


<b>Cabinet</b>  30 October 2019	 <b>TOWER HAMLETS</b>
<b>Report of:</b> Ann Sutcliffe – Corporate Director, Place	<b>Classification:</b> Unrestricted
<b>Liveable Streets</b>	

<b>Lead Member</b>	<b>Mayor John Biggs</b>
<b>Originating Officer(s)</b>	Dan Jones – Divisional Director of Public Realm
<b>Wards affected</b>	All
<b>Key Decision?</b>	No
<b>Forward Plan Notice Published</b>	27 September 2019
<b>Reason for Key Decision</b>	n/a
<b>Strategic Plan Priority / Outcome</b>	Priority 2 – A borough that our residents are proud of and love to live in.

## **Executive Summary**

This report sets out the vision and objectives of the Liveable Streets programme.

The improvements in these areas will make fundamental changes to the infrastructure on the street as well as the travel behaviour of residents, businesses and visitors to Tower Hamlets. This report seeks to inform the cabinet of the Liveable Streets programme, the area it covers and the governance procedure that has been put in place.

## **Recommendations:**

The Mayor in Cabinet is recommended to:

1. Note the details of the Liveable Streets programme;
2. Note the governance and decision-making process for the individual scheme approval.

## **1 REASONS FOR THE DECISIONS**

- 1.1 This project will make fundamental changes to infrastructure on the street as well as the travel behaviour of residents, businesses and visitors to Tower Hamlets. This scale of change is not easy to deliver and it is important to ensure the correct governance structure and procedures are put in place to allow the open design of the programme. It is important to recognise the time

involved in delivering these schemes to maximum effect.

- 1.2 The Liveable Streets Programme will help to achieve and deliver Priority 2 of the Strategic Plan 2019-22: A borough that our residents are proud of and love to live in. The programme will also align with and help deliver other key strategic policies, programmes and campaigns. Such as, the Air Quality Action Plan, Schools Streets programme, Breathe Clean campaign and the Tower Hamlets Transport Strategy.
- 1.3 The papers and procedures outlined in the papers will help to develop and deliver the 17 areas for improvements under the Love Your Neighbourhood: Liveable Streets programme to ensure that there are clear objectives, processes and governance in place for the senior management team and relevant members to follow and make decisions.

## **2 ALTERNATIVE OPTIONS**

- 2.1 As individual schemes within the programme are progressed, several options will be developed and considered. An extensive engagement and consultation process is part of the programme which will ensure alternative options for each scheme are considered with key stakeholders.

## **3 DETAILS OF THE REPORT**

### **Liveable Streets Programme:**

- 3.1 The programme vision:  
*Working with residents and businesses to improve the look and feel of our streets to create vibrant neighbourhoods, that are safer and promote walking, cycling and the use of public transport.*
- 3.2 To achieve this vision there are a number of key objectives and outcomes which aim to encourage walking and cycling throughout the borough, reduce rat-running traffic on local streets, improve road safety, air quality and public spaces. These are outlined further detail in Appendix 1 with indicative measures.
- 3.3 The programme covers approximately 60% of the borough and is split into 17 different areas. A map of these areas can be found in Appendix 2.
- 3.4 The project areas of the Liveable Streets programme have been split into phases which will be carried out over a five-year programme:

Year	Phase	Area Name
2019/20 to 2020/21	Phase 1	Bow
		Bethnal Green
		Wapping
2019/20 to 2021/22	Phase 2	Brick Lane
		Shadwell
		Barkantine
		East ferry / St Johns
		Mile End West
2020/21 to 2021/22	Phase 3	Old Ford Road West
		Southern Grove
		Burdett Road South
		Cephas Street Area
2021/22 to 2023/24	Phase 4	Tevict and Brownfield
		Bethnal Green South
		Whitechapel
		Spindrifft Island Gardens
		Aberfeldy Village

