


<b>Cabinet</b>  2 February 2016	 <b>TOWER HAMLETS</b>
<b>Report of:</b> Stephen Halsey, Corporate Director Communities, Localities and Culture	<b>Classification:</b> Unrestricted
<b>LIP Delivery Plan 2016/17</b>	

<b>Lead Member</b>	<b>Councillor Ayas Miah, Cabinet Member for Environment</b>
<b>Originating Officer(s)</b>	Margaret Cooper, Head of Engineering Stephen Adams, Business Finance Partner, CLC
<b>Wards affected</b>	All wards
<b>Key Decision?</b>	Yes
<b>Community Plan Theme</b>	<b>Great Place to Live</b>

### Executive Summary

The Council adopted a 3 Year Delivery Plan to implement the existing long term strategy set out in the Local Implementation Plan (LIP) in December 2011 which is updated on an annual rolling basis. This report gives a short overview of the LIP document and reports progress in the delivery of the current year's programme before focussing on the justification for modifications to the funding allocations indicated in the updated 3 year plan, and specifically those for 2016/17 which have been included in the annual funding submission to Transport for London (TfL) of 9th October 2015.

The report seeks approval for capital estimates to be adopted for these allocations to facilitate the efficient delivery of the construction programme in 2016-17.

### Recommendations:

The Mayor in Cabinet is recommended to:

1. Note the schemes proposed for funding in the LIP Delivery Plan
2. Include the schemes listed in Appendix 1 to the report within the Communities Localities & Cultural Services Directorate's 2015/16 and 2016/17 Capital Programme.
3. Adopt Capital Estimates for the sum specified in the estimated scheme cost column for 2016/17 and additional LIP Major Schemes funding of £0.650m in 2015/16 as outlined in Appendix 1 to the report.
4. Agree that where possible the Council's Framework Contracts for Highways be used for the implementation of these works as appropriate

## **1. REASONS FOR THE DECISIONS**

- 1.1 Financial Regulations require the adoption of capital estimates for specific schemes to authorise expenditure by Council Officers on the delivery.

## **2. ALTERNATIVE OPTIONS**

- 2.1 None considered.

## **3. DETAILS OF REPORT**

- 3.1 The Council adopted a 3 Year Delivery Plan to implement the existing long term strategy set out in the Local Implementation Plan (LIP) in December 2011. This 3 year plan has since been revised on an annual basis. The plan identifies how the Borough will implement the Mayor of London's Transport Strategy (MTS) locally, taking into consideration other sub-regional and borough transport strategy priorities which are embedded in the Strategic Plan 2015-2016, LDF and supporting documentation. The MTS will be refreshed in 2016/17 and a new LIP3 will be required to be prepared by the Boroughs following this.
- 3.2 The LIP outlines the Council's long-term strategy for sustainable transport improvements from 2011 until 2031 to support more environmentally sustainable and healthier lifestyles in line with strategic objectives and plans. It includes a delivery plan for a three year rolling period. Boroughs are allocated funding by Transport for London (TfL) for delivering this programme and the TfL LIP contribution in 2015/16 amounts to approximately £2.786m.
- 3.3 TfL issue guidance to London Boroughs on the content of the 3 Year Delivery Plan and this year have focussed on road safety actions with a clear requirement to demonstrate targeted action on hotspot sites. Indicative LIP funding for 2016/17 onwards is £2.827m with some additional opportunities to bid for funding through other streams including Bus Priority, Cycling Fund, Mayor's Innovation Fund, Mayor's Air Quality Fund and Major Schemes. The borough's submission was required to be with TfL by October 9<sup>th</sup> 2015 so a provisional submission has been made which can be modified should there be any changes arising from the Mayor's consideration of the Delivery Plan.
- 3.4 The majority of this LIP funding is determined by formulae for corridors and neighbourhoods and supporting measures based on population, accident data, traffic flow and road length. Other funding is determined on a London wide prioritisation framework for Principal Road Maintenance and Structures, and via a competitive bidding process for Major Schemes (additional funding).
- 3.5 This report gives a short overview of the LIP document and reports progress in the delivery of the current year's programme before focussing on the

justification for modifications to the funding allocation to be included in the 2016/17 3 Year Delivery Plan. .

