


<p>Cabinet 4 December 2013</p>	 TOWER HAMLETS
<p>Report of: Stephen Halsey, Corporate Director, Communities, Localities and Culture</p>	<p>Classification: Unrestricted</p>
<p>Local Implementation Plan – 3 Year Delivery Plan Update</p>	

Lead Member	Cllr Ohid Ahmed, Deputy Mayor
Originating Officer(s)	Jamie Blake, Service Head Public Realm Margaret Cooper, Head of Transport and Highways
Wards affected	All
Community Plan Theme	A Great Place to Live
Key Decision?	Yes

Executive Summary

The Council is required to produce a Three Year Delivery Plan to update the existing long term strategy set out in the Local Implementation Plan (LIP2) which was prepared pursuant to section 145 of the Greater London Authority Act 1999 (GLAA 1999). This 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, LDF and supporting documentation.

This report gives a short overview of the LIP document and achievements from the first 3 year Delivery Plan before focussing on the justification for schemes to be included in the revised Three Year Delivery Plan.

Due to Transport for London's (TfL) timetable requiring submission of the Three Year Delivery Plan by 3rd October 2013, an Officer submission has been made to TfL (being an electronic version of the Revised Delivery Plan at Appendix One), subject to the detail being ratified or amended by Cabinet as appropriate. Day to day feedback from Members, residents, and businesses has also helped inform the proposed content of the revised Delivery Plan.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Agree the content of the Council's submission to TfL and authorise the Corporate Director of CLC to confirm such submission to TfL.
2. Agree the proposed scheme allocations for the revised Three Year Delivery Plan as set out in Appendix One.
3. Note that officers do not intend to do further public consultation at Delivery Plan stage as it would be premature/duplicate consultation already completed. Once funding is confirmed and projects can go live, then a further stage of detailed scheme specific public consultation would be

required with relevant parties.

1. REASONS FOR THE DECISIONS

- 1.1 The revised Three Year Delivery Plan forms part of a bid for funding to TfL which, if successful, will be included in the Transport & Highways Capital Programme for 2014/15 and the Medium Term Financial Plan. The funding forms part of a wider capital programme that includes Developer Contributions (s106) and Council Capital. The majority of the LIP funding is determined by formulae for Corridors and Neighbourhoods and Supporting Measures, on a London wide prioritisation framework for Principal Road Maintenance and Structures, and via a competitive bidding process for Major Schemes.

2. ALTERNATIVE OPTIONS

- 2.1 As a defined statutory process with mandatory guidance defined by Transport for London, no alternative proposal is possible to the framework in which this policy document was developed. The reasons for the choice of content in the Delivery Plan are set out in the body of the report.

3. DETAILS OF REPORT

General

- 3.1 The current LIP outlines the Council's long-term strategy for sustainable transport improvements 2011 until 2031 to support healthier, greener lifestyles in line with strategic objectives and plans. This document received Cabinet approval on the 11th May 2011 (CAB112/101), and was ratified by the Mayor of London on the 12th October 2011. It included a high level delivery plan for a three year period from 2011/12 to 2013/14. Boroughs are allocated funding by Transport for London for delivering this programme and the TfL LIP contribution in 2012/13 amounted to £3.654m.

Funding Bid

- 3.2 TfL have now issued guidance to London Boroughs for the preparation of a refreshed Three Year Delivery Plan for the period 2014/15-2016/17 to continue to deliver the objectives set out in the LIP. Indicative LIP funding for 2013/14 onwards is £2.95m with some additional opportunities to bid for funding through other streams including a Cycling Fund; Crossrail Complementary Measures and Major Schemes. This may however be subject to change in future as TfL reassess revenue budgets in the light of Comprehensive Spending Review implications. Boroughs will be able to confirm their detailed programmes on a yearly basis providing a degree of flexibility to respond to such things as stakeholder feedback or new evidence. This is consistent with the annual approval by Cabinet of the Transport & Highways Capital Programme (normally in April).
- 3.3 As mentioned at 1.1 the majority of this LIP funding is determined by formulae for corridors and neighbourhoods and Supporting Measures, on a London wide prioritisation framework for Principal Road Maintenance and Structures, and via a competitive bidding process for Major Schemes (additional funding). The proposed projects have been developed with this criteria in mind to maximise funding opportunities.

