

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016  
APPENDIX H



LIP Proposal Delivery Forms (web-based)

## Introduction

The forms included in this appendix are required by Transport for London as part of the Local Implementation Plan (LIP) Guidance for London boroughs. Islington's Sustainable Transport Strategy (STS) will fulfil the Mayor of London's requirement to produce a Local Implementation Plan.

This appendix includes 28 Form 1 LIP Proposal Delivery Forms, followed by a summary of these in Form 2, the LIP proposal summary sheet. These forms are intended to provide specific information to Transport for London, particularly in terms of how Islington's proposals help to implement specific proposals and policies from the Mayor's Transport Strategy (MTS) published in 2001. This information comes from chapter 4, chapter 5 and appendix A of Islington's STS.

Please note that Form 1s have not been produced for STS proposals that do not require funding or will be funded through other sources.

## List of Forms (1 and 2)

Form 1	STS Proposal and Description	MTS Policy Ref	Page
1-HI1	<b>HI1 Principal Roads</b> To return the borough's principal roads (footway and carriageway) to a state of good repair by March 2010	4G.Pr25, Pr26	5
2-HI2	<b>HI2 Local Roads</b> To return the borough's local roads (footway and carriageway) to a state of good repair	4G.Pr25, Pr26	7
–	<b>HI3 Road Maintenance</b> To continue to maintain the local and principal road network to prevent further deterioration	4G.Pr25, Pr26	–
–	<b>HI4 Street Furniture</b> To enhance the visual appearance of Islington's transport environment and to reduce 'street clutter'	4G.Pr11	–
3-HI5	<b>HI5 Street Lighting</b> To replace 70% of the borough's street lights and 100% of sub-standard street lights by 2008	4G.Pr7, Pr9, Pr11 4I.Pr2-3, Pr8	9
–	<b>HI6 Street Cleansing</b> To maintain clean footways on the borough's road network	4G.Pr11	–
4-HI7	<b>HI7 Drainage</b> To work with TfL and Thames Water to improve the condition of the borough's main drainage systems	4G.Pr25, Pr26	11
–	<b>HI8 Signage</b> To standardise and rationalise street signage to ensure that essential information for all forms of travel is accessible and attractive	4G.Pr11 4I.Pr6, Pr8	–
–	<b>HI9 Gritting</b> To provide an efficient gritting service on borough highways where and when required	–	–
5-BR1	<b>BR1 Bridges and Structures</b> To strengthen all Council bridges and structures to a load-bearing standard to maintain the integrity and safety of the road network	4G.Pr25, Pr26	13
6-BR2	<b>BR2 Bridges and Structures</b> To work with other agencies (including Network Rail, London Underground, TfL and British Waterways) to strengthen all bridges and structures within their responsibility to a load-bearing standard to maintain the integrity and safety of the transport network	4G.Pr25, Pr26	15