#### **4. THE LOCAL IMPLEMENTATION PLAN 2011-2031**

4.1 The document informs the basis of future capital investment aimed at delivering local priorities and objectives in the Community Plan, Strategic Plan and the LDF. This includes the sustainable, safe and efficient movement of people and goods within and through Tower Hamlets, contributing to the overall improvement of the quality of life in the borough for residents, workers and visitors.

4.2 The Council is expected to demonstrate how it contributes to achieving six goals in the Mayor of London's Transport Strategy, namely:

MTS1: To support economic development and population growth;

MTS2: Enhance the quality of life for all Londoners;

MTS3: Improve the safety and security of all Londoners;

MTS4: Improve transport opportunities for all Londoners;

MTS5: Reduce transport's contribution to climate change and improve its resilience;

MTS6: Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

4.3 Taking the above factors into account, the core Tower Hamlets Council Borough Transport Objectives were set as:

LBTH1: To promote a transport environment that encourages sustainable travel choices

LBTH2: To ensure the transport system is safe and secure for all in the borough

LBTH3: To ensure the transport system is efficient and reliable in meeting the present and future needs of the borough's population

LBTH4: To reduce the impact of transport on the environment and wellbeing

LBTH5: To ensure travel is accessible for all

LBTH6: To encourage smarter travel behaviour

LBTH7: To better integrate land use and transport planning policy and programmes

LBTH8: To contribute towards protecting and advancing the Borough's cultural and heritage assets.

#### **5. PROGRESS ON DELIVERY IN 2015-16**

5.1 Road safety work has been focussed on the 5 junctions with the worst accident records on borough roads as well as seeking to maintain an overall reduction in collisions throughout the borough. Key projects underway are :-

- An experimental boroughwide 20mph limit was implemented in April 2015 to address the ongoing high level of slight accidents and poor perceptions of road safety in the borough with basic signs and

roundels. In 2016/17 funding will be required to support the review of this experiment with a view to making it permanent. More traffic calming in certain streets may be required to make this more self-enforcing e.g. Manchester Road.

- Roman Road / Grove Road junction traffic signals have been redesigned and the first pedestrian countdown signals in the borough introduced;
- Cable St / Watney St junction is included in Cycle Superhighway 3 review (see 5.2 below);
- Sidney St / Stepney Way junction signalisation – this is in its final design stages but implementation will continue into 2016/17 due to TfL Signals work programmes;
- Bethnal Green Road / Cambridge Heath Road junction – feasibility studies on remodelling this junction have identified the potential for a diagonal crossing but the high cost of the scheme means that a Major Scheme (over £2m) bid will be required. This is now a central feature of an emerging Cambridge Heath Road (Bethnal Green Rd to Hackney Road) Masterplan which TfL have indicated could be successful in attracting up to £10m funding over the next 4 years.
- Hackney Road / Cambridge Heath Rd junction – this is also incorporated in the above major scheme.

- 5.2 The main Cycle Safety hotspot on borough roads is Cable Street – which is part of Cycle Superhighway 3. Whilst TfL have been reviewing the existing scheme, their emerging plans do not address the main problems which give rise to complaints to local Members i.e. rat running traffic and conflicts between cyclists and pedestrians. An alternative design for a cycle street and area-wide changes to traffic management has, therefore, been commissioned to present an alternative proposal to TfL. As this is a more holistic scheme which TfL may not be prepared to fund from the cycle budget, provision for additional funding is recommended to be made for 2016/17 to enable the Council's preferred scheme to proceed.
- 5.3 Bow Area Traffic Management Review: Surveys of traffic in the Bow area demonstrated that there was relatively little change in patterns arising as a result of the Olympic Park development, as a consequence of which OPTEMS funding support was withdrawn leading to a reduction in the scope of this project. Issues raised by local Members, residents and in ward based feedback by the London Cycling Campaign raised two projects which are now being implemented: these are improvements for cyclists along Tredegar Road and a one-way system in Driffield Road area to reduce traffic conflicts on narrow roads. Further funding in 2016/17 would be required to take forward further changes to traffic management in the Bow area to reduce rat running, which has been exacerbated by the displacement of traffic from the A11 Cycle Superhighway works.
- 5.4 On-going programmes for installation of “halos” (LED flashing lights surrounding belisha beacons) at zebra crossings and bus stop accessibility improvements have both been very successful and are approaching full completion so some trimming of these budgets is feasible in future years. The

on-going extension of 'Legible London' way-finding across the borough still has a further 3 years to reach completion. Canary Wharf, Poplar and the Isle of Dogs are currently being signed. In 2016/17 Stepney and Wapping are earmarked.

