

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

<b>Executive</b>	<b>Date: 20 10 16</b>	<b>Ward(s): All</b>
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**SUBJECT: Interim Local Implementation Plan (LIP) Delivery Plan 2017/18, TfL funding for Bus Reliability Programme, and Major Schemes bid**
**1. Synopsis**

- 1.1 The Local Implementation Plan (LIP) sets out how the Council will deliver local transport improvements in the borough. The LIP is the mechanism by which boroughs deliver locally the Mayor's Transport Strategy objectives, and by which TfL provides funding support to the boroughs to this end. All London local authorities are required to prepare a new interim LIP delivery plan for 2017/18 by October 2016 for submission to Transport for London (TfL). The Council's interim LIP Delivery Plan 2017/18 is attached at Appendix 1.
- 1.2 Transport for London (TfL) has made funding available for a Bus Reliability Programme to deliver bus reliability improvements across London. TfL identified potential bus priority schemes along 24 bus routes that are in need of protection from delays due to congestion and other obstacles. Route 21, where it runs through Islington, is one of the priority routes experiencing severe delays to bus journey times. Funding to develop and implement bus priority measures is available only for the purpose of delivering bus reliability measures and is not transferrable to other projects. The Council's proposed Bus Reliability Programme for 2016/17 and 2017/18 is attached at Appendix 2.
- 1.3 TfL's Major Schemes programme provides funding to deliver transformative schemes in strategically significant locations that support economic growth and improved quality of life. Proposals contribute to wider policy objectives including supporting sustainable travel and delivering reductions in casualties, particularly among vulnerable road users. Funding is available for schemes that cost more than £1m over the whole life of the project. The Clerkenwell Green Public Realm Improvements project is being developed as a Major Schemes application for submission in early September 2017. If successful, the scheme will deliver substantial public realm improvements at Clerkenwell Green from 2018/19.
- 1.4 The LIP Delivery Plan, Bus Reliability Programme and Major Schemes bid have been prepared in consultation with the Executive Member for Environment and Transport. Once approved, the

implementation of these programmes will contribute towards the Council’s fairness agenda, ensuring that transport investment is targeted to areas experiencing:

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

## 2. Recommendations

- 2.1 To agree the proposed programmes and bid for the interim Local Implementation Plan Delivery Plan 2017/18, the Bus Reliability Programme 2016/17 - 17/18, and note the Clerkenwell Green Major Schemes bid submission to TfL.
- 2.2 To authorise the Corporate Director of Environment and Regeneration, in consultation with the Executive Member for Environment and Transport, to make any necessary changes to these programmes.

## 3. Background

- 3.1 The Mayor’s Transport Strategy (MTS) is the principal policy tool through which the Mayor of London exercises his responsibilities for the planning, management and development of transport in London. The MTS supports the London Plan (the Mayor’s Spatial Plan for London) and provides the policy context for the detailed transport plans of TfL and the borough’s LIPs.
- 3.2 Islington’s Local Implementation Plan (LIP), also known as Islington’s Transport Strategy, was first adopted by the Council in 2006. A revised and updated LIP was produced and adopted by the Council in March 2012. The LIP provides the context for the LIP Delivery Plan which sets out a three year programme of projects that help deliver the objectives of the LIP. On 17 October 2013, the Executive approved the Council’s last three year LIP Delivery Plan for 2014/15 to 2016/17.
- 3.3 Following his election in May 2016, London’s new Mayor has directed TfL to prepare a new Transport Strategy. The Mayor has also required that councils in London submit an interim LIP Delivery Plan that covers 2017/18 (rather than the usual three year programme), while his new transport strategy is being prepared. TfL has set out the expected timetable for the preparation of this new strategy in the table below. This table also includes dates for when the Council will be required to respond to new guidance to prepare a new transport strategy for Islington (a new LIP), which will be the Council’s response to the Mayor’s new Transport Strategy. The council understands that the Mayor will require the Council to submit a further interim one year LIP Delivery Plan in 2018/19, taking into account the fact that the Council will be preparing its own transport strategy during 2018/19. It is not yet clear what the arrangements will be for the 2019/20 LIP Delivery Plan.

