



Sustainable Transport Strategy 2006 – 2016

Islington's Local Implementation Plan

Appendix N: Partnerships and Common Statements

Appendix N

Partnerships and common statements

Appendix contents

LONDON-WIDE PARTNERSHIPS	4
A CROSS LONDON PARTNERSHIP FOR STRATEGIC WALKING ROUTES IN LONDON – LED BY CORPORATION OF LONDON	4
LONDON BUS PRIORITY NETWORK – LED BY LONDON BOROUGH OF BROMLEY	4
<i>Background</i>	4
<i>Policies</i>	4
<i>The Bus Priority Partnership</i>	5
LONDON CYCLE NETWORK (LCN+) – LED BY LONDON BOROUGH OF CAMDEN	6
<i>Policy Context</i>	6
<i>Programme</i>	7
<i>Process</i>	7
<i>Monitoring and Performance</i>	8
THE LONDON LORRY CONTROL SCHEME	8
<i>Summary</i>	8
<i>How the scheme operates</i>	8
LONDON EUROPEAN PARTNERSHIP FOR TRANSPORT (LEPT) – LED BY LONDON BOROUGH OF BROMLEY.....	9
TRANSPORT FOR LONDON ROAD NETWORK (TLRN) SPENDING PLAN	10
<i>Introduction</i>	10
<i>Network Features – TLRN</i>	10
<i>Network Features – Major Junction/Gyratories</i>	10
<i>Network Features – Interchanges</i>	10
<i>Network Features – Structures</i>	10
<i>Network Features – Routes</i>	10
<i>Schemes for 06/07</i>	10
<i>Schemes for years beyond 06/07</i>	11
SUB-REGIONAL PARTNERSHIPS.....	16
CENTRAL LONDON PARTNERSHIP – LED BY ROYAL BOROUGH OF KENSINGTON & CHELSEA.....	16
<i>Background</i>	16
<i>Objectives</i>	16
<i>Commitment to the CLP Project</i>	16
<i>Co-ordination with Other Authorities</i>	16

List of tables

TABLE N.1: DELIVERING THE LCN+ IN ISLINGTON	7
TABLE N.2: SCHEMES FOR 06/07.....	12
TABLE N.3: SCHEMES FOR YEARS BEYOND 06/07.....	14

1.0 **London-wide partnerships**

A Cross London Partnership for Strategic Walking Routes in London – Led by Corporation of London

[Source: The Strategic Walk Project]

- 1.1 The London Borough of Islington is a partner in the Cross London Partnership for Strategic Walking Routes in London, which is being managed by the Corporation of London as lead Borough.
- 1.2 Works carried out through this partnership will be complimentary and additional to the other works relating to walking contained in the London Borough of Islington submission.
- 1.3 This project is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk.
- 1.4 This project is London-wide and will complete and promote the six strategic walking routes. These are the London Outer Orbital Path, the Capital Ring, the Thames Path, the Jubilee Walkway, the Green Chain Walk and the Lee Valley Walk.
- 1.5 The London Borough of Islington is committed to completing and promoting the six strategic walks and where the Borough has responsibility for maintaining these routes the Borough will continue its maintenance duties following the completion of any works.

London Bus Priority Network – Led by London Borough of Bromley

[Source: LBPN 2005/06 BSP]

Background

- 1.6 The London Bus Priority Network (LBPN) was originally an 875km network of borough roads across London that complemented the Priority (Red) Routes. It was developed in 1994 by the 33 London boroughs and London Transport who jointly developed in liaison with the Government Office for London (GOL) and the then Traffic Director for London, a cross boundary bus network for the whole of London. From 2003, the LBPN now covers all borough roads that carry buses.

Policies

- 1.7 The strategic policies for the London Bus Priority Network that were put in place at the outset remain broadly the same, pending the emerging Bus Priority Implementation Action Plan (2004-2011) Strategy. These policies are as follows:
 - 1. All the routes in the network would be studied with the objective of introducing bus priority and/or other traffic management measures which seek to improve safety and to free bus operations from the impact of

traffic congestion along (and across) the network of routes to achieve improved reliability and a reduction in overall bus journey times.

The measures would need to be consistent with the Mayor's Transport Strategy, UDP policies and Traffic Management and Parking Guidance, seeking to provide an appropriate balance between the needs of existing and potential bus passengers, businesses, frontages, pedestrians, pedal cyclists (including the 1000 mile strategic cycle network where appropriate) and the related environment.

