpose

This Equalities Impact Assessment relates to the equality impacts on groups with protected characteristics of securing funding for Islington's three-year Local Implementation Plan (LIP) programmes for Transport for London (TfL) funding 2025/26 to 2027/28. The LIP programmes for which future funding is being requested are:

- The Safer Corridors and Neighbourhoods programme (Appendix 1),
- The Borough Safer Streets programme (Appendix 2),
- The Cycle Improvement Plan programme (Appendix 3),
- The Bus Priority programme (Appendix 4).

This EQIA considers the impacts of the decision to secure funding for these work areas. The impacts of the schemes themselves are considered in separate EQIAs for individual programmes and projects, which are always carried out for transport and traffic infrastructure schemes.

The [EQIA](#) of the January 2023 Executive Report – People Friendly Streets Programme Update, considers the equality impacts of the Low Traffic Neighbourhoods (LTNs), Liveable Neighbourhoods (LN), School Streets, Cycleways and People-Friendly Pavements schemes that are proposed to be included and part funded by the three-year LIP programmes 2025/26 to 2027/28. As constituent elements of this programme reach the point in their development where decisions are taken to implement them, individual EQIAs will be produced. The same is true of road danger reduction schemes, the bike hangar programme, other cycle parking implementation (Sheffield stands) and bus priority schemes.

The decision to bid for funding for the following activities are considered in this assessment, as these are non-capital delivery schemes which do not have their own EQIAs:

- Bikeability and cycle skills (cycle training)
- TfL's Travel for Life (school travel)
- Road danger reduction education.

All three of these schemes are targeted at children and are designed to increase their skills and confidence with being road users, either walking, wheeling or cycling. Furthermore, 25% of the funding we receive for cycle training is required to be spent on adults, so there are additional benefits for increasing the skills and confidence of adults: in particular, our adult cycle training schemes are designed to target as diverse a cohort as possible, including women, people with disabilities, older people and people with dementia (all of whom are under-represented amongst typical London cyclists). These are all established programmes that are included in every three-year LIP funding cycle.



### **General positive impacts**

Overall, the impacts of seeking funding for the three-year LIP programmes will have positive impacts and benefits for residents and visitors to the borough. If the funded schemes are implemented, they will help to achieve the objectives of the Islington Together 2030 plan, the Islington Transport Strategy (ITS) and the council's Vision 2030: Building a Net Zero Carbon Islington by 2030 strategy. Seeking funding for these areas of work aligns with council policies to promote sustainable, active forms of transport, which will contribute to reducing health problems resulting from a lack of activity, air pollution and road danger.

### **Potential general negative impacts**

It is the purpose of the Equalities Impact Assessment to also examine any negative impacts on residents, particularly those with protected characteristics, to ensure that a robust mitigation plan is in place and so that these negative impacts can be taken into account in decision making on which schemes to include in the LIP programmes funding bid.

The proposed LIP programmes follow council policy by prioritising schemes which enable people to walk, wheel and cycle more easily and safely in the borough. These programmes also support bus use by developing bus priority schemes to improve bus speeds and reliability. There is potential for any of these schemes, once implemented, to have a negative impact on people who travel by private car or van, whose journeys may become less convenient, and/or longer in time or distance. Where a scheme may have these impacts, a detailed assessment will be given in the EQIA for that particular programme or project before it is implemented.

In particular, these further EQIAs will address issues around private motor vehicle use by people with disabilities, as the benefits of any proposed scheme must be balanced with facilitating the travel requirements for vulnerable residents including those with disabilities and mobility impairments who may rely on cars to travel. The [EQIA](#) of the January 2023 Executive Report – People Friendly Streets Programme Update contains details of two exemption policies (a Blue Badge policy and an Individual Exemption policy) which help to mitigate these potential negative impacts.