Date	Activity
Sept/Oct 2016	“Towards...” Mayoral direction of travel document published
Oct 2016	Boroughs submit 2017/18 LIP programmes
Mar 2017	Draft Mayor’s Transport Strategy published, alongside: <ul style="list-style-type: none"> <li>• TfL Business Plan</li> <li>• Mayor’s Environment Strategy</li> <li>• Mayor’s Economic Development Strategy</li> <li>• Mayor’s Housing Strategy</li> </ul> TfL issues draft new LIP Guidance to the boroughs
May 2017	TfL issues 2018/19 LIP Delivery Plan Guidance
Jul 2017	Draft London Plan published
Oct 2017	Final MTS published Final new LIP Guidance published Boroughs submit 2018/19 LIP programmes

Nov 2017	Boroughs begin preparing new LIP documents (a new transport strategy for Islington)
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3.4 Under normal circumstances, the Council would receive an indicative allocation of its LIP funding for 2017/18 from TfL in May 2016, together with guidance setting out the criteria against which all London authorities would be expected to submit their proposed 2017/18 funding programmes. However, TfL's internal financial review and the election of the new mayor have resulted in delays to the announcement of the funding allocations and the publication of the guidance. TfL has advised all boroughs to adopt a 'business as usual' approach when preparing their 2017/18 programmes, relying on the current guidance and funding levels until new guidance has been prepared.

### **Borough transport objectives**

- 3.5 To ensure that Islington's transport challenges are addressed, the objectives of Islington's Transport Strategy are to make Islington's transport environment:
- **Fair** – Everyone in the borough will be able to access opportunities and services
  - **Efficient** – Islington's limited road space and public transport capacity will be managed to reduce crowding, congestion and unreliability
  - **Safe** – Road dangers will be minimised ensuring that fewer people are injured or killed on Islington's streets
  - **Secure** – Crime and the fear of crime will be reduced on Islington's streets, housing estates and public transport network
  - **Vibrant** – Streetscape and public realm improvements will contribute towards regeneration and local economic recovery and growth
  - **Healthy** – More active forms of travel will be encouraged, and the negative impacts of travel, especially on Islington's poorer communities, will be reduced
- 3.6 The Council will keep these objectives under review as the Mayor's transport objectives emerge. The Council will also contribute to the debate with the Mayor to help shape the emerging transport priorities for London. As outlined in paragraph 3.3 above, the Council will begin work on updating the Council's Transport Strategy to respond to the Mayor's new Transport Strategy in 2017.

### **2017/18 Delivery Plan**

- 3.7 The key schemes in the 2017/18 Delivery Plan are:
- **Archway pedestrian and public realm improvements**  
The Council will develop public realm and environmental improvement designs that complement the gyratory removal including improvements to St John's Grove and Whitehall Park.
  - **Highbury & Islington Station Square**  
Funding will be provided to help develop designs for a new station square following the planned reconstruction of the rail and road bridge on Holloway Road.
  - **Central Street Master Plan**  
Proposals include improved public spaces, footway widening, new trees and planting, cycle facilities, lighting, resurfacing and better access to local estates along Central Street.
  - **Safer Routes to Estates**  
A programme of public realm measures to improve access, safety and security for residents and visitors of estates to local shops and services, and to public transport.
  - **Traffic Management, Environmental Improvement and Road Safety schemes**  
A programme of projects to deliver significant improvements at a number of locations across Islington during this period. Specific project locations include the Holloway Road, Old Street, Clerkenwell Green, Tufnell Park Road and Moreland Street. This programme also includes the investigation of traffic control measures to restrict the use of residential streets by larger vehicles, and discourage through lorry movements in residential areas. Streets included in this year's programme include Drayton Park and Martineau Road, Gillespie Road, St George's Avenue as well as several streets in Canonbury and Barnsbury wards.
  - **Making the most of public spaces**  
A programme that identifies small public spaces for improvement to benefit local communities

and businesses, including the Wallace Road / Grosvenor Street public space (adjacent to Canonbury Station) and York Way / Copenhagen Street public space.