Form 1	STS Proposal and Description	MTS Policy Ref	Page
7-Traffic Calming	<b>TR1 20mph Zones</b> To establish 20mph as the speed limit in all residential areas through continued implementation of 20mph zones across the borough	4G.Pr7, Pr9	18
	<b>TR2 Home Zones</b> To pilot shared priority 'home zones' to make Islington's residential streets safer		
8-LS1	<b>LS1 Local Safety Schemes</b> To continue to monitor and investigate accident patterns in the borough and to implement local safety schemes to reduce accident levels in line with national and local road safety targets	4G.Pr7, Pr9	20
9-School Travel	<b>SR1 Safer Routes through Engineering Measures</b> To continue to implement physical engineering measures to provide safer routes to Islington's schools	3.Pr2, Pr4-6, 4G.Pr7, Pr9-12, Pr14, Pr18-20, Pr24 4H.Pr3 4I.Pr1-8 4J.Pr1, Pr3-8 4K.Pr3-4 4P.Pr4	22
	<b>SR2 School Crossing Patrol Service</b> To continue to co-ordinate and to expand the school crossing patrol service		
	<b>ST1 School Travel Plans</b> To introduce and actively promote school travel plans to all centres of education in the borough by 2008-09		
10-RS1	<b>RS1 Road Safety Education and Training</b> To provide road safety education to all members of the community, with a focus on higher-risk groups and parts of the borough	4G.Pr7	24
11-Travel Awareness	<b>TA1 Travel Plan Promotion</b> To actively promote and, where possible, require the adoption and implementation of green travel plans among Islington's businesses, schools, universities, community facilities and new developments	3.Pr2, Pr4-6 4G.Pr7, Pr9-12, Pr14, Pr18-20, Pr24 4H.Pr3 4I.Pr1-8 4J.Pr1, Pr3-8 4K.Pr3-4 4P.Pr4	26
	<b>TA2 Travel Awareness Education and Events</b> To continue to promote more sustainable transport through ongoing education, resources and events		
	<b>TA3 City Car Clubs</b> To provide an on-street car club parking bay within five minutes walk of all households in the borough by 2006-07		
-	<b>AC1 Mobility Forum</b> To engage with the disabled community to identify the barriers to independent mobility and to ensure that all transport improvements meet the needs of all sectors of the community	3.Po9, Pr1	-
12-Accessibility	<b>AC2 Accessibility of Pedestrian Crossings and Junctions</b> To bring all controlled pedestrian crossings to an accessible standard and to continue to improve the accessibility of all crossings and junctions	3.Po9 4O.Po1, Po2 4I.Pr2, Pr8	28
	<b>AC3 Improving Accessible Transport Services</b> To review accessible transport services provided by the council and the voluntary and community sectors, especially where this would lead to more efficient and user-friendly services		
	<b>AC4 Scootability and Shopmobility</b> To deliver and monitor a pilot Scootability electric mobility scooter loan scheme, and to seek to establish Shopmobility services in the local town centres		
	<b>AC5 PlusBus Accessible Hail-and-Ride Bus Network</b> To continue to provide and expand the PlusBus wheelchair accessible hail-and-ride bus network		
13-Walking	<b>W1 Promoting Walking</b> To actively promote walking as a viable transport mode highlighting the health and community benefits	3.Pr2, Pr4-6 4G.Pr10, Pr11 4I.Pr2-8 4K.Pr4	30
	<b>W2 Walking Routes and Networks</b> To enhance existing walking routes and create new walking routes and networks throughout Islington		
	<b>W3 Walking Audits</b> To carry out walking audits for all major council traffic schemes		

Form 1	STS Proposal and Description	MTS Policy Ref	Page
14-Area Based Schemes	<b>W4 Streets for People and Area-Based Schemes</b> To deliver area-based environmental improvement schemes to make Islington's key centres and regeneration areas more people-friendly	3Pr1-6, Po8 4D.Pr3, Pr6 4E.Pr9,Pr13	32
15-A1 Flagships	<b>W4 A1 Flagships</b> A series of measures at key sites along the A1 corridor concentrating on environmental improvements, developing and improving public spaces, road safety, improved public realm and reducing arterial severance.	4F.Pr11 4G.Pr10,Pr11 4I.Pr2-8 4J.Pr1, Pr3-8	34
16-A1 Liveability	<b>W4 A1 Liveability</b> Measures designed to directly affect targeted groups: improved accessibility for mobility impaired people, support for regeneration initiatives, improved personal security, pedestrian and cyclist facilities, removal of barriers to movement and encouraging sustainable modes.	4K.Pr4 4N.Pr5 4O.Pr1-14 4P.Pr5	36
17-Regeneration	<b>W4 Regeneration</b> Proposals that will assist achievement of sustainable development, open up opportunities for job creation and to meet other TfL objectives such as for Equality and Inclusion.		38
18-Cycling	<b>C1 Promoting Cycling</b> To actively promote cycling as a viable transport mode highlighting the health and community benefits	4J Po1, Pr1, Pr3-9	41
	<b>C2 Cycle Routes</b> To enhance existing cycle routes and create new cycling routes throughout Islington		
	<b>C3 Cycling Audits</b> To carry out cycling audits for all major council traffic schemes		
	<b>C4 Cycle Parking and End-of-Trip Facilities</b> To provide more and higher-quality cycle parking facilities in Islington, and to promote the provision of end-of-trip facilities by workplaces		
	<b>C5 Advanced Stop Lines (ASLs)</b> To continue to install and maintain advanced stop lines (ASLs) for cyclists at all signalised junctions where appropriate		
19-B1	<b>B1 Bus Priority</b> To continue to improve bus journey time and reliability by giving buses higher priority over general vehicle traffic where appropriate	4F.Pr2-3, Pr6-8 4G.Pr4	43
20-B2	<b>B2 Bus Stop Accessibility</b> To address barriers to mobility at all stages of a bus journey, including bus stop accessibility	4F.Pr11	45
-	<b>B3 Improvements to Bus Services</b> To lobby TfL and London Buses to enhance existing services and to introduce new routes in parts of the borough that are poorly served by the existing network	-	-
21-RU1	<b>RU1 Station Access</b> To improve access to rail and underground stations and bus interchanges in Islington	3Pr1-6, Po8 4D.Pr3, Pr6 4E.Pr9,Pr13	47
-	<b>RU2 Improvements to Rail and Underground Services</b> To continue to lobby for improved rail and Underground services in Islington, with particular emphasis on the issues of improving accessibility and reducing over-crowding, particularly where this will support regeneration	4F.Pr11 4G.Pr10,Pr11 4I.Pr2-8 4J.Pr1, Pr3-8 4K.Pr4	-
-	<b>RU3 National and International Links</b> To work with our partners to improve national and international rail links in and around Islington, enhance connections to and within Islington and support improved public transport links between Islington and international airports	4N.Pr5 4O.Pr1-14 4P.Pr5	-
22-CPZs	<b>P1 Controlled Parking Zones</b> To continue to implement the council's CPZ programme throughout the residential areas of the borough where residents are supportive	4F.Pr21 4GPr1, Pr15-17 4H.Pr2	49
	<b>TW1 Powered Two-Wheelers</b> To provide secure parking for powered two-wheeled vehicles where necessary, to help reduce PTW theft and anti-social PTW use particularly in residential areas	4G.Pr1	