THE LOCAL IMPLEMENTATION PLAN 2011-2031

- 3.4 The document informs the basis of future capital investment aimed at delivering local priorities and objectives in the Community Plan. 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.
- 3.5 All key objectives and priorities link with the Council's Strategic Plan and Community Plan. Schemes to be included in the 3 year delivery plan, as well as the longer term vision, are based on policies identified in the LDF and its supporting documents, as well as core transport strategies such as the Road Safety Plan, Markets Strategy and Cycle Strategy.
- 3.6 In developing the LIP, boroughs were required to set targets for five mandatory indicators as shown below which will be updated to 2016/17 values based on present trajectories.
- **i) Mode Share** *Increase the percentage of journeys made by means other than the car.*
 - **ii) Bus Service Reliability** *To maintain the average reliability of high frequency bus services.*
 - **iii) Asset Condition** *Reduce the percentage of Principal Road Network where maintenance should be considered.*
 - **iv) Road Traffic Casualties** *Reduce the number of persons killed and seriously injured on roads within the borough. Reduce the total number of casualties from road traffic accidents within the borough.*
 - **v) CO2 Emissions** *Reduce CO2 emissions from ground based transport.*
- 3.7 The Council was also 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
- 3.8 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.

- 3.9 An Integrated Impact Assessment accompanied the LIP document which contained a Strategic Environmental Assessment (SEA) and an Equalities Impact Assessment (EqIA). Wide-scale public consultation took place in the preparation of the LIP in late 2010. The Equalities Assessment was refreshed in the preparation of this Cabinet report. As the revised delivery plan is not a formal modification to the LIP, it was considered SEA revision was not required.

ACHIEVEMENTS FROM THE FIRST DELIVERY PLAN

- 3.10 A variety of streetscene improvements have been delivered over the past three years through the first LIP Delivery Plan funding, some of which have create significant transformations to the quality of the local area and reduced the impact of traffic on the local environment. These include schemes at :-

- New Road
- Poplar High street
- Manchester Road / Island Gardens area
- Abbott Road
- Brick Lane
- St Pauls Way
- Roman Road (west)
- Bethnal Green Road (west)
- Parnell Road

- 3.11 Major resurfacing work has been carried out at Cambridge Heath Road, Leamouth Road, Preston's Road, Westferry Road and Wapping Wall (where recycled granite sets were hand laid to retain the historic character of the area.)

- 3.12 Delivery of "Supporting Measures" interventions are monitored annually and reported back to TfL. The following outputs for the previous year are typical of the projects delivered:

- 92 on-street cycle parking spaces; 117 off street in estates or employment places
- 1389 hours of adult cycle training; 4000 sessions for children
- Minor cycle improvements at Arbour Sq, Head St, Allen Gardens, Cantrell Rd.
- Legible London signage in Bethnal Green area.
- 13,000 pupils received Road Safety Education visits
- 1200 attended Junior Citizen scheme
- 100 nurseries received road safety board game
- 10 schools completed new School Travel Plans
- 10 schools ran Walk to School promotions
- 6 Exchanging Places cycle / HGV safety awareness sessions held
- 9 Dr Bike maintenance sessions held.
- 115 new trees planted, 50 replaced as part of the above streetscene schemes.