- **Play Streets**

This scheme will focus on delivering initiatives including Play Streets, and consider other temporary and permanent road closures put forward by the community.

- **Scootability**

The Council will continue to support a borough-wide scheme to provide mobility scooters to older and disabled residents.

- **Borough wide road safety schemes**

Road safety funding will be targeted at specific locations, mainly on principal roads, where there are high numbers of road traffic casualties and where other sources of funding are not available to address the issues.

- **Road safety education**

A comprehensive range of road safety initiatives for various school and community-based organisations in the borough, aimed at reducing road traffic casualties.

- **School travel plans**

A programme of school travel plans to raise awareness of road safety and environmental issues, and to increase the number of pupils, parents, teachers and visitors who walk, cycle, use public transport or car share to get to and from school.

- **Improving existing cycle routes across Islington**

A programme to bring existing signed cycle routes across Islington up to recently updated standards by delivering improved safety features where needed and better wayfinding. The improvements will be designed to complement the significant investment the Council has made in delivering the Quietways programme in Islington.

- **Cycle training programme**

To encourage people to cycle while also reducing road accidents. The Council will offer cycle training to residents, employees, students as well as vulnerable groups in Islington, and in particular focused in areas where new cycling routes are being introduced.

- **Secure Cycle Parking**

The roll out of secure bike parking on streets across the borough at locations where there is high demand from residents.

- **Traffic management to improve air quality at sensitive locations**

To reduce the number of vehicle trips and vehicle speeds at sensitive locations, including schools. This programme will seek to reduce exposure to air pollution by delivering traffic management measures that encourage walking and cycling, including special safety zones at school entrances.

- **Air Pollution awareness**

This programme will focus on raising awareness of air pollution at events, through education programmes with students and businesses, and as part of air quality monitoring and freight consolidation activities.

- **Electric vehicle charging point programme**

To develop and manage a programme that will deliver electric vehicle charging points in Islington. This will help to support the transition of residents to electric vehicles after the introduction of the Ultra Low Emission Zone in 2019.

- **The City Fringe Low Emission Zone (LEN)**

Working in partnership with Hackney Council to reduce air pollutants for those living, working and visiting the City Fringe area. The projects seeks to reduce vehicle mileage in the area, encourage the uptake of low-emission vehicles, and support a shift to sustainable modes of travel such as walking and cycling.

- **Archway Zero Emissions Network (ZEN)**

This project will support and enhance the newly configured town centre by encouraging business and residents to adopt sustainable transport and energy options. The project will seek to introduce measures that reduce the number of servicing and delivery trips to reduce congestion and improve air quality.

## **Interim LIP programme**

- 3.8 In June 2016, TfL provided guidance to all local authorities in Greater London to inform the production of a new interim LIP delivery plan. This guidance sets out what this document should include. Mandatory components of all LIPs are; the borough transport objectives, a one-year delivery plan for 2017/18 and mandatory performance indicators and targets.
- 3.9 TfL is expected to confirm its funding allocations in December 2016. In the meantime, the Council has been advised to assume an indicative funding allocation of £1.9m for 2017/18 split across three programme areas:
- Corridors, Neighbourhoods and Supporting Measures;
  - Maintenance; and
  - Major Schemes (generally those schemes over £1 million).
- 3.10 The Council's interim LIP Delivery Plan is attached at Appendix 1. The programme comprises projects that meet the objectives of the Council's fairness agenda and the criteria set out in paragraph 1.4. The projects will also deliver the Borough's transport objectives, as set out in paragraph 3.5.