Form 1	STS Proposal and Description	MTS Policy Ref	Page
23-E9	<b>Policy E9 Parking Enforcement</b> We will ensure that parking regulations are firmly and fairly enforced	4F.Pr21 4GPr1, Pr15-17 4H.Pr2	51
24- Environment	<b>EN1 Air Quality</b> To reduce the air pollution generated within Islington's transport network	3.Pr2, Pr7	53
	<b>EN3 Energy</b> To reduce the energy consumed and the greenhouse gas emissions produced by transport in Islington	3.Pr2, Pr7	
-	<b>EN2 Noise</b> To reduce noise from transport in Islington, including through speed reduction, environmental improvements and promoting use of quieter vehicles	3.Pr4	-
-	<b>EN4 Waste</b> Minimise the environmental impact of the movement of waste in Islington, especially through operational improvements and use of cleaner-fuel fleet vehicles	3.Pr6	-
-	<b>EN5 Biodiversity</b> To protect or replace wildlife habitats impacted on or threatened by the transport network, including existing railway sidings	3.Pr5	-
25- Freight	<b>F1 Lorry Bans</b> To continue to maintain existing lorry bans and to introduce new lorry bans in appropriate areas	4K.Pr1-4	55
	<b>F2 Freight Quality Partnership</b> To work with local businesses to improve delivery arrangements in Islington, especially through a freight quality partnership	4K.Pr2	
-	<b>TW2 Powered Two-Wheelers</b> To actively encourage the take up of electric scooters	3.Pr2 4G.Pr12	
26-Taxi	<b>TX1 Mini-Cab Safety</b> To work with TfL and the Public Carriage Office to improve the personal safety of mini-cab passengers	3.Pr1 4D.Pr3, Pr6 4E.Pr9, Pr13	57
	<b>TX2 Taxi Waiting Areas</b> To improve taxi waiting areas in Islington	4F.Pr11 4N.Pr5, 4O.Pr1-14 4P.Pr5	
-	<b>WT1 Water</b> To work with British Waterways and TfL to improve safety and accessibility to the Regent's Canal towpath	4N.Pr5	-
27-PFS	<b>Policies AC1-6 People Friendly Streets</b> The People Friendly Streets programme is a series of planned measures to improve pedestrian facilities and access..	3Pr1-6, Po8 4D.Pr3,Pr6 4E.Pr9,Pr13 4F.Pr11 4G.Pr10,Pr11 4I.Pr2-8, 4J.Pr1, Pr3-8 4K.Pr4 4N.Pr5 4O.Pr1-14 4P.Pr5	59
28-LEM	<b>Local Environmental Measures</b> The Local Environmental Measures is a responsive fund allocated from Council funds to address local transport and environmental issues across the Borough.	All	61
<b>Form 2 – LIP Proposal Summary Sheet</b>			63

Form 1-HI1

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop HI1</b> To return the borough's principal roads (both footway and carriageway) to a state of good repair by March 2010
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	Planned Maintenance is expected to continue annually beyond the LIP planning cycle of 2005-09

### Description of Main Elements:

#### Scheme Details

To restructure and/or resurface the Borough's Principal Roads down to concrete road base level where it is needed to prevent further deterioration. To clear the backlog of Principal Roads in the UKPMS 70 and over category. All programmed works are consistent with bringing carriageway conditions in line with BVPI96 targets.