- 3.5 The areas have been specifically chosen for a number of different reasons which are outlined in the following paragraphs.
- 3.6 Phase 1: Substantial work on traffic management reviews had already been carried out within these areas prior to the Liveable Streets Programme beginning. Following public consultation, several schemes have since been built. The public consultation generated many more suggestions for further traffic management and public realm improvements which provides a strong basis for exploring further changes in these areas.
- 3.7 Phase 2: These areas tie-in with the council's strategic plans around town centres, as well as being areas that had been programmed for traffic management reviews around the same time.
- 3.8 Phase 3: These areas are planned to tie-in with known Transport for London (TfL) proposals for complementary measures, including cycle routes. These areas have been added to extend the geographical scope of works into areas where there are known complaints.
- 3.9 Phase 4: These areas have been chosen to tie-in with development master planning due for construction around this time.
- 3.10 Each area will be carried out using the developed design process, which allows for co-design and opportunities for communities to have their say. The scheme will begin with perception surveys (early engagement) to understand the issues and desires of the area based on feedback from residents. The success of this scheme is dependent on the support and engagement with members, residents, businesses and stakeholders. After giving early engagement feedback, residents, businesses and stakeholders will again be able to feed in at co-design workshops and during the public consultations. The design process diagram can be seen in Appendix 3.

- 3.11 As part of the process and design of the scheme we shall work closely across all departments to ensure a co-ordinated approach. This will include the designing out crime officer and team.
- 3.12 An overall programme for Liveable Streets can be seen in Appendix 4.

### **Finance**

- 3.13 The overall programme will be funded through different sources including Section 106 funds, TfL Local Implementation Plan (LIP) funding and Council Capital Investment. The overall estimate for the programme at this stage is approximately £29.71 million.
- 3.14 Funding approval will be sought as the programme develops through each of the key phases.
- 3.15 A report was submitted and approved by Cabinet on Wednesday, 25 September 2019, which details the financial business case for £2 million Capital Investment in the Liveable Streets programme for the financial year 2019/20.

### **Governance**

- 3.16 A key element of ensuring an open and transparent process is the programme governance. The governance structure is shown in appendix 5. This outlines how schemes will be developed and progressed through to a final decision. Depending on the scale of the scheme the decision will be taken by either the Divisional Director for Public Realm or cabinet.
- 3.17 The decision making for the Liveable Streets programme will follow the thresholds for decision making set out in the Council's Constitution:
- Under £250k – decision to be made by Divisional Director, Public Realm in consultation with the Mayor (unless the decision is considered a key decision in which case the decision will be made by the Mayor in Cabinet or through a published Individual Mayoral Decision (IMD).
  - Over £250k-below £1 million – if the decision relates to a works contract the decision to be made by Divisional Director, Public Realm following consultation with the Mayor.
  - For decisions:
    - over £250k for a services contract; or
    - over £1 million for a works contract; or
    - having a significant impact on two or more wards, the decision will be made by the Mayor in Cabinet or through a published IMD.

- 3.18 Communication to both internal and external partners and stakeholders will be crucial to the success of the project. We shall engage with relevant ward councillors at the beginning for the programme for each area and throughout the implementation process. There will be opportunities at each design stage to provide feedback and help shape the project. A detailed member's engagement process can be seen in Appendix 6.
- 3.19 The Public Realm Strategic Board will act in an advisory capacity maintaining strategic political oversight of all the project's phases.

#### **4 EQUALITIES IMPLICATIONS**

- 4.1 The programme would provide enhanced opportunities for vulnerable road users, with one of the main objectives of making it safer and easier to walk and cycle within the borough. All designs would be compliant with Disability Discrimination Act design guidance and an Equality Impact Assessment will be developed and carried out alongside the development of each project scheme.

#### **5 OTHER STATUTORY IMPLICATIONS**

- 5.1 Many of the proposals will require changes to the highway and therefore traffic regulation orders will need to be advertised and made. These will be advertised and consulted on in accordance with the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996, or the Road Traffic (Temporary Restrictions) Procedure Regulations 1992 in respect of temporary orders.
- 5.2 As part of the design we shall consider Section 17 of the crime and disorder act 1998, to ensure that we do all that it reasonably can to mitigate the impacts of crime and disorder, substance misuse and reoffending.