## **Bus Reliability Programme**

- 3.11 In January 2016, TfL announced they would invest £200m in bus priority schemes across London to help passengers get through busy parts of London more quickly. This funding has been allocated to address a recent reduction in bus journey reliability across London as a result of an increase in congestion from construction works, population growth leading to more traffic, and illegal loading or parking in bus lanes. TfL undertook an assessment of 24 high frequency bus routes to identify which would benefit from further protection from congestion impacts. Route 21, which runs through the eastern parts of Bunhill and St Peter's wards, has been prioritised by TfL for investment.
- 3.12 The Council's Bus Reliability Programme 2016/17 - 2017/18 is attached at Appendix 2. The following schemes have been identified to deliver improvements to bus journey reliability for the route 21 at key locations in 2016/17 and 2017/18:
- City Road Corridor Feasibility Study (from Ropemaker Street to Epworth Street)
  - Newington Green Bus Stand Repairs
  - Mildmay Park investigation and delivery of remedial repairs
  - New North Road and Baring Street junction signal changes

## **Major Schemes bid**

- 3.13 TfL's Major Schemes programme focuses on delivering projects that develop a comprehensive, transformational and cost effective treatment of an area. Projects should be located within strategically significant places such as town centres, around stations or other public transport interchange hubs, or in areas with high visitor numbers. Projects are expected to support the objectives of economic growth and improved quality of life, while also contributing to wider policy objectives, such as improving people's movement within and between areas, promoting sustainable travel, improving safety through casualty reductions and acting as a catalyst for positive change. Boroughs can use the Major Schemes competitive bidding process to apply for a proportion of the funding required for schemes costing more than £1m.
- 3.14 Clerkenwell Green has been selected because of its close proximity to Farringdon Station, which is expected to see significant increases in visitors to the surrounding area when the new Crossrail service opens in December 2018. Clerkenwell Green is currently a traffic dominated space, with poor provision for cyclists and pedestrians. The current layout does little to enhance the rich history of the area or improve the quality of life for the local community and visitors, or to support the local economy and surrounding businesses.
- 3.15 As one of London's oldest squares, with landmarks including; the Marx Memorial Library, the Old Sessions House and St James' Church, the Council wants to improve and redesign the square to coincide with the proposed installation of a statue of Sylvia Pankhurst (1882 – 1960), best known for her

role as a campaigner for the suffragette movement. Considering its role in political history, Clerkenwell Green is considered an appropriate location for the statue. An installation in 2018 would help mark the centenary of women being afforded fairer voting rights. The Council considers the anniversary to be the ideal opportunity to celebrate the life and legacy of Sylvia Pankhurst.

- 3.16 A design team was appointed in August 2016 and the Clerkenwell Green Stakeholder Group has been established to assist the Council in developing, refining and consulting on options for the redesign of the Green. The group includes representatives of the local community, including residents, businesses and relevant organisations. Public consultation on proposals for improvements will take place in 2017. Funding will be sought to deliver the proposals from external funds including from TfL. The scheme is expected to cost in excess of £2 million.

## **4. Implications**

### **Financial implications:**

- 4.1 The development of the LIP and Bus Reliability Programme is funded from the Environment and Regeneration (Spatial Planning and Transport) revenue budget.
- 4.2 TfL approval of the programme will provide funding to plan and implement traffic, transportation and cycling improvement projects in 2017/18.

### **Legal Implications:**

- 4.3 The Council has a statutory duty under Section 145 of the Greater London Authority Act 1999 (1999 Act) to produce a Local Implementation Plan (for Islington Council, this has been titled 'Islington's Transport Strategy') that is consistent with the Mayor's Transport Strategy. Under section 146 of the Act, the Mayor will only approve the strategy if it is consistent with his own Transport Strategy.
- 4.4 TfL has the power to provide financial assistance for projects which improve transport (s159 of the 1999 Act). The proposed strategy funding process is the vehicle by which TfL provides annual funding to each of the 33 London boroughs. The legal implications of specific schemes will be reported as decisions are made on those individual schemes.
- 4.5 TfL may give financial assistance to the Council for projects which 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).
- 4.6 The Council has the power to implement the schemes for which TfL funding is being sought pursuant to various statutes including the Highways Act 1980, the Town and Country Planning Act 1990 and the Road Traffic Regulation Act 1984.
- 4.7 In exercising its powers under the Traffic Regulation Act 1984, section 122 of that Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to premises, and the effect on the amenities of any locality affected. Any final decision to implement any scheme needs to take account of the considerations set out above and the outcome of public consultation.
- 4.8 Where implementation of the proposed schemes requires public consultation to be carried out either on an informal or statutory basis, it must follow public law principles in that it must be carried out at a formative stage of the decision making process, last for a reasonable period, provide sufficient information for consultees to make an informed representation and all representations must be taken into account before any decision is made.