- 5.5 The resurfacing of a number of cobbled streets has been identified as necessary on a needs basis in the Council's 3 year Resurfacing Programme. Where these streets are in Conservation Areas it is desirable to repair the cobbles, rather than resurface in standard materials however, the hand-laying of recycled historic granite setts is time consuming and costs more than standard road resurfacing. Such streets have therefore been removed from the main resurfacing programme and included in the historic streetscene improvement category. Work along Redchurch St and Sly Street will be completed this year while a petition of over 800 signatures has requested that cobbles be reinstated in Peary Place, opposite Albert Bishop House, Roman Road, so it is recommended for inclusion in next year's programme.
- 5.6 A series of pedestrian streetscene enhancements to North-South links between the A13 and A11 is proposed as part of the Aldgate Connections Plan and a similar strategy is proposed for streets further east in the Whitechapel Masterplan. High quality paving and greening of the streets is currently being targeted at Half Moon Passage and St Mark's Street but the whole programme will require an ongoing commitment to funding over the 3 year programme. To integrate this scheme with the Whitechapel Vision, design work for New Road and Sidney Street corridor improvements has been commissioned through the Whitechapel Public Realm Strategy and delivery will be prioritised next year.
- 5.7 The second year of streetscene improvements in Wentworth Street is underway this year and the programme of work will extend over the length of the market and side streets next year to reach completion earlier than planned. TfL have provided an additional £100k of funding this year from the overall London LIP underspend. The work has been phased over three years due to restricted access to the site during market operational times and areas of special engineering difficulty where shallow basements extend below the footway. The improved road and footway conditions provide a better foundation for the market operations and improved pedestrian facilities with carriageway surfaces raised to provide continuity of levels across junctions, whilst streetlighting replacements provide an effective response to personal security and prostitution issues in line with requirements to recognise the role of highway improvements to support S17 of the Crime & Disorder Act.
- 5.8 Design feasibility work and public consultation is being carried out on a corridor improvement scheme on Ben Johnson Road to complement the Ocean Estate regeneration. The scheme includes relocation of a new crossing to provide a clear North-South pedestrian route and lighting improvements will be carried out in 2015/16. The bulk of work will take place in 2016/17 and 2017/18, including a new signalled junction at Harford Street and further footway resurfacing.

- 5.9 Significant resurfacing work was carried out to Marsh Wall carriageways in 2014/15 and it is anticipated that this work can be extended in 2015/16 ( such that the section from Manchester Road to Millharbour will have been completely treated). The corridor strategy for improving pedestrian crossings and junctions will be funded with S106 obligations already available, consequently no further LIP funding will be required.
- 5.10 Design and consultation work on a Chrisp Street corridor streetscene improvement is being undertaken in 2015/16 to complement Poplar HARCA initiatives and the redevelopment of Poplar Baths. This will incorporate improvements to pedestrian crossings of Chrisp Street itself and side roads, carriageway and footway resurfacing and lighting enhancements. Advance work on designs in the current year will enable start of works in 2016/17 with a funding requirement continuing into the future.
- 5.11 Priorities for resurfacing of Principal Roads are determined by a London wide Condition Survey and work has been carried out along Manchester Road and Leamouth Roundabout in 2015/16. In 2016/17, further work will be required on Manchester Road to complete resurfacing of that route and Rothbury Road is also highlighted as a priority. Only 7% of the Principal Road Network is now defined as being in need of repair compared to a figure around 20% some 5 years ago.
- 5.12 Delivery of “Supporting Measures” interventions throughout the year concentrates on cycle training, minor infrastructure improvements, and road safety education and awareness. In 2015/16 these initiatives include the following and similar funding provision will be proposed in future years :
- Cycle parking - on-street, off street in estates and in employment places Approximately 100 new spaces provided each year.
  - 1500 hours of adult cycle training and 4000 sessions for children
  - Minor cycle permeability improvements
  - Road Safety Education in schools including Theatre in Education productions and facilitating the Junior Road Safety Officer scheme
  - School Travel Plan development and support for initiatives arising;
  - Bike Week and Walk to School promotions
  - Exchanging Places cycle / HGV safety awareness sessions

## **6 DELIVERY PLAN 2016/17**

- 6.1 Transport for London have produced guidance for the 2016/17 annual LIP spending submission which boroughs are required to follow. The key focus of this year’s guidance includes:
- Prioritisation of road safety targeting critical sites – which is entirely consistent with the approach the Council already set out in its Delivery Plan;
  - Maintaining the level of LIP expenditure previously committed to cycling to complement the additional investment being promised through the Mayor for London’s Cycling Vision which includes additional opportunities for funding Quietways, Cycle to School partnerships and cycle training programmes;

- Creating more pedestrian-friendly streets which will be recommended in forthcoming Pedestrian Design Guidance;
- Seeking to complete accessibility improvements to the remaining 20% of bus stops requiring attention by the end of 2016/17.

