

Cabinet 7 March 2017	 TOWER HAMLETS
Report of: Aman Dalvi, Corporate Director of Place	Classification: Unrestricted
Local Implementation Plan Delivery Plan 2017/18	

Lead Member	Councillor Ayas Miah, Cabinet Member for Environment
Originating Officer(s)	Margaret Cooper, Head of Engineering
Wards affected	All wards
Key Decision?	Yes
Community Plan Theme	Creating and maintaining a vibrant, successful place

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. The Delivery Plan 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 funding allocations 2017/18 which have been approved by Transport for London (TfL) in December 2016 through the Annual Spending Submission.

Recommendations:

The Mayor in Cabinet is recommended to:

1. Note the reallocation of the schemes proposed for funding in the LIP Delivery Plan 2017-18 (Appendix 1)
2. Note that the schemes were approved in the Council's 2017/18 Capital Programme in the January 2017 Cabinet Budget Report.
3. Agree that where possible the Council's Framework Contracts for Highways (CLC 4371) 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. BACKGROUND

- 3.1 It is important that Members understand the context of borough highway funding overall to understand the importance of the LIP funding to improving traffic management and highways throughout the borough. Such schemes can be funded from 4 main potential sources and the current level of funding available is as follows:-

- TfL LIP : which must be allocated to schemes which comply with the criteria set out by the Mayor for London. £2.827million p.a. The rest of this report concentrates on the allocation of this funding.
- S 106 / CIL development schemes –
 - £2.379m in total approved by Planning Contributions Overview Panel previously and ringfenced to specific schemes identified within relevant planning applications
 - £2.503m in total ringfenced to specific schemes identified within relevant planning applications and awaiting approval by the Infrastructure Board
- S278 Highways Agreements fund essential reconstruction of surrounding footways following completion of development works - £1m p.a. approximately
- LBTH capital would be the only source of funding with full flexibility to be used to deliver Mayoral priorities for enhancing the streetscene and general public realm.

In addition, modest revenue budgets are available for planned maintenance work and reactive minor traffic management schemes.

Traffic Enhancements Revenue	: £ 198,600 p.a.
Streetscene Enhancements Revenue	: £ 532,800 p.a.

- 3.2 Local Authorities in London were each required to develop a long term strategy for sustainable transport improvements 2011 until 2031 to support healthier, greener lifestyles in line with strategic objectives and plans. Known as the Local Implementation Plan (for Transport) it 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. The LIP must be approved by the Mayor for London. The LIP includes a delivery plan for a three year rolling period which is revised on an annual basis and boroughs are allocated funding by Transport for London

(TfL) for delivering this programme. The TfL LIP contribution in 2017/18 is £2.8m.

- 3.3 A revised long term strategy (LIP 3) will be required to be developed by all boroughs once Mayor Khan has confirmed his new Mayoral Transport Strategy (MTS). The Mayor issued a “direction of travel” document in November 2016 giving an indication of how the Mayor’s Transport Strategy will evolve, with a target of publishing a draft MTS in March 2017 alongside the TfL Business Plan, and his Environment, Economic Development and Housing Strategies. Draft LIP3 guidance will be issued to boroughs around this time. The draft London Plan also links closely to the MTS and this is currently expected to be published in draft in June 2017. Boroughs will be asked to start preparing LIP3 strategies in November 2017 for approval some time in 2018. This draft timetable is subject to change but allows time for the future LIP3 to take the new LBTH Local Plan policies and strategies as its basis. There will however be an interim period of potentially two years (2017-19), when funding allocations will need to consider previous and potential future transport priorities.
- 3.4 This report gives a short overview of the current LIP document and reports progress in the delivery of the current year’s programme before focussing on the detail of schemes included in the 2017/18 LIP Delivery Plan.