#### Scheme Element Objectives

To achieve the BVPI96 target the Borough requires a funding settlement of approximately £3 million each year to bring the remaining 8 Principal Roads up to standard.

#### Prioritisation Criteria

The programming of these roads will be dependent on a number of factors:

- Planned utilities work
- The implications and notification requirements of the Traffic Management Act 2004
- Efficiency savings: where synergies between existing funded projects can be identified and delivery programmed to achieve all objectives with one works programme

LBI will prioritise those roads with the worst UKPMS condition of both carriageway and footway. Where roads are of equally serious condition those with particularly poor footway condition will be prioritised.

The following table lists the Principal Roads that require work in current priority order:

Road Name	Road Ref.
Brecknock Rd/York Way	A5200
Junction Rd/St Johns Grove	A400
Rosebery Ave	A401
Stroud Green Rd/Crouch Hill	A102
St Paul's Rd/Balls Pond Rd	A1199
Essex Rd	A104
Old Street/Clerkenwell Rd	A5201
Caledonian Rd/Hillmarton Rd	A5203

#### Beyond 2008/2009

Once the Principal Roads have been brought up to standard, a continuous maintenance element will be required. This funding is anticipated to be required annually to ensure roads are maintained to:

- BVPI96 target standards
- Ensure that Borough Principal Roads are maintained to the acceptable UKMPS condition index
- Allow appropriate levels of revenue funding to protect past levels of capital investment and ensure Best Value

#### Relevant LIP Chapter or additional information

Additional information is contained in the 'Highways Infrastructure' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.

Key Delivery Partners		Dependencies and Risks																																			
<ul style="list-style-type: none"> <li>term contractor for delivery</li> <li>Transport for London</li> <li>neighbouring boroughs</li> </ul>		<ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>																																			
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Modal Impact		Cross Cutting Goals																																			
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																
FUNDING REQUIRED FROM BSP	1200	3000	3000	3000	10200																																
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																
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OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																		
TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

Form 2-HI2

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop HI2</b> To return the borough's local roads (both footway and carriageway) to a state of good repair
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	Planned Maintenance is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b></p> <p>To restructure and/or resurface the Borough's Local Roads down to concrete road base level where it is needed to prevent further deterioration. To clear the backlog of Local Roads in the UKPMS 70 and over category. All programmed works are consistent with bringing carriageway conditions in line with BVPI96 targets.</p> <p><b><u>Scheme Element Objectives</u></b></p> <p>To achieve the BV97a &amp; b target the Borough requires a funding of approximately £28 million to bring the Local Roads up to standard.</p> <p><b><u>Prioritisation Criteria</u></b></p> <p>The programming of these roads will be dependent on a number of factors:</p> <ul style="list-style-type: none"> <li>• Planned utilities work</li> <li>• The implications and notification requirements of the Traffic Management Act 2004</li> <li>• Efficiency savings: where synergies between existing funded projects can be identified and delivery programmed to achieve all objectives with one works programme</li> </ul> <p>Islington Council will prioritise those roads with the worst UKPMS condition of both carriageway and footway. Where roads are of equally serious condition those with particularly poor footway condition will be prioritised.</p> <p>The following table lists the Local Roads that require work in current priority order:</p> <p><b><u>Beyond 2009/2010</u></b></p> <p>Once the Local Roads have been brought up to standard, a continuous maintenance element will be required. This funding is anticipated to be required annually to ensure roads are maintained to:</p> <ul style="list-style-type: none"> <li>• BV97 target standards</li> <li>• Ensure that Borough Local Roads are maintained to the acceptable UKMPS condition index</li> <li>• Allow appropriate levels of revenue funding to protect past levels of capital investment and ensure Best Value</li> </ul> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information is contained in the 'Highways Infrastructure' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>