Certain LIP schemes may result in longer pedestrian waiting times at crossing points. It is acknowledged that the following identified groups could be disproportionately disadvantaged by longer pedestrian waiting times at crossings: older people with a disability, and pregnant women or carers with young children.

Other traffic management schemes, such as junction and crossing improvement schemes will impact motorists generally, but benefit people walking, wheeling and cycling by making crossing points at junctions and along corridors safer and more conveniently located.

Increasing cycling will lead to an increase in the risk of conflict with pedestrians. This may have a negative impact on all pedestrians, but in particular, children and older people, disabled people, pregnant women and carers with young children. It is important that cycle facilities are designed to be safe for both pedestrians and cyclists, and that training for children, teenagers, women and older people is provided. Cycle training and road danger education schemes included in the LIP programmes aim to help mitigate the risk of conflict between pedestrians and cyclists. To address the risk of conflict, these schemes will be designed with safety in mind and the necessary road safety processes, including road safety audits and healthy streets checks where relevant, will be undertaken as part of the design process. Infrastructure focused LIP schemes will conduct an Equalities Impact Assessment to assess the potential negative impacts of the specific scheme and, where possible, seek to mitigate or avoid them.

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 roads. Bus stop bypasses might also be required to deliver cycleways and can create hazards for people using buses. Those negative impacts of cycleway infrastructure will be considered at design stage, through monitoring and engagement with particular groups, such as young and older people, people with a disability or mobility impairment, pregnant people and carers with young children.

People with less disposable income may be less able to own a cycle than those with more disposable income. This in turn would mean they would not have equal access to the new cycle infrastructure and the health and financial benefits of cycling. Also, public transport and car ownership costs over the medium to long terms will be more expensive with inflation and rising maintenance costs of an aging vehicle.

There may be some specific schemes that prioritise pedestrians and cyclists over buses, which may have a negative impact such as reducing speeds and affecting bus reliability. However, generally the Bus Priority programme schemes seek to improve the quality and reliability of bus services, particularly on sections of bus routes that are underperforming the most.

### **Mitigating and monitoring the negative impacts**

To mitigate the negative impacts of securing TfL funding and subsequently implementing the works identified in the programmes, the council will conduct an Equalities Impact Assessment for each initiative within the council's control, as part of the design process to assess the potential positive and negative impacts of the specific scheme and, where possible, seek to mitigate or avoid them.

**Scheme monitoring:** Will be undertaken and include traffic volumes and speeds, cycle volumes, air quality, travel behaviour / road danger and footfall. This monitoring will be used to evaluate the impacts of the Corridors programme, Safer Streets programme and Cycle Improvement Plan that are anticipated in Section 3B of the EQIA.

**Engagement:** As part of the public consultation process, proactive engagement with groups representing those with specific mobility needs and disabled individuals in LN areas or proposed cycleways to ensure that the interests and concerns of these groups and individuals is represented, understood and considered in the decision-making process.

**Addressing conflict between cyclists and pedestrians:** Projects will be designed with safety in mind and necessary road safety processes, including road safety audits where relevant, will be undertaken as part of the design process.

**Managing wait times for pedestrian and cyclists:** Specific schemes in the LIP programmes will aim to improve local areas in alignment with TfL's Healthy Streets Indicators (see section 2 of the EQIA) to balance the needs of different travel mode users to ensure it is 'easy to cross' at junctions and crossing points.

**Supporting people on lower incomes to access cycling:** The council will promote the active travel programme initiatives such as Islington's 'Try Before you Bike' and 'All About the Bike' schemes to help with the affordability of maintaining and securely storing cycles.

**Supporting women who may feel less safe at night walking if there are lower volumes of traffic travelling through an area:** The council will continue to explore improving the public realm in ways that could deter the potential for crime, and to make areas feel subjectively safer for women who are walking at night. The project's public space improvements will be designed with good lighting and with features to deter anti-social behaviour, ensuring the public realm within these areas does not negatively impact people walking and cycling in the area at night.