6.2 The 3 Year Delivery Plan has therefore been reviewed in the light of this guidance and is attached as Appendix One. A number of areas are highlighted where modifications in the funding allocation for 2016/17 and 2017/18 are proposed in the light of progress on delivery to date and matters arising throughout the past year. These are summarised below:

- Road Safety – No change 2016/17 but indicative reduction of £100k in 2017/18, increase of £200k 2018/19
- Cycle Safety – Additional £75k 2016/17, £125k 2017/18 and £300k to deliver Manchester Road high quality cycle scheme and other cycle improvements
- Bow area TMS - Additional £75k in 2016/17
- Zebra Halos - No change
- Bus stop accessibility – No change
- Legible London – No change
- Historic Street – No change
- Aldgate / Whitechapel Connections – Reduction of £100k 2016/17
- Wentworth St – Reduction of £150k in 2016/17 and £250k 2017/18.
- Ben Johnson Road – No change
- Chrisp St – No change
- Principal Road Maintenance – Reduction of £40k allocated by TfL for 2016/17
- Local Transport Funding – No change
- Supporting Measures – No change

6.3 This review has resulted in the following amounts of funding being released for new schemes. It has been indicatively allocated to a new theme of “Housing Zone complementary measures”, recognising the new bridge proposals and improvements to local accessibility which need to support the Housing Zone.

2016/17 - £181k available for Housing Zone support ( subject to further justification)

2017/18 - £ 100k available for Housing Zone support

2018/19 - £ 500k available for Housing Zone support

6.4 Appendix 1 also includes reference to previously approved funding allocated through the Mayor for London Borough Cycling Initiatives programme for cycle training and cycle parking. An additional sum of £650k has recently been confirmed by TfL for works to commence as soon as possible to improve the cycle route from its crossing of Hackney Road at Ion Square Gardens to Boundary Road, as part of the Central London Grid scheme. It is therefore recommended that this scheme is included in the 2015/16 capital programme

and a capital estimate adopted accordingly to facilitate works as quickly as possible with work continuing into 2016/17.

- 6.5 Financial Regulations require the adoption of capital estimates for specific schemes to authorise expenditure by Council Officers on their delivery. In order to ensure the efficient delivery of the work programme, this report seeks approval for adoption of capital estimates for all schemes in the LIP Delivery Plan on the basis of the budget allocations listed in Appendix 1. The Highways Improvement framework contract will be the main route for delivery of these works.

## **7. COMMENTS OF THE CHIEF FINANCE OFFICER**

- 7.1 The report sets out the Local Implementation Plan (LIP) adopted 3 year delivery plan. Whilst Appendix 1 provides for consideration an overview on the progress in the delivery of the current year's £2.786m programme and justification for the modifications that will be required to be made to the new 3 year delivery plan. The modifications are specifically focused on the indicative allocation for 2016/17 of £2.827m which will then form the annual submission to TfL and inclusion into the Capital programme for 2016/17.
- 7.2 There will be opportunities to bid for additional funding through other streams over the 3 year programme which if successful will be included in the CLC Capital Programme. For 2015/16 an additional £0.650m and £0.350m has been received and for 2016/17 £0.359m additional funding has been secured as set out in Appendix 1 allocated for cycle training and cycle parking in those years. The additional funding of £0.650m is profiled to be spent over the two financial years 2015/16 and 2016/17.
- 7.3 The detailed Capital Programme for Communities, Localities and Culture for 2016/17 requires the adoption of capital estimates, for the schemes totalling £2.487m, this excludes the Supporting Measures £0.359m revenue funding scheme as outlined within Appendix 1. The source of funding for the new schemes is from TfL LIP.