4. THE LOCAL IMPLEMENTATION PLAN 2011-2031

- 4.1 The document informs the basis of future transport and highways 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;
 - MTS 6: 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 2016-17

- 5.1 Road safety work has been focussed on addressing the most serious patterns and trends observed in the collision statistics for the borough over the last few years, seeking to maintain an overall reduction in collisions throughout the borough. Key projects delivered are :-
- A review of the experimental borough wide 20mph limit to inform Cabinet's decision in September to make it permanent ;
 - Reviews of traffic management have also been carried out in 8 20mph zones to improve the effectiveness of traffic calming in achieving compliance with the speed limit. Consultation has been completed in 5 of these with implementation work having commenced in January 2017 which will continue into 2017/18.
- 5.2 The main Cycle Safety hotspot on borough roads is Cable Street – which is part of Cycle Superhighway 3. Whilst TfL have reviewed the existing scheme, the modifications introduced have not addressed 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 was therefore consulted on earlier in the year and revisions to proposals are now being discussed with TfL prior to further consultation on a revised scheme.
- 5.3 Bow Area Traffic Management Review: a one-way system in Driffield Road to reduce traffic conflicts on the narrow road was introduced in January. Further design work on Tredegar Rd and related signal junctions is also continuing to reduce rat running through the area and improve street conditions for cyclists and pedestrians.
- 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 this year, with 17 pairs of new halos installed this year. The on-going extension of Legible London way finding across the borough still has a further 2 years to reach completion with Stepney and Wapping currently being earmarked for new signage.

- 5.5 The resurfacing of a number of cobbled streets in Conservation Areas has been identified as necessary on a needs basis in the Council's 3 year Resurfacing Programme, however, the hand-laying of recycled historic granite setts is time consuming and costs more than standard road resurfacing. These streets have therefore been removed from the main resurfacing programme and included in the LIP as an Historic Streetscene improvement category. Work along Redchurch St has been particularly well received by local residents and reinstatement of cobbles in Peary Place, opposite Albert Bishop House, Roman Road, has transformed that link.
- 5.6 A series of pedestrian streetscene enhancements to North-South links between the A13 and A11 has been continuing as part of the Aldgate Connections and Whitechapel Vision Public Realm masterplans. High quality paving and greening of the streets has been carried out along John Fisher Street and is due to continue into New Road and Sidney Street area.
- 5.7 The third year of streetscene improvements in Wentworth Street is underway with the introduction of more gates to protect the market area during permitted closures. The programme also includes improved road and footway conditions providing a better foundation for the market operations and improved pedestrian facilities with carriageway surfaces raised to provide continuity of levels across junctions, targeting the Goulston St section .
- 5.8 Preliminary work on a corridor improvement scheme on Ben Johnson Road to complement the Ocean Estate regeneration has commenced. The scheme includes introduction of loading bays, relocation of a new crossing to provide a clear North-South pedestrian route and lighting improvements as well as some resurfacing. Design and modelling work has been commissioned for a new signalled junction at Harford Street and further footway resurfacing is planned, but delivery progress has been hampered by other development and utility work in the vicinity.
- 5.9 Design of a Chrisp Street corridor streetscene improvement scheme is being undertaken to complement Poplar HARCA initiatives and the new Poplar Baths. This will incorporate improvements to pedestrian crossings of Chrisp Street itself and side roads, carriageway and footway resurfacing and lighting enhancements. Consultation and delivery is programmed to follow in 2017/18.
- 5.10 Priorities for resurfacing of Principal Roads are determined by a London wide Condition Survey and work has been carried out along Manchester Road (up to the Blue Bridge) and Rothbury Road (as the gateway from the Borough to the Olympic Park).
- 5.11 Delivery of "Supporting Measures" interventions throughout the year concentrates on cycle training, minor infrastructure improvements, and road safety education and awareness. In 2016/17 these initiatives include the following and similar funding provision will be made 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
- Bike packs for children to learn about safe cycling and cycle training
- 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 2017/18