2. The network includes many categories of roads, which would complement the Transport for London Road Network (TLRN), formerly Priority (Red) Routes, but the London Bus Priority Network would not be designated as Priority Routes.
 3. Boroughs have introduced Special Parking Areas (SPA) and enforcement of traffic regulations on the agreed bus network would be given high priority by the local authorities, taking into account the London Bus Initiative (LBI) Enforcement Service Level Agreements where applicable.
 4. Standard signing would be used in the vast majority of cases.
 5. The routes would be studied with the aim of discouraging through traffic in inner London and outer London where appropriate.
 6. The route studies and implementation of appropriate measures should be financed at no costs to local authorities.
- 1.8 The method of implementing the route studies is similar to that used on Red Routes, but with bias towards buses and with due regard for pedestrians, pedal cyclists and local servicing needs. The measures considered include bus lanes, queue relocation, bus advanced areas (pre-signals), bus gates, Selective Vehicle Detection, BUS SCOOT, SPRINT signal control techniques or traffic management measures such as changes to parking, waiting and loading restrictions and signal timing changes.

The Bus Priority Partnership

- 1.9 The Bus Priority Partnership was created in 2002 to deliver a significant improvement to bus services in accordance with the Mayor's Transport Strategy. The new partnership, which includes Boroughs, Association of London Government, Transport for London, police and bus operators, has been set up with the following objectives:
1. To recommend allocation of funds to all parties for bus priority measures.
 2. To develop and agree longer term Action Plan Programmes for bus priority works to deliver the Mayor's Transport Strategy.
 3. To review programmes, outputs and outcomes for ALL activities leading to improvement on bus services (LBPN; LBI & Enforcement; Sub-Regionals; London Buses (AVL; Countdown)).
 4. To monitor progress and expenditure incurred towards overall aims and objectives.
 5. To link with other transport schemes and initiatives e.g. interchanges and town centre improvements.
 6. To guide and support innovative measures to improve the travelling experiences as perceived by the passengers.

- 1.10 The Bus Priority Partnership Steering Group has agreed the following spending categories for 2005/06 onwards, which demonstrably resolve the problems of unreliability and slow bus journey times:
1. Incomplete/Committed schemes
 2. Essential works for new and/or modified bus routes
 3. Pilot routes/schemes
 4. Other new schemes
 5. Mitigation measures to protect buses
 6. Review of existing schemes
 7. Feasibility studies of future programmes and schemes

London Cycle Network (LCN+) – Led by London Borough of Camden

[Source: LCN+]

Policy Context

- 1.11 The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.
- 1.12 The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.
- 1.13 LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.
- 1.14 Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.
- 1.15 This authority is committed to the implementation of LCN+ network links numbered 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 247 and 248 on land under its control (see figure in Cycling Action Plan). We confirm that these routes and sites are safeguarded, to give protection against contrary proposals.
- 1.16 Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.
- 1.17 The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.
- 1.18 In fulfilment of its responsibility to deliver LCN+ schemes, this authority is

committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

Programme

- 1.19 LCN+ is programmed to be substantially completed by 2009/10.
- 1.20 Table N.1 below is an outline programme to deliver the LCN + network over this period.

Table N.1: Delivering the LCN+ in Islington

Link Number	Crisp Study completed (yr)	Works commence (yr)	Works complete (yr)
106	2006/07	2005/06	2007/08
108	2006/07	2005/06	2007/08
109	2005/06	2006/07	2007/08
110	2004/05	2005/06	2006/07
111	2004/05	2005/06	2007/08
112	2006/07	2007/08	2008/09
113	2004/05	2005/06	2007/08
114 and 248	2005/06	2006/07	2007/08
115	2006/07	2007/08	2008/09
247	2007/08	2008/09	2008/09

N.B. Islington will work with TfL to deliver link 107.

Process

- 1.21 The LCN+ programme for the London Borough of Islington will be developed with our officers and the LCN+ team at LBC.
- 1.22 In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.
- 1.23 Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL's London Cycling Design Standards (LCDS).
- 1.24 In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the 'LCN+ Design Check Procedure'.

- 1.25 All the links within the LCN+ network will have been subject to a CRISP assessment by 2007/8.
- 1.26 This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.
- 1.27 This borough commits to using road safety audit procedures on cycling schemes.

Monitoring and Performance

- 1.28 Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.
- 1.29 Progress on the LCN+ programme will be measured by
- the number of CRISP assessments completed
 - schemes designed and ready for implementation
 - additional route length delivered
- 1.30 A method for measuring additional route length (based on measures of level of service) is being developed by TfL.
- 1.31 The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.
- 1.32 Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long-term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2005/06.