REVISED DELIVERY PLAN 2014/15-2016/17

- 3.13 The proposed revised Three Year Delivery Plan follows as **Appendix One**. The schemes have been drawn together from existing plans and strategies in liaison with other colleagues and key stakeholders. This list has been mapped to assist future reporting. As such, the plans and strategies which form the basis of this document have already been the subject of previous public consultation. Other than the statutory consultees it is not recommended to consult on the Delivery Plan at this

stage. Once funding is confirmed and projects can go live, then a further stage of detailed scheme specific public and statutory consultation would be required with relevant parties. Day to day feedback from Members, residents, and businesses has also helped inform the proposed content of the Delivery Plan.

- 3.14 TfL (through their issued guidance document) have advised (and officers concur) that the revised Delivery Plan does not constitute a formal revision to the LIP itself, and therefore does not require formal compliance with the relevant provisions of the GLAA 1999, and the LIP remains as the adopted policy framework.
- 3.15 Consultation on the revised Three Year Delivery Plan has taken place as required with neighbouring boroughs, Transport for London, the Police, and will be further carried out with organisations representing disabled people, in this case the Council's Accessible Transport Forum on 14th November 2013. The results of the consultation to date are reflected in the content of the Revised Delivery Plan. Further public consultation is not considered necessary prior to implementation of individual projects (see 3.13 above).
- 3.16 As noted at paragraph 3.9 above, an equality assessment and strategic environmental assessment were carried out as part of the LIP and the impact on the community was considered as part of this. The Equalities Assessment was refreshed in the preparation of this Cabinet report. An holistic approach to project development and implementation has been taken as demonstrated by the delivery plan summary below with a number of schemes from different categories being combined to give a more comprehensive treatment to an area, such as in the case of Bethnal Green area traffic management review - also addressing Weavers 20 mph zones and cycle safety. This maximizes resources and provides best value. Similarly joint collaborations (category M below) give similar opportunities for added value with our partners.
- 3.17 Consistent with best practice the approach focuses on improving the quality of the public realm (focusing on basic maintenance of the street environment as a priority) and providing the necessary infrastructure to promote public spaces, routes and places that are attractive, safe, accessible and functional for all users. Through creating streets which are pedestrian and cycle friendly and promoting higher quality public transport environments, projects aim to reduce the dominance of the car, reduce vehicle emissions and contribute to improved quality of life for those that live, work and visit the borough.
- 3.18 In practice this involves improving the underlying condition of the footway and/or carriageway, maintaining and improving street furniture, removal of clutter and unnecessary guardrail (where it is safe to do so) and quite often reviewing waiting and loading activity. Elements of a typical project might involve improved crossing facilities, providing zebra crossing halos, entry treatments, streetscene enhancements, tree planting, better wayfinding and street signage, improved street lighting, CCTV and cycle parking facilities.
- 3.19 The supporting measures also listed in **Appendix One** underpin the road safety and education programme and smarter travel activities. They include the continuation of very successful schools and adult cycle training, exchanging places events to highlight the danger of HGV's to cyclists and programmes aimed at equipping the most vulnerable road users such as school children, cyclists, pedestrians and older residents with skills to cope with the traffic environment.