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OTHER FUNDING SOURCES	AMOUNT	STATUS		COMMENTS																																	
TFL OUTSIDE BSP	£0k	N/A		N/A																																	
BOROUGH RESOURCES	£6000k	Requested		N/A																																	
PARTNERS (specify here)	£0k	N/A		N/A																																	
OTHER (PFI)	£0k	N/A		Details of PFI bid TBC																																	

Form 3-HI5

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop HI5</b> To replace 70% of the borough's street lights and 100% of sub-standard street lights by 2008		
<b>Location:</b>	Borough-wide (details below)		
<b>Dates:</b>	Planned Maintenance is expected to continue annually beyond the LIP planning cycle of 2005-09		
<b>Description of Main Elements:</b>			
<p><b><u>Scheme Details</u></b> Well-lit streets are needed to ensure that people feel safe and secure when they are moving around the borough.</p> <p><b><u>Scheme Element Objectives</u></b> The council has agreed a 25-year private finance initiative (PFI) contract to replace and maintain its street lights. Under this contract 70% of existing street lights will be replaced by 2008, including all sub-standard street lights. Renewable energy sources are used to power Islington's street lights.</p> <p><b><u>Beyond 2008/2009</u></b></p> <ul style="list-style-type: none"> <li>• The PFI is will extend well beyond the LIP time horizon and ensures a planned approach to future years resource demands and street lighting provision.</li> </ul> <p><b><u>Relevant LIP Chapter or additional information</u></b> Additional information on street lighting is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>			
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• PFI contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul>		<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>	
<b>Delivering the Mayor's Transport Strategy in Islington</b>			
<p>The purpose of the borough street lighting programme is to:</p> <ul style="list-style-type: none"> <li>• Maintain good lighting levels on all borough roads.</li> <li>• Improve accessibility of borough streets.</li> <li>• Improve visibility and road safety.</li> <li>• Improve perceptions of safety and security.</li> <li>• Encourage street activity.</li> <li>• Provide support to improving the attractiveness of borough town centres.</li> </ul>		<b>MTS Priority Area</b>	<b>LIP Guidance Target Number</b>
		I, VI	N/A
		4G.Pr7, 4G.Pr9, 4G.Pr11 4I.Pr2-3, & 4I.Pr8	

Modal Impact		Cross Cutting Goals																																			
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																
FUNDING REQUIRED FROM BSP	0	0	0	0	0																																
FUNDING FROM OTHER SOURCES	1551	1800	2550	2700	8601																																
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OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																		
TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£8,601k	Approved	Street Lighting PFI																																		

Form 4-HI7

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop HI7</b> To work with TfL and Thames Water to improve the condition of the borough's main drainage systems		
<b>Location:</b>	Borough-wide (details below)		
<b>Dates:</b>	Planned Maintenance is expected to continue annually beyond the LIP planning cycle of 2005-09		
<b>Description of Main Elements:</b>			
<p><b><u>Scheme Details</u></b></p> <p>There have been several major incidents involving burst water mains in the borough in recent years. These have caused severe traffic disruption sometimes over extended periods, as well as damage to local shops and lost business.</p> <p><b><u>Scheme Element Objectives</u></b></p> <p>A major programme of investment in Islington's drainage system is in hand. The council will work with TfL and Thames Water to ensure that this investment causes minimum disruption to the daily lives of local people, and provides long-term benefits.</p> <p><b><u>Prioritisation Criteria</u></b></p> <p>The council will also ensure that any traffic scheme that it constructs includes appropriate facilities to deal with surface water run-off.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information on 'Drainage and Water Supply' is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>			
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Thames Water</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul>		<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Emergency or planned utility works</li> </ul>	
<b>Delivering the Mayor's Transport Strategy in Islington</b>			
		<b>MTS Priority Area</b>	<b>LIP Guidance Target Number</b>
<p>The purpose of the borough drainage programme is to:</p> <ul style="list-style-type: none"> <li>• Minimise traffic disruption from problems associated with poor drainage or utility problems.</li> <li>• Improve journey time reliability.</li> <li>• Provide Best Value for maintenance works by minimising revisits and excavations to recently resurfaced roads.</li> <li>• Avoid pooling or water-logging and any associated damage or disruption.</li> </ul>		VIII	14
		<b>Relevant MTS Proposals and Policies</b>	
		4G.Pr25 4G.Pr26	