	£'m
LIP Corridors, Neighbourhoods and supporting measures	2.106
LIP Principal Road maintenance	0.281
Local Transport Funding	0.100
Borough Cycling Programme	<u>TBC</u>
Total for Capital schemes	2.487
Total for Revenue schemes	<u>0.340</u>
<b>Total LIP Delivery Plan 2016/17</b>	<b><u>2.827</u></b>



## **8. LEGAL COMMENTS**

- 8.1 This report focusses on the justification for modifications to the funding allocations indicated in the Council's Delivery Plan (adopted December 2011) for LIP, with specific reference to the funding allocations for 2016/2017, which were included in the Council's annual funding submission to TfL on October 2015.
- 8.2 TfL's guidance this year has focussed on road safety projects, as stated at paragraph 3.3 above, and the Council is required to demonstrate targeted action on hotspot sites. Compliance with this requirement by the Council is demonstrated by the road safety projects which are summarised under paragraph 5.1 above.
- 8.3 The Council's road safety projects, which form part of the Delivery Plan, take into consideration in the Council's corporate Strategic Plan 2015-2016, the Council's planning Core Strategy (adopted September 2010) and Managing Development Document (adopted April 2013), which in turn are informed by the Council's Transport Planning Strategy 2011-2031 (2011); the Council's Cycling Connections (2009); the Council's Walking Connections (2011) and the Council's Road Safety Plan (2009)

### Equalities Duty

- 8.4 The Public Sector Equality Duty introduced by the Equality Act 2010 requires the Council, in the exercise of its functions including that of highway authority, have due regard to the need to:
- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
  - Advance equality of opportunity between people who share a protected characteristic and those who do not
  - Foster good relations between people who share a protected characteristic and those who do not.
- 8.5 Where changes in proposed funding allocations result in changes to the highway projects including road safety projects, it will be necessary to give conscious consideration to the impact of these changes generally and whether the impact has a disproportionate effect on any members of the community who share a protected characteristic. (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.6 A number of the schemes involve public consultation. Whether or not the consultation requirements are imposed and regulated through legislation it will be important for officers to consider whether any of the changes in the proposed funding allocations would result in significant changes to projects/works. Where there are changes, and where those changes are

different from what was originally consulted on, officers will need to consider whether re-consultation is required or prudent.

## **9. ONE TOWER HAMLETS CONSIDERATIONS**

- 9.1 An Integrated Equality Assessment was undertaken on the schemes proposed in the Local Implementation Plan and this confirmed that all proposals sought to address the requirements of the entire community through detailed assessment at the design stage.

## **10. BEST VALUE (BV) IMPLICATIONS**

- 10.1 All works will be delivered through Contract CLC 4371 which commenced on October 1<sup>st</sup> 2014 after an extensive competitive tendering process. This contract includes 4 LOTs for highway maintenance, capital improvements, streetlighting maintenance and streetlighting improvements.

## **11. SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT**

- 11.1 All proposals in this LIP are consistent with the aims of delivering a sustainable transport policy including support to the delivery of the Council's Air Quality Management Plan.

## **12. RISK MANAGEMENT IMPLICATIONS**

- 12.1 In order to minimise financial risk, no expenditure will be incurred without confirmation of allocations being approved by TfL.
- 12.2 In order to minimise road safety and construction risk, road safety audits are carried out on all scheme designs, contractors are required to provide site specific health & safety plans and works are monitored through the Network Management permit process.
- 12.3 A review of our approach to project planning and capital spend is being undertaken this year to evaluate if there are ways in which we can further improve upon our performance on delivering in year capital spend. Whilst CLC performed well in this respect last year this is a matter that the Lead Member Resources has highlighted as a strategic concern and we will be examining ways in which we might further improve our performance in this respect with regards LIP implementation.

## **13. CRIME AND DISORDER REDUCTION IMPLICATIONS**

- 13.1 LIP guidance requires schemes to take into consideration the Council's duties under Sn17 of the Crime & Disorder Act. This is exemplified by the proposed improvement to streetlighting including in the Wentworth Street scheme at the request of community safety officers to address prostitution and anti-social issues in the area.