- 6.1 The majority of LIP funding is determined by formulae for Corridors and Neighbourhoods and Supporting Measures based on population, accident data, traffic flow and road length. Tower Hamlets allocation for 2017/18 is £2.546m in total. Other LIP funding is determined on a London wide prioritisation framework for Principal Road Maintenance and Structures (£281k), and via a competitive bidding process for Major Schemes (over £2m in value). The borough submits its proposals for allocating this funding through the Annual Spending Submission forms in October each year.
- 6.2 Separately, a Major Scheme Bid for Bethnal Green Gateway was submitted in September 2016 but has not yet been successful in securing funding. The area covered includes Cambridge Heath Road between Old Ford Road and Three Colts Lane, and particularly focusses on the junction with Roman Road and Bethnal Green Road. It seeks to create a greater sense of place, building on the wealth of cultural and leisure facilities in that area and current regeneration developments.
- 6.3 Transport for London advised borough's to focus on the following priorities which were expected to complement the Mayor for London's emerging priorities:-
- 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 Quietways and cycle training programmes;
 - Creating more pedestrian-friendly streets;
 - Consider air quality issues, both in terms of prioritising locations for interventions and supporting the Mayor's Air Quality Fund initiatives.
 - LIP funding can be used to support delivery of the objectives of the London Freight Plan and complementary borough strategies, particularly in the areas of HGV Safety, Planning: for Freight in development proposals and parking and enforcement plans; retiming and efficient deliveries; sharing data on servicing activities.
- 6.4 Last year's Delivery Plan was therefore reviewed in the light of that guidance and progress on delivery and a Delivery Plan for 2017/18 was submitted to

TfL in October and received approval in December. This programme, attached as Appendix One, is based on :

- Continuing funding for larger corridor schemes delivered over more than one financial year;
- Continuing funding for delivery of road safety and cycling strategies which enables many local issues arising from Member's Enquires to be addressed ;
- Continuing funding for delivery of schemes arising from Masterplan work, particularly in Whitechapel, Aldgate and the Housing zone;

6.5 There was £281k of funding available to allocate to new schemes which was allocated to complement related Strategies and Action Plans. These are also listed in Appendix 1 :-

- Additional Green Grid link improvements - £50k
- Schemes to tackle ASB driving in cul de sacs £50k
- Sustainable Drainage Scheme St Leonards Rd £21k (greening the street)
- LED Bridge Height Signs (2 year programme) : £90k p.a. (preventing bridge strikes)
- Secure motorcycle parking £10k
- Minor Local Accessibility improvements £60k

6.6 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 the adoption of capital estimates for all schemes in the LIP Delivery Plan 2017/18 on the basis of the budget allocations listed in Appendix 1, which is consistent with the information provided in Appendix 9A and 9B of the Budget Report to January Cabinet.

7. COMMENTS OF THE CHIEF FINANCE OFFICER

7.1 Cabinet on the 2nd February 2016 approved £2.150m of indicative TfL funding in the Capital Programme for 2017/18. In February 2017 Cabinet approved further adjustments to this funding.

7.2 The report sets out the proposed funding in the Local Implementation Plan (LIP) Delivery Plan 2017/18 confirmed by TfL in December 2016. Cabinet is requested to note the proposed LIP programme and note the allocation of funding for each scheme as outlined within Appendix One.

7.2 The proposed LIP funding allocation for 2017/18 totals £2.827m and is broken down under the following themes:

	£m
• Corridors and Neighbourhoods	2.106
• Principal Roads Maintenance	281
• Local Transport	100
• Supporting Measures	340
	<u>2.827</u>

- 7.3 In utilising the Measured Term Contracts for the implementation of the schemes, the Service must be satisfied that these represent value for money for the Council.

8. LEGAL COMMENTS

- 8.1 Pursuant to the Greater London Authority Act 1999, boroughs are required to produce a Local Implementation Plan (LIP) setting out their priorities and associated proposals to deliver a better transport system within the borough. This needs to be in the wider context of the Mayor's Transport Strategy (MTS) for London and other local policy documents.
- 8.2 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 the adoption of capital estimates for all schemes in the LIP Delivery Plan 2017/18 on the basis of the budget allocations listed in Appendix 1. This is consistent with the information provided in Appendix 9A and 9B of the Budget Report to Cabinet on 10th January 2017.
- 8.3 The Council has a duty under section 3 of the Local Government Act 1999 to "make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness" (the best value duty). The consideration of this report and the adoption of a capital estimate assist to ensure compliance with the best value.
- 8.4 When deciding whether or not to proceed with the proposals, 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 (the public sector equality duty). To inform the Council in discharging this duty there is relevant information in the One Tower Hamlets Consideration of the report below.