- 3.20 Linking the Mayoral Transport Objectives and LBTH LIP objectives demonstrates a clear justification for the proposals contained in the draft Delivery Plan as follows:-
- A: Road Safety schemes – in order to meet LIP targets for casualty reduction, a review of collision trends and patterns over the last 3 years has identified the 5 worst junctions on Borough roads for collisions as well as 5 underperforming 20mph zones where revisions to area-wide traffic management are required to improve casualty reduction. {MTS 3, LBTH 2,3 & 4}
 - B: Cycling Schemes – a Stakeholder Workshop held as part of the Accelerated Delivery Cycling Improvement Initiative identified key areas of concern for cycle safety and further potential improvement schemes which have fed into this plan. {MTS 3&4, LBTH 1,2,3,4&6}
 - C: Ongoing schemes from the current Delivery Plan have been continued where necessary to provide for completion of various programmes including zebra crossing halos, bus stop accessibility improvements, historic streets improvements and Legible London pedestrian signage. {MTS 2,4&6; LBTH 1,2&5}
 - D LDF Aldgate Masterplan : improvement of north-south pedestrian routes between A13 and A11, Wentworth St and surrounding area { MTS 2; LBTH 1,4,5,6,7&8}
 - E LDF Whitechapel Masterplan : identifying potential for future schemes to come forward for delivery from the emerging masterplan proposals. {MTS 1,2 & 4; LBTH 1,3,6,7&8}
 - F Market Strategy : enhancement of Wentworth St area tying in with Aldgate masterplan and developments in that area; Bethnal Green area. {MTS 1; LBTH 8}
 - G Open Spaces Strategy : Bartlett Park redevelopment and associated highway schemes. {MTS 2&5; LBTH 4}
 - H LDF Marsh Wall Area Masterplan {MTS 1; LBTH 3 & 7}
 - I Other LDF Action Areas and Housing redevelopments e.g. Ocean Estate; Poplar HARCA area. [MTS 1&2; LBTH 3,7&8}
 - J Economic Development Town Centre Initiatives – Bethnal Green, Brick Lane, Roman Road Market and Burdett Road. {MTS 1,2&6; LBTH 3&7}
 - K Public Health strategies following a Transport & Health Workshop in August 2013 to build a legacy for Healthy Borough joint working {MTS 2&5; LBTH 1,4,5&6}
 - L Air Quality Management Plan { MTS 2&5; LBTH 1,4&6}
 - M External Partnerships: LB Hackney on Hackney Road Cycle Route and LLDC / LB Newham on the Leaway Cycle and Pedestrian path.
- 3.21 Due to TfL's timetable requiring early submission of the plan in October, an officer submission was made following CMT on 17th September 2013. This is subject to the content being ratified or amended by Cabinet in December 2013. Upon confirmation

of TfL approval of these allocations, funding and scheme details will be incorporated in future year's Capital Programmes to enable implementation to proceed.

4. COMMENTS OF THE CHIEF FINANCE OFFICER

- 4.1 This report provides an overview of the Local Implementation Plan document and achievements from the first 3 years delivery plan period 2011/12 to 2013/14. The funding received from Transport for London (TfL) for delivering the 2012/13 programme amounted to £3.654m. The report further sets out for consideration the justification for schemes to be included in the new 3 Year Delivery Plan.
- 4.2 The refreshed three year delivery plan for the period 2014/15 to 2016/17 forms part of a bid for funding to TfL that continues to deliver the LIP objectives. The indicative TfL LIP funding for 2014/15 onwards of £2.951m is set out in Appendix One including the proposed scheme allocation developed to ensure funding is maximised.
- 4.3 There will be additional opportunities to bid for other TfL funding sources. If successful they will be included in the Transport & Highways Capital Programme for 2014/15. The report also highlights that the TfL future funding commitments may be reassessed as a result of the Comprehensive Spending implication. However, there is some flexibility provided through the detailed programmes being reviewed yearly which provides the opportunity to respond to elements such as stakeholder feedback or new evidence.

5. LEGAL COMMENTS

- 5.1 In 2011, the Council prepared its LIP in accordance with statutory requirements under section 145 of the GLAA 1999. The LIP is consistent with the London transport strategy and was approved by the Mayor of London. As required, the Council's LIP includes a timetable for implementing the plan's proposals and it is this Three Year Delivery Plan which is currently subject to review at the request of TfL.
- 5.2 As noted at paragraph 3.14 above, both TfL and the Council do not consider the revision of the Delivery Plan as a formal amendment to the LIP and therefore the Council has accorded with the guidance set out by TfL and has also carried out consultation with key stakeholders to inform the revised Delivery Plan consistent .
- 5.3 The approval of the Revised Three Year Deliver Plan is a Cabinet function by virtue of the default provisions of the Local Government Act 2000.
- 5.4 When setting its delivery plan, the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who don't. This report confirms that a refreshed Equalities Assessment has been carried out and that no negative equality impacts arise.