## **11. SAFEGUARDING IMPLICATIONS**

- 11.1 Appropriate DBS checks are required on all contractors staff entering schools to provide road safety and cycle training where they are in charge of children directly.
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### **Linked Reports, Appendices and Background Documents**

#### **Linked Report**

- None

#### **Appendices**

- Appendix One: LIP DELIVERY PLAN : Progress report 2015/16 and REVISED PROPOSED Delivery Plan 2016/17

#### **Background Documents – Local Authorities (Executive Arrangements)(Access to Information)(England) Regulations 2012**

- None

#### **Officer contact details for documents:**

N/A

**Appendix One: LIP DELIVERY PLAN : Progress report 2015/16 and REVISED PROPOSED Delivery Plan 2016/17**

		2015/16	2016/17 Estimated scheme cost	2017/18	2018/19
<b>Corridors &amp; Neighbourhoods</b>	<b>Progress</b>	<b>Current</b>	<b>Proposed</b>	<b>Planned</b>	<b>Planned</b>
Road Safety : worst 5 junctions and 20mph review:-	<p>An experimental boroughwide 20 mph speed limit was introduced April 2015 with new signing and lining. A review of its effectiveness is required after one year to inform the Cabinet decision on whether to make Traffic Order permanent by October 2016. This review may identify areas where further signage and traffic calming measures are required to make the speed limit more self-enforcing.</p> <p>Top 5 junctions (2015/16) :</p> <ul style="list-style-type: none"> <li>• Cambridge Heath Rd junctions with Hackney Rd and Roman Rd -see Major Scheme revised proposal below;</li> <li>• Watney St / Cable St junction in Cable St review;</li> <li>• Sidney St /Stepney Way junction signalisation is in progress but will continue into 2016/17 due to signals programme;</li> <li>• Roman Rd / Grove Rd junction redesign completed 2015/16.</li> </ul> <p>TfL will identify 5 worst junctions for review in 2016/17.</p>	200	200	200	400
Implementing Cycle Strategy	<p>A design review of Cable Street to provide innovative cycle street with associated traffic management to ameliorate local anti-social driving problems and improve conditions for pedestrians has been produced to complement TfL safe cycling review. Public consultation on these designs is planned in December 2015 – January 2016. Implementation can then proceed subject to the results of that consultation. 2016/17 – schemes arising from the new Cycle Strategy will be brought forward including a new cycle facility to calm Manchester Road to make 20mph limit more self-enforcing</p>	200	200  75	0  325	500

Bow area traffic management incl review of Antill 20 mph zone	Modifications to traffic priorities along Tredegar Road to aid pedestrians and cyclists ( in response to London Cycling Campaign Ward Asks) and introduction of Driffield Conservation Area one-way system are underway 2015/16. There is still local ambition to filter traffic out of the Bow area by reviewing the area-wide traffic management system and further design work will be required in 2016/17 taking account of traffic patterns as they settle down after the changes created by Cycle Superhighway 2.	20	75	125	0
Zebra crossing halos (approx 10 sites per year)	A Boroughwide programme has been in progress for 3 years and is nearing completion in 2016/17. The introduction of LED halos around belisha beacons improves driver's visibility of the crossing and enhances pedestrian safety.	50	50	0	0
Bus stop accessibility (approx 5 sites)	A requirement from London Buses to ensure passengers can access low floor bus services efficiently at all bus stops led to a boroughwide review being initiated some 8 years ago and is nearing completion in 2016/17.	40	45	0	0
Legible London Improved wayfinding:	This is a map based wayfinding system now recognised as a London-wide standard. Currently installing signage in Canary Wharf, Poplar and Isle of Dogs. In 2016/17 works will move on to Stepney and Wapping, followed by Whitechapel in 2017/18, then Bow and Bromley-by-Bow.	80	80	100	80
Historic Streets	Streetscene improvements including hand-laying of recycled cobbles and improvements to pedestrian space. Works in Redchurch Street and Sly Street have been completed in 2015/16. The programme is popular with residents and businesses in conservation areas and it is proposed to continue based on areas of highest need and public requests. A large petition was received for cobbles in Peary Place (opposite 62 Roman Rd) to be reinstated – and this is proposed to be prioritised for delivery 2016/17	200	200	250	200
Aldgate and Whitechapel Connections .	Interventions to create high quality north-south pedestrian and cycle routes supporting the Green Grid Strategy on key North - South pedestrian routes between Commercial Road	300	300	350	250