The London Lorry Control Scheme

[Source: ALG]

Summary

- 1.33 The London Lorry Control Scheme (LLCS) is an environmental measure that restricts the movement of heavy goods vehicles during the night-time and at weekends. The LLCS was established through the Greater London (Restriction of Goods Vehicles) Traffic Order 1985, an environmental control measure to stop unnecessary lorry movements disturbing the peace of Londoners at night and weekends. It is enforced by the ALG on behalf of 32 London boroughs. The control applies to vehicles over 18 tonnes in weight. Any vehicles in that category must make the fullest use of a prescribed set of roads when travelling in London at the times the traffic order is in force.

How the scheme operates

- 1.34 The ALG maintains the scheme, issuing permits to those lorry operators with essential business in London (around 56,000 permits per year) and provides assistance to lorry operators with information on routing. Operators are allowed to use a specific route network and this is publicised by the ALG in

the form of the exempt route network The permit system requires operators to register and confirm that they understand the requirements the scheme imposes on them if they want to make journeys at times when the control is enforced. For their part the operators have indicated a preference that the implementation of the rules is standard across the capital. It is this consistency that allows it to be effective as well as the fact that the operators do not need to liaise with a multitude of authorities. A team of enforcement officers operate through the ALG to ensure compliance and currently prosecutes about 2,000 offences under the ban each year.

- 1.35 There is also a complaints 'hotline' which any member of the public can ring to report any night time and weekend lorry disturbance.
- 1.36 The London Lorry Control Scheme was decriminalised under the provisions of the London Local Authorities and Transport for London Act 2003. Individual boroughs attempting to provide this service would have to issue their own permits or not enforce. Part of the process would require the enforcing authority to offer route guidance and establish a protocol with other boroughs to ensure fairness in dealing with drivers who could receive multiple PCNs making one London journey. Therefore, boroughs are able to benefit from one coordinated approach through the ALG. Penalty charges are set at £500 for operators and £100 for drivers with a 50% discount for payment within 14 days.

London European Partnership for Transport (LEPT) – Led by London Borough of Bromley

- 1.37 In April 2006 a new pan-London borough partnership was formed called the London European Partnership for Transport (LEPT). Funded by Transport for London, the aim of this organisation is to increase London boroughs' involvement in European policy and practices, whether this is through more interaction with networks, cooperating on new projects or exchanging best practice with local authorities from other member states.
- 1.38 The partnership operates with Bromley as the lead borough, working to a management committee comprised of representatives from each sub-region (North Central, Seltrans, Sweltrac, Thames Gateway and West London). A steering group comprised of those boroughs with most current experience in European transport work will manage more detailed issues. A full time 'secretariat' based in Bromley coordinates the work of the partnership.
- 1.39 To this end, the London Borough of Islington is committed to supporting the London European Partnership for Transport as a partnership that will:
- Allow a coordinated approach to European project work
 - Provide an efficient process of two-way communication between the relevant stakeholders in London and Europe
 - Provide an effective management structure that allows boroughs to maintain their individual interests and issues whilst benefiting from an overarching objective to promote London within the EU
 - Coordinate future package bids for funding through the appropriate bidding processes, both locally and internationally
- 1.40 Funding for these activities will be bid for and administrated through the lead borough, Bromley, as necessary.

Transport for London Road Network (TLRN) Spending Plan

Introduction

- 1.41 *This section summarises the information on Islington's part of the Transport for London Road Network (TLRN) presented in TfL's TLRN Spending Plan, published in the summer of 2005. This information has been used to inform the council's own transport programming to maximise opportunities for integration of schemes and to assist in co-ordination of works between the council and TfL.*

Network Features – TLRN

- 1.42 Approximately 19km of TLRN within Islington and the A1 through Haringey to the Barnet boundary.

Network Features – Major Junction/Gyratories

- 1.43 The Angel and Nag's Head one way. Archway Gyratory, Highbury Corner, Goswell Road one way system, Old Street Roundabout, A1 Aylmer Road junction with North Hill (Baker's Lane Gyratory).