6. ONE TOWER HAMLETS CONSIDERATIONS

- 6.1 The interventions in this report are underpinned by the associated policy document which set out how the Borough will implement the Mayor of London's Transport

Strategy containing specific goals and targets relating to reducing inequalities, ensuring strong community cohesion and strengthening community leadership. The objectives of the LIP include promoting a transport environment that improves accessibility for all. This is an important component of implementing the Community Plan (and any successor documents) and will support the vision, objectives and policies of the LDP. The LIP was developed with input from the Council's Accessible Transport Forum who have been consulted upon the refreshed three year delivery Plan. The proposals listed remain true to the general principles outlined above.

- 6.2 A refreshed Equalities Assessment (EA) was undertaken when preparing this report and is attached at Appendix Two and an Integrated Impact Assessment including an Equalities Impact Assessment was undertaken when the LIP was originally developed covering the impact of transport proposals on Race, Gender, Disability, Sexual Orientation, Religion/Belief and Age.
- 6.3 The refreshed EA concludes that there are no negative equality impacts and all projects are inclusive but certain programmes such as **bus stop accessibility** and **all ability cycling** in the supporting measures category are aimed at addressing improving the situation for the mobility impaired.
- 6.4 The underlying policy document acknowledges that the Community Plan emphasises the importance of ensuring the whole community benefits from the economic development and growth of the borough. We will continue to work with TfL to increase the availability of public transport where need is identified in order to improve access to employment and services, and aim to tackle deprivation by improving transport for people wanting access to a full range of opportunities.

7. SUSTAINABLE ACTION FOR A GREENER ENVIRONMENT

- 7.1 Through creating streets which are pedestrian and cycle friendly and promoting higher quality public transport environments, projects aim to reduce the dominance of the car, reduce vehicle emissions and contribute to improved quality of life for those that live, work and visit the borough.
- 7.2 An Integrated Impact Assessment accompanied the LIP document which contained a Strategic Environmental Assessment (SEA) and the content of the delivery plan takes account of the Air Quality Management Plan (MTS 2&5; LBTH 1,4&6).

8. RISK MANAGEMENT IMPLICATIONS

- 8.1 Delivery of the three year plan will be closely monitored to ensure that programmes are completed on time and within budget and to ensure that the Council is not exposed to financial risk. Road collisions will also be monitored in order that actions can be tailored to reduce risk to vulnerable road users.
- 8.2 As discussed at 3.2 the delivery programme may be subject to change in future as TfL reassess revenue budgets in the light of Comprehensive Spending Review implications.
- 8.3 Boroughs themselves will be able to confirm their detailed programmes on a yearly basis providing a degree of flexibility to respond to such things as stakeholder feedback or new evidence.

- 8.4 This approach is consistent with the annual approval by Cabinet of the Transport & Highways Capital Programme (normally in April).

9. CRIME AND DISORDER REDUCTION IMPLICATIONS

- 9.1 Where projects focus on improving walking, cycling and the streetscene they will contribute by designing out crime, better street lighting and CCTV and thereby make people feel safer using streets locally.

10. EFFICIENCY STATEMENT

- 10.1 In improving the street scene many of the interventions contained in the three year delivery plan will reduce the need for maintenance and potentially reduce insurance claims resulting from alleged defects. Most Transport & Highways capital schemes will be implemented using the new Measured Term Contracts which are currently being procured for 2014/15 onwards with a view to securing best value for money.
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Linked Reports, Appendices and Background Documents

Linked Report

- Cabinet Report of the 11th May 2011 (CAB112/101)
- Tower Hamlets Second Local Implementation Plan (LIP2) 2011-2031
- Tower Hamlets Integrated Impact Assessment (IIA) Report addressing Strategic Environmental Assessment, Equalities Impact Assessment and Health Impact Assessment
http://www.towerhamlets.gov.uk/lgsi/851-900/867_consultation/lip2.aspx
- Mayor of London's Transport Strategy, May 2010
<http://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy>
- TfL Local Implementation Plan (LIP) 2014/15 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance