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 1st 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, the Green Grid and Sustainable Drainage schemes.

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

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 scheme to tackle ASB driving, which may target areas of prostitution and road racing at the direction of the local Police.

14. SAFEGUARDING IMPLICATIONS

- 14.1 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

Linked Reports, Appendices and Background Documents

Linked Report

- NONE

Appendices

- Appendix 1: 2017/18 LIP Delivery Plan

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

- NONE

Officer contact details for documents:

N/A

.Appendix One : LIP funded Capital Programme Schemes 2017/18

TfL LIP Theme		2017/18
Corridors & Neighbourhoods	Scheme details	Estimated Scheme Cost (£k)
Road Safety : worst 5 junctions and 20mph review:-	Area-wide traffic management reviews targetting areas where further signage and traffic calming measures are required to make the 20 mph speed limit more self-enforcing. TfL have identified priority links and nodes for review in 2017-18 which will be taken into consideration in prioritising works.	300
Implementing Cycle Strategy	Implementation of schemes arising from the Cycle Strategy 2016 will be brought forward including a new cycle facility along Manchester Road, improved north –south link through the central area of the borough, smaller permeability improvements, improved signage and additional cycle parking.	375
Bow area traffic management	Roman Road market town centre £125K to support economic development programmes	125
Legible London Improved wayfinding:	This is a map based wayfinding system now recognised as a London-wide standard. Ongoing programme completing work in Stepney and Wapping, Whitechapel in 2017/18, then Bow and Bromley-by-Bow.	75
Historic Streets	Streetscene improvements including hand-laying of recycled cobbles and improvements to pedestrian space in conservation areas. Potential target sites : Old Nicholl Street, Wilkes St., Princelet St.	250
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 and Whitechapel as recommended by Whitechapel Public Realm Strategy focussing.	200
Ben Johnson Rd area	Ongoing streetscene improvements including a new zebra crossing on the key north-south pedestrian route, street tree planting, raised junctions, a new signalised junction at Harford Street and further footway improvements along the length of Ben Johnson Road.	250
Chrisp St corridor	Streetscene improvements to complement the scale of development along this corridor incorporating improvements to pedestrian crossings on Chrisp Street itself and side roads, carriageway and footway resurfacing and lighting enhancements.	150

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, as well as measures around Oban St to complement Leaway A13 crossing improvements.	100
Green Grid	Link to be targeted to be identified	50
Tackling ASB driving	Stopping road racing in cul de sacs	50
Sustainable Drainage Scheme	St Leonards St Suds scheme	21
LED Bridge Height sign replacement	As the borough is criss-crossed by many railways with substandard bridge heights, there are 90 bridges which would benefit from new LED bridge height signs : better visibility protecting the bridge from strikes and damage by overheight vehicles, and making maintenance more efficient. The bulk replacement programme would bring all bridges in line with current legislation over two years with £90k funding p.a.	90
Secure Motor Cycle Parking	Addition of points in existing parking bays to secure motorcycles to	10
Improving local accessibility	Minor works for dropped kerbs or decluttering to assist passage of people in mobility scooters, wheelchairs or those pushing buggies and shopping trolleys.	60
Sub Total		2106
Principal Road Maintenance	Resurfacing works to A-roads prioritised from annual condition surveys. Bethnal Green Road to be treated in 2017/18	281
Local Transport	Funding for preliminary feasibility and strategy development to be allocated to: <ul style="list-style-type: none"> • LIP 3 Development • Car Club / EV charging point feasibility, • Travel awareness communications strategy; • Freight Management strategy; • Construction Management Scheme development; • Healthy Streets audits 	100
Supporting Measures	Schools and Adult and Special Needs cycle training; road safety education; safe urban driving; support for School Travel Plans.	340
Total LIP Delivery Plan		2827