Modal Impact		Cross Cutting Goals																																				
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FUNDING REQUIRED FROM BSP	0	0	0	0	0																																	
FUNDING FROM OTHER SOURCES	0	1000	1000	1000	3000																																	
TOTAL FUNDING REQUIRED	0	1000	1000	1000	3000																																	
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																			
TFL OUTSIDE BSP	£0k	N/A	N/A																																			
BOROUGH RESOURCES	£3000k	Requested	-																																			
PARTNERS (specify here)	£0k	N/A	N/A																																			
OTHER (specify here)	£0k	N/A	N/A																																			

Form 5-BR1

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop BR1</b> To strengthen all Council bridges and structures to a load-bearing standard to maintain the integrity and safety of the road network
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	Planned measures and assessments are expected to continue annually beyond the LIP planning cycle of 2005-09

### Description of Main Elements:

#### Scheme Details

This programme sets out a potential 4 stage process co-ordinated through LoBEG:

- Stage 1: Assessment - This assessment will be carried out by LoBEG to determine the current condition of the structure. If deemed necessary this assessment will result in the structure being recommended for stage 2.
- Stage 2: Post LoBEG assessment/feasibility programme – a detailed feasibility study with recommendations for appropriate measures for strengthening and recommendations to progress to stage 3.
- Stage 3: Design and estimate stage - detailed design works programme including estimates for consideration by LoBEG and TfL for implementation
- Stage 4: Implementation of agreed programme of strengthening works

Current estimates are based on average structural strengthening. The current programme does not account for any serious structural works. Any such problems found at the assessment stage are likely to significantly increase the overall cost of the proposed programme.

#### Scheme Element Objectives

To protect the capacity, integrity and safety of the road network.

#### Prioritisation Criteria

Prioritisation of the bridge strengthening programme across London is co-ordinated through the London Bridge Engineers Group (LoBEG). Surveys and assessments are carried out in partnership with the London Technical Advisory Group (LoTAG) and LoBEG.

The following table lists the Council bridges and structures which require assessment for possible strengthening and/or interim measures:

Ref	Structure
S01	Rosebery Avenue Pipe Subway
S02	Caledonian Road (Thornhill) Bridge
S03	Crouch Hill Bridge
S04	Hornsey Road Bridge (over Archway Road)
S05	Mount View Road Bridge
S06	Packington Street Bridge
S07	Rosebery Avenue / Warner St Bridge
S08	Wharf Road Bridge
S09	Willow Bridge Road Bridge
S10	York Way Bridge 40 40

#### Beyond 2009/2010

Once the structures have been brought up to standard, a continuous programme of inspection, assessment and potential measures will be required. Funding is anticipated to be required annually to ensure structures continue to maintain:

- Appropriate levels of safety
- Road user capacity for all modes
- The operational road network

#### Relevant LIP Chapter or additional information

Additional information on 'Bridges and Structures' is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A. The bridges in the Borough are mapped in 'Interactive Islington'. Full details of how to use the GIS website to view maps is contained in the Executive Summary of the Sustainable Transport Strategy.

Key Delivery Partners		Dependencies and Risks																																			
<ul style="list-style-type: none"> <li>Network Rail, British Waterways and Transport for London</li> <li>Train Operating Companies</li> <li>Selected contractor for delivery</li> <li>LoBEG</li> </ul>		<ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>Current estimates are based on average structural strengthening. The current programme does not account for any serious structural defects. Any such problems found at the assessment stage are likely to significantly increase the overall cost of the proposed programme.</li> <li>Lack of availability of contractors to tender competitively.</li> </ul>																																			
Delivering the Mayor's Transport Strategy in Islington																																					
<p>The purpose of the Council bridge and structure strengthening programme is:</p> <ul style="list-style-type: none"> <li>Safety</li> <li>Getting London moving</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>Clear the backlog of borough structures that require strengthening; and</li> <li>Prevent further deterioration of the road network and borough assets.</li> <li>Improve traffic flows and network capacity.</li> </ul>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																	
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																
FUNDING REQUIRED FROM BSP	N/A	350	350	350	1050																																
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																
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OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																		
TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

Form 6-BR2

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop BR2</b> To work with other agencies (including Network Rail, London Underground, TfL and British Waterways) to strengthen all bridges and structures within their responsibility to a load-bearing standard to maintain the integrity and safety of the transport network
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	Planned measures and assessments are expected to continue annually beyond the LIP planning cycle of 2005-09