	and Whitechapel. Works are currently on site at Alie Street / Half Moon Passage and the ongoing programme will extend eastwards to complement the Whitechapel Vision. In 2016/17 improvement works will focus on New Road and Sidney Street which are currently being designed in the Whitechapel Public Realm Strategy.				
Markets: Wentworth St	Resurfacing and improved drainage of the Wentworth Street market area has provided a better foundation for the market area and improved pedestrian conditions. Work commenced in 2014 and will be ongoing into 16/17 to extend raised surface treatments to side streets in similar fashion to Goulston Street Food Court.	300	200	0	0
Ben Johnson Rd area	Design and consultation of a corridor improvement scheme is progressing in 2015/16 linked to the Ocean Estate refurbishment. Streetscene improvements including a new zebra crossing on the key north-south pedestrian route, street tree planting and dropped kerbs will be delivered in Q4 2015/16 with major works to start 2016/17. These will include a new signalised junction at Harford Street and further footway improvements along the length of Ben Johnson Road.	350	200	350	0
Marsh Wall / Limeharbour / Eastferry	Resurfacing from Manchester Road to Millharbour will be complete by the end of 2015/16 and pedestrian movement study has been completed to identify how crossing facilities and bus stops can be better arranged to meet pedestrian desire lines created through the most recent developments. Additional funding has been identified from S106 arising from the developments so further LIP funding is not required.	150	0	0	0
Chrisp St corridor	Design and consultation on streetscene improvements to complement the scale of development along this corridor is being carried out in 2015/16 incorporating improvements to pedestrian crossings of Chrisp Street itself and side roads, carriageway and footway resurfacing and lighting enhancements. Delivery of works is planned for 2016/17 – 17/18.	35	300	250	100

Housing Zone	This theme will provide support for measures to improve local accessibility in Poplar area which have been included in the Housing zone proposals. The scope includes new pedestrian bridges over the Lea and enhancements to connecting routes. Feasibility and design is planned in 2016/17 with the potential to deliver some quick win ideas.		181	100	500
<b>Sub Total</b>		<b>2025</b>	<b>2106</b>	<b>2050</b>	<b>2030</b>
<b>Principal Road Maintenance</b>	Resurfacing works to A-roads is prioritised from annual condition surveys. Sections of Manchester Road and Leamouth Roundabout were completed 2015/16. Further work on Manchester Road will be required 2016/17 as well as Rothbury Road.	321	281 (+25%)	321 (+25%)	321 (+25%)
<b>Local Transport</b>	The current year's funding has been allocated to minor accessibility schemes, Street Design Guidance, contribution to Zero Emissions Network (ZEN) project and the development of the Cycle Strategy. 2016/17 funding will be allocated to : ZEN project, Road Safety Plan and minor accessibility projects.	100	100	100	100
<b>Supporting Measures</b> (schools, adult and special needs cycle training, cycle and pedestrian safety, road safety education and training incl summer and winter campaigns, schools travel plans and cycle permeability)	Propose to increase the focus on cycle training, road safety education and safe urban driving in future years, reducing work on travel plans and sustainability awareness.	340	340	340	340
<b>Total LIP Delivery Plan</b>		<b>2786</b>	<b>2827</b>	<b>2811</b>	<b>2791</b>

**Additional bids to other TfL funding sources: -**

		<b>2015/16</b>	<b>2016/17</b>	<b>2017/18</b>	<b>2018/19</b>
<b>LIP Major Schemes</b>					
Central London Grid Hackney Rd – Boundary Road Cycle route	Addition to 2015/16 Capital Programme: A major improvement of the cycle route from its crossing of Hackney Road, through Ion Square Gardens and Columbia Road to Boundary Rd.	650			
Bethnal Green Gateway	A major improvement scheme for Cambridge Heath Road from the junction with Roman Road, north to Hackney Road to better integrate the cultural hotspots and parks into the streetscene and enhance the sense of place. This intended scheme will incorporate a new junction at Roman Road. A Step One bid is in development with TfL which, when successful, will release funding for detailed design work prior to a Step Two bid for works being made. This is a competitive process separate to the main LIP programme for schemes valued in excess of £2m.	0	Bid for design and consultation funding	<b>tbc</b>	<b>tbc</b>
<b>Borough Cycling Initiatives</b> Cycle training, Safer vans & lorries, School partnerships and grants, Cycle parking, Monitoring and resources	On going work funded through a separate funding stream from TfL. In Q4 2015/16 this funding will introduce secure cycle lockers on-street and temporary Car –shaped cycle hangars in shopping centres to judge demand for permanent racks as pilot schemes committed in the Cycle Strategy.	350	359	-	-
<b>Bridge Assessment &amp; Strengthening Programme</b>	Ongoing bridge asset management work involving condition surveys and remedial works.	tbc	tbc	Tbc	tbc