Network Features – Interchanges

- 1.44
- Angel Station - A1
 - Finsbury Park Station – A503
 - Highbury and Islington Station – A1

Network Features – Structures

- 1.45
- Archway Embankments, underneath Hornsey Lane Bridge
 - City Road Basin Bridge
 - Upper Holloway Bridge – Holloway Road
 - Highbury Corner Bridge
 - Despard Road Subway

Network Features – Routes

- 1.46
- A1 running from Wakely Street south of Angel to the Barnet boundary on Aylmer Road
 - A503 in Islington and Camden linking Haringey/ Hackney to the east and Camden to the west
 - A201 in Camden, Islington and the City (linking A501 and A3211)
 - A501 Pentonville and City Roads from Kings Cross in the west to Old Street in the east via Angel

Schemes for 06/07

- 1.47 Table N.2 contains schemes for the 2006/07 financial year that are subject to funding, review and consultation.

Schemes for years beyond 06/07

- 1.48 The programme for years beyond 2006/07 is under development and the list in table N.3 is not complete and is subject to prioritisation, funding, review and consultation.

Table N.2: Schemes for 06/07

Programme and funding area	Scheme location	Signal works Y/N	Brief description	Estimated cost (£k)	PIAP priority	Outputs/Outcomes
Bus Priority Team (Route 38 Corridor Management Project)	Upper Street from Liverpool Road to south of Berners Road	Y	Northbound bus lane and pre-signal	170	3	Improved bus reliability and journey times, maintaining or improving general traffic movement.
Bus Priority Team (Non-Flagship)	Angel to Highgate Station corridor review	Y	Measures arising from DTO-UTC A1 review	100	2	More efficient operation of A1 corridor for buses, improving reliability
Capital renewal	A1 Upper Street	N	Resurfacing and carriageway re-profiling	250	3	Safer and well drained carriageway surface with improved ride quality
Capital renewal	A503 Camden Road	N	Reconstruction	400	2	Maintenance -safer carriageway surface with reduced potholes and ruts
Capital renewal	A503 Seven Sisters Road	N	Footway Reconstruction	100	3	Maintenance - Improved quality of footway surface
Capital renewal	Highbury Corner Bridge Upgrade	N	Bridge Upgrade	100	1	Increased life of asset
Capital renewal	Upper Holloway Bridge Upgrade	N	Bridge Upgrade	100	1	Increased life of asset
LRSU	Seven Sisters Road/Hornsey Road	Y	Design and Implementation of junction improvements	110	2	Reduction in accidents by providing green man crossing facilities on all arms
LRSU	A201 Farringdon Rd/Margery Street	Y	Design and Implementation of junction improvements	160	2	Reduction in accidents by providing green man crossing facilities on all arms
Walking	City Rd/Goswell Triangle	Y	Environmental Improvements	100	3	Increased urban quality and use of space
Bus Priority	Route 43 Archway Rd – Bottleneck Study	N	Implementation of Bus Priority measures	131	3	Bus delay at a pinch point will be reduced

Appendix N – Partnerships and common statements

Programme and funding area	Scheme location	Signal works Y/N	Brief description	Estimated cost (£k)	PIAP priority	Outputs/Outcomes
Cycling	A1 Holloway Road/Madras Place	Y	Improve crossing facility for cyclists	30	2	Improved conditions for cycling
Various	Various		Individual Schemes under 100k	739	4	Various
Cycling	A503 Seven Sisters Road / St Thomas Road (LCN+ links 107 and 108)	N	Cycling improvements including implementing outcomes from CRISP study in 2005/06	250	4	Implementation of improvements for cyclists
Capital renewal	A1 Upper Street	N	Resurfacing and carriageway re-profiling	250	3	Safer and well drained carriageway surface with improved ride quality
Capital renewal	A503 Camden Road	N	Reconstruction	400	2	Maintenance -safer carriageway surface with reduced potholes and ruts