Appendices

- Appendix One – Revised Delivery Plan
- Appendix Two – - Equalities Impact Assessment

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

- None

Officer contact details for documents:

- Tony Davis Transport & Highways, x 6944

Appendix One (see plan)

REVISED DELIVERY PLAN

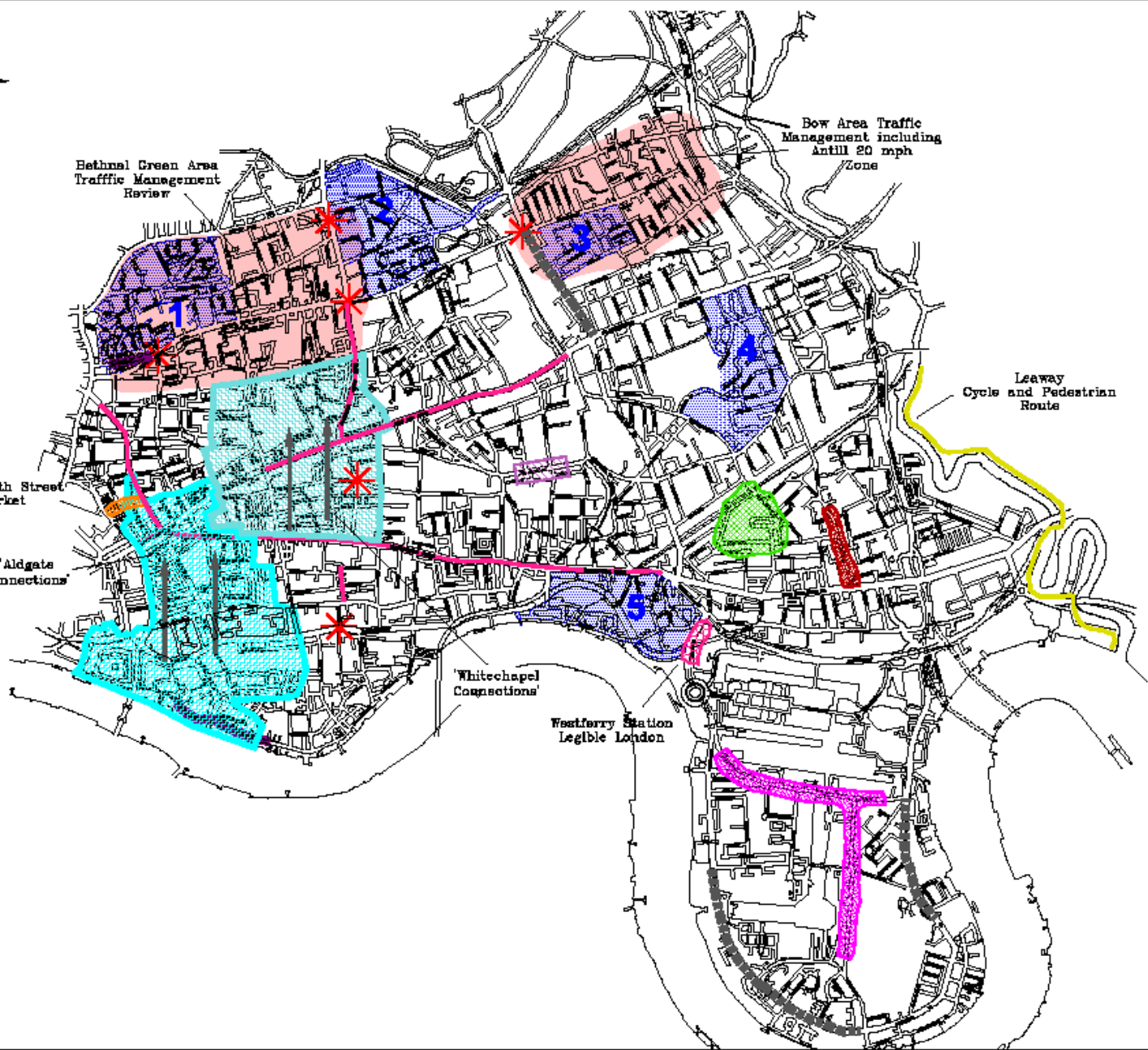
	2014/15	2015/16	2016/17	Justification
Corridors & Neighbourhoods	2165	2165	2165	
Road Safety top 5 junctions and 20mph reviews:- Sydney Street road safety	200	200	200	A/B/C/K
Bethnal Green area traffic management review - addressing Weavers 20 mph zones and cycle safety	200	100		
Cycle Safety hotspots	50	100	100	B/K
Bow area traffic management incl review of Antill 20 mph zone	200 *	0	0	A/K
Zebra crossing halos (approx 10 sites per year)	60	60	60	A/C
Bus stop accessibility (approx 5 sites)	50	50	50	C
Legible London Improved wayfinding: Yr 1 Wapping & Poplar Yr 2 Canary Wharf & Isle of Dogs Yr 3 Whitechapel incl. Royal London Hospital	120	80	80	C
Historic Streets (Wapping, Redchurch St, other conservation areas tbc by D&R)	300	300	300	C
Bartlett Park	260	0	0	C/G
Aldgate Connections : interventions to create high quality north-south ped / cycle routes	200	300	200	D/L
Markets: Wentworth St	300	300	200	D/F
Ben Johnson Rd area	100	350	200	I
Marsh Wall / Limeharbour / Eastferry	150	350	250	H
Chrip St corridor	0	0	350	I
Whitechapel connections	0	0	200	E/K/L
Sub Total	2190	2190	2190	
Principal Road Maintenance	321 (+25%) Westferry Rd (S)	321 (+25%) Manchester Rd	321 (+25%) Grove Rd	C
Local Transport	100	100	100	
Supporting Measures (schools, adult and special needs cycle training, cycle and pedestrian safety, road safety education and training incl summer and winter campaigns, schools travel	340	340	340	A/C/K/L