#### **6 COMMENTS OF THE CHIEF FINANCE OFFICER**

- 6.1 The overall capital investment required to complete the liveable streets programme for the 17 areas is estimated at £29.71m.
- 6.2 Funding will come from a variety of sources including s106 income that has already been secured and approved totalling £1.21m and Transport for London LIP funding of £4.5m. The remaining balance of £24m will need to be secured through borrowing within LBTH's capital programme
- 6.3 The £2m capital investment requirement for 2019/20 is included in the current capital programme, although no specific funding has been allocated to it. The remaining capital investment is not contained within the capital programme and will need to be approved and funding identified ahead of future year's works being undertaken.

- 6.4 There is a revenue implication from borrowing the additional £24m to complete the programme. Budgetary resources will need to be identified to cover this revenue cost before borrowing the monies.
- 6.5 A summary of the capital costs and investment requirement over the programme is outlined below.

	2019-20	2020-21	2021-22	2022-23	2023-24	Total
	£m	£m	£m	£m	£m	£m
<b>Estimated total capital cost of the project / programme</b>	<b>3.21</b>	<b>6.2</b>	<b>7.2</b>	<b>8.2</b>	<b>4.9</b>	<b>29.71</b>
<b>Funding already secured/identified with specific funding</b>						
TfL Local Implementation Plan (Corridors & Neighbourhoods )	0.90	0.90	0.90	0.90	0.90	4.500
Sn 106 ( already in capital programme )	0.31	0.30	0.30	0.30		1.21
<b>New Capital Investment Required</b> (from Public Realm Improvement bid)	<b>2.0</b>	<b>5.0</b>	<b>6.0</b>	<b>7.0</b>	<b>4.0</b>	<b>24.0</b>
<i>Excluded from totals: - Additional funding subject to TfL approval for additional works in Bow</i>	<i>0.356</i>	<i>3.0</i>				<i>3.356</i>
Revenue costs (if applicable)						
Revenue income generation or savings (if applicable)						

## **7 COMMENTS OF LEGAL SERVICES**

- 7.1 This report asks the Mayor in Cabinet to note the details of the Liveable Streets programme and the governance and decision making process for the approval of the individual schemes.
- 7.2 The governance procedures set out in this report are considered robust from a legal perspective, and the works proposed by the programme are likely to be within the Council's powers and functions. This will need to be reviewed on a case by case basis as the schemes are developed. Approvals should be sought on the individual schemes in line with the Council's Constitution.
- 7.3 Appendix 3 sets out how and when community engagement and consultation will be carried out. In some instances, such as where road traffic orders are required, statutory consultation will be required. Where more general

consultation is being carried out (that is not prescribed by statute), it must meet the following criteria:

- it should be at a time when proposals are still at a formative stage;
- the Council must give sufficient reasons for any proposal to permit intelligent consideration and response;
- adequate time must be given for consideration and response; and
- the product of consultation must be conscientiously taken into account.

7.4 Paragraph 3.7 of this report provides that the funding sources for the programme includes funds received under s106 agreements. As a contract, the Council are required to spend any monies received in accordance with the terms of the s.106 agreement. It is therefore important to consider the provisions of each agreement when allocating monies to a particular project.

7.5 When making decisions, 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 do not (the public sector equality duty). A proportionate level of equality analysis is required to discharge the duty. This duty should be discharged when individual decisions are taken on the schemes.

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## **Linked Reports, Appendices and Background Documents**

### **Linked Report**

- NONE

### **Appendices**

**Appendix 1: Vision and Objectives**

**Appendix 2: Overview Map**

**Appendix 3: Design Process**

**Appendix 4: Overall Programme**

**Appendix 5: Governance Structure**

**Appendix 6: Members Engagement Process**

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

- NONE

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

Chris Harrison – Liveable Streets Programme Director