Source: Transport for London, TLRN Spending Plan 2005, 2005

Table N.3: Schemes for years beyond 06/07

Programme and funding area	Scheme location	Signal works Y/N	Brief description	Estimated cost (£k)	PIAP priority	Outputs/Outcomes
Capital renewal	A503 Seven Sisters Road	N	Footway Reconstruction	100	3	Improved quality of footway surface
Capital renewal	Highbury Corner Bridge Upgrade	N	Bridge Upgrade	1,000	1	Increased life of asset
Capital renewal	A1 Archway Road Footway reconstruction	N	A1 Archway Road Footway reconstruction	100	4	Improved quality of footway surface
Capital renewal	A1 Islington High Street	N	Carriageway resurfacing	200	4	Safer carriageway surface
Capital renewal	A503 Isledon Road	N	Footway Reconstruction	100	4	Improved quality of footway surface
Capital renewal	A503 Tollington Road	N	Footway Reconstruction	100	4	Improved quality of footway surface
Local improvement	A1 City Road/Goswell Triangle	Y	Reconstruction and realignment	100	3	Increased urban quality and use of space
Capital renewal	A1 Upper Street - Islington Park Street to Richmond Grove	N	Resurfacing	100	3	Safer and well drained carriageway surface with improved ride quality
Capital renewal	A201 Farringdon Road	N	Resurfacing and carriageway re-profiling	250	4	Safer and well drained carriageway surface with improved ride quality
Capital renewal	Despard Road Subway	Y	Decommissioning of subway. Install new surface crossing	225	3	Improved safety and accessibility
Local improvement	City Rd/Windsor Terrace	N	Streetscape	300	4	Increased urban quality and use of space
Various	Various		Individual Schemes under 100k	565		Various
Capital renewal	A503 Seven Sisters Road	N	Footway Reconstruction	100	4	Improved quality of footway surface

Appendix N – Partnerships and common statements

Programme and funding area	Scheme location	Signal works Y/N	Brief description	Estimated cost (£k)	PIAP priority	Outputs/Outcomes
Capital renewal	A503 Isledon Road	N	Footway Reconstruction	100	4	Improved quality of footway surface
Capital renewal	A503 Tollington Road	N	Footway Reconstruction	100	4	Improved quality of footway surface.
Capital renewal	A1 Upper Street - High Paving	N	Footway Reconstruction	220	3	Improved quality of footway surface.
Local improvement	City Rd/Windsor Terrace	N	Streetscape	200	4	Increased urban quality and use of space.
Local improvements	Various	N	Guardrailing review and removal	50	2	Potential for improved street scene environment
Cycling	Various locations (LCN+ Links)	Y	Implement outcomes from CRISP studies	200	2	Improved conditions for cycling
Cycling	A3 Robin Hood Roundabout (various LCN+ Links)	N	Improve links for cyclists across the A3 and Robin Hood roundabout junction	100	2	Improve permeability and reduce severance for cyclists
Cycling	Various locations (LCN+ Links 127 – 137 and 139)	Y	Implement improvements for cyclists	1000	2	Improved conditions for cycling

Source: Transport for London, TLRN Spending Plan 2005, 2005

2.0 Sub-regional partnerships

Central London Partnership – Led by Royal Borough of Kensington & Chelsea

[Source: CLP 2005/06 BSP]

Background

- 2.1 CLP acts as a facilitator and coordinator, bringing partners together to achieve change to improve central London as a place to live, work, invest and visit. CLP intends to progress strategic schemes that are sub-regional in nature, have potential to deliver benefits across a wider area of central London or make a best value use of resource through a consistent cross-boundary approach.

Objectives

- 2.2 The focus is on an interlinked series of interventions that are designed to contribute to:
- An increase in the number of people walking, cycling and using other sustainable forms of transport in central London and to address, wherever possible, the deterrents to use these;
 - A reduction in dependency on the car, with associated benefits for air quality and safety on the streets;
 - Addressing problems of social inclusion by tackling some of the transport related causes and meeting the needs of some of the less visible sectors of society;
 - Bringing about better conditions for walking in central London by contributing to an improved physical environment and public realm, which in turn helps to create both more, and also more equitable economic opportunities;
 - An increase in the number of employees cycling, and an associated improvement in their business's cycling infrastructure.

Commitment to the CLP Project

- 2.3 CLP schemes engender a consistent approach to problem resolution and contribute to ameliorating both the existing problems and the impact of London's proposed growth. The schemes address walking, cycling, car share and car club initiatives, with particular reference to joint working with business where appropriate. The projects are cross-borough strategic in order to develop a consistent approach to scheme identification, development and implementation and to champion emerging 'best practice'.

Co-ordination with Other Authorities

- 2.4 Further partners, including the Royal Parks, The Crown Estate and English Heritage, on the walking projects and London Cycle Campaign, Sustrans and business representatives of the cycling projects, have also been invited to participate in the development and implementation of ideas to promote and assist transport initiatives in central London. TfL is also included in several steering groups, for instance, for walking to ensure co-ordination is achieved and overlaps avoided and the TLRN is considered as an integral part of the

network.

- 2.5 The groups formed for each form of transport have adopted formal management structures and developed detailed scheme selection procedures. The procedures will help identify those proposals that are likely to help achieve the objectives, and priority actions, set out in the Mayor's Transport Strategy.