plans and cycle permeability)				
Total LIP Delivery Plan	2951	2951	2951	

Additional bids to other TfL funding sources: -

	2014/15	2015/16	2016/17	Justification
LIP Major Schemes				
Bethnal Green Town Centre	1000	1000		C/J
New scheme to commence 2015/16 Watney Market/Limehouse	0	500	1000	
Cycling Initiatives Cycle training, Safer vans & lorries, School partnerships and grants, Cycle parking, Monitoring and resources	315	350	359	A/B/K/L
Bridge Assessment & Strengthening Programme	65	tbc	tbc	C
Cycling Initiatives Hackney Rd – Victoria Park* (joint bid with LB Hackney); Cable St improvements*; Derbyshire St quiet route; Support in kind for LLDC / LB Newham Leaway	tbc	tbc	tbc	A/B/K/L
Crossrail Complementary Measures	tbc	tbc	tbc	E/K/L

* Schemes which include sites identified as road safety priority hotspots



KEY

- * Road Safety 'Top 5' Junctions in IDA Safety St.
- 20 mph Zone
- 1 Pavement
- 2 St James
- 3 Ashill
- 4 Campbell
- 5 Narrow
- Legible London Routes
- Historic Streets
- Pedestrian Road
- Parkland Park
- Major Connections
- Whitechapel Connections
- New Access Road
- Marsh Walk / Leman Street / Bowbery
- Clerkenwell Corridor
- Cycling Routes
- 1 Beckley Road - Victoria Park
- 2 Dalry Street - Regent Street
- 3 Dalry Street - Regent Street

Approved for the IDA Review by IDA on 14/09/13
 Approved for the IDA Review by IDA on 14/09/13

No. Revision Date
 01 18/11/13 13/11/13

LIP 2

**DELIVERY PLAN
 2014/15-2016/17**

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GR	MC
NTS	Sept 13