### **Environmental Implications**

- 4.9 Successful implementation of Islington's Transport Strategy and TfL's funding programmes will increase walking and cycling, reduce carbon emissions, reduce local pollution to air, increase bus reliability and reduce the number of people killed or injured on Islington's roads. No negative environmental impacts

are anticipated.

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

**Resident Impact Assessment**

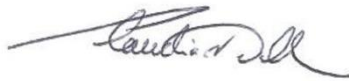
- 4.11 The Council must, in the exercise of its functions, have due regard to the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity, and foster good relations, between those who share a relevant protected characteristic and those who do not share it (section 149 Equality Act 2010). The Council has a duty to have due regard to the need to remove or minimise disadvantages, take steps to meet needs, in particular steps to take account of disabled persons' disabilities, and encourage people to participate in public life. The Council must have due regard to the need to tackle prejudice and promote understanding.
- 4.12 A Resident Impact Assessment of Islington’s Transport Strategy has been carried out and is included in the Transport Strategy. In general, the impacts from the Transport Strategies policies, upon which the Interim LIP Delivery Plan 2017/18 is based will be positive to all equality groups and benefit all groups, particularly in relation to the following themes such as improving transport safety and security, enhancement to the living environment through removing barriers (such as congestion), improvements to air quality and encouragement of growth, and creation of a fair and high-quality transport system. The RIA for the Transport Strategy is published on the Council’s website as part of the adopted strategy and can be found at <https://www.islington.gov.uk/~media/sharepoint-lists/public-records/environmentalprotection/businessplanning/plans/20122013/20120530appendixequalityimpactassessmentteqia.pdf>.
- 4.13 A Resident Impact Assessment for the Bus Reliability Programme was completed on 30 September 2016 and a summary is included below.
- a) No negative equality impacts from the Bus Reliability Programme have been identified for any of the people with protected characteristics. Investment that improves bus reliability will benefit all passengers, including those with protected characteristics.
  - b) No safeguarding risks have been identified from the Bus Reliability Programme.
  - c) No Human Rights breaches have been identified from the Bus Reliability programme.
  - d) Key actions to take as a result of this RIA:

Action	Responsible person or team	Deadline
Ongoing monitoring of bus performance and reliability levels will be undertaken to ensure changes from investment do not disproportionately or negatively affect people with protected characteristics.	Spatial Planning and Transport Team.	Ongoing.

**5. Reasons for the recommendations / decision:**

- 5.1 The Council is operating in a sustained period of pressure on financial resources, so it is particularly important that the Council takes advantage of funding grants available to it to deliver projects that are focused on its priorities. While the Mayor of London begins to develop a new transport strategy for London, the interim Local Implementation Plan 2017/18 Delivery Plan, Bus Reliability Programme and Major Scheme’s bids will ensure that investment in Islington remains directed towards those people and places that need it most, and in a way that is supportive of the Council’s broader strategic priorities.
- 5.2 The Local Implementation Plan will set out the Council’s transport priorities for the short term, will assist in determining future transport investment priorities, and will identify how the Council will prioritise and deliver transport, public realm and cycling improvements across the borough.

**Signed by:**



10 October 2016

Executive Member for Environment and Transport    Date

**Appendices**

- Appendix 1 – Interim LIP Delivery Plan 2017/18
- Appendix 2 - Bus Reliability Programme 2016/17 and 2017/18

**Background papers:** none

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