### Description of Main Elements:

#### Scheme Details

This programme sets out a potential 4 stage process co-ordinated through LoBEG:

- Stage 1: Assessment – This assessment will be carried out by LoBEG to determine the current condition of the structure. If deemed necessary this assessment will result in the structure being recommended for stage 2.
- Stage 2: Post LoBEG assessment/feasibility programme – a detailed feasibility study with recommendations for appropriate measures for strengthening and recommendations to progress to stage 3.
- Stage 3: Design and estimate stage - detailed design works programme including estimates for consideration by LoBEG and TfL for implementation
- Stage 4: Implementation of agreed programme of strengthening works

Current estimates are based on average structural strengthening. The current programme does not account for any serious structural works. Any such problems found at the assessment stage are likely to significantly increase the overall value of the proposed programme.

The following table lists the Borough bridges and structures under Network Rail, British Waterways and TfL responsibility which require assessment for possible strengthening and/or interim measures:

Ref	Structure	Responsible body
S11	Frog Lane Bridge - Danbury Street	British Waterways
BOK 118	Roman Way – Barnsbury N span	Network Rail
BOK 120	Barnsbury Grove	Network Rail
BOK 121	St Clement St – Barnsbury	Network Rail
BOK 122	Westbourne Road - Arundel Square	Network Rail
BOK 123	Arundel Place	Network Rail
BOK 124	Liverpool Road – N span	Network Rail
BOK 128	Corsica Street	Network Rail
BOK 132	Highbury Grove	Network Rail
BOK 133	Wallace Road Canonbury	Network Rail
BOK 142	King Henry's Walk	Network Rail
BOK 143	Kingsbury Road	Network Rail
CFP 1	Drayton Park Railtrack	Network Rail
CFP 1T	Canonbury Tunnel	Network Rail
ECM1 6TC	Copenhagen Tunnel	Network Rail
MCL 17	Vine Street	Network Rail
MCL 20	Clerkenwall No 1 Tunnel	Network Rail
MEB 1	Drayton Park Road	Network Rail
TAH1 10	Sussex Way	Network Rail
TAH1 12	Nugent Road	Network Rail
TAH1 13	Ormond Road	Network Rail
TAH1 14	Crouch Hill	Network Rail
TAH1 7	Junction Road	Network Rail
MCL 16	Clerkenwell Road	Network Rail
TAH1 9	Holloway Road	TfL
MCL 13	Cowcross Street 40 40	TfL
MCL 21	Clerkenwell No 2 Tunnel	TfL

**Scheme Element Objectives**

To protect the capacity, integrity and safety of the road network.

**Prioritisation Criteria**

Prioritisation of the bridge strengthening programme across London is co-ordinated through the London Bridge Engineers Group (LoBEG). Surveys and assessments are carried out in partnership with the London Technical Advisory Group (LoTAG) and LoBEG.

**Beyond 2009/2010**

Once the structures have been brought up to standard, a continuous programme of inspection, assessment and potential measures will be required. Funding is anticipated to be required annually to ensure structures continue to maintain:

- Appropriate levels of safety
- capacity for all modes
- The operational road network

**Relevant LIP Chapter or additional information**

Additional information on 'Bridges and Structures' is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A. The bridges in the Borough are mapped in 'Interactive Islington'. Full details of how to use the GIS website to view maps is contained in the Executive Summary of the Sustainable Transport Strategy.

Key Delivery Partners	Dependencies and Risks
<ul style="list-style-type: none"> <li>• Network Rail, British Waterways and Transport for London</li> <li>• Train Operating Companies</li> <li>• Selected contractor for delivery</li> <li>• LoBEG</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Current estimates are based on average structural strengthening. The current programme does not account for any serious structural works. Any such problems found at the assessment stage are likely to significantly increase the overall value of the proposed programme.</li> <li>• Lack of availability of contractors to tender competitively</li> </ul>

**Delivering the Mayor's Transport Strategy in Islington**

	<b>MTS Priority Area</b>	<b>LIP Guidance Target Number</b>	<b>Relevant MTS Proposals and Policies</b>
<p>The purpose of the strengthening programme for bridges and structures, under Network Rail, British Waterways and TfL responsibility, is to ensure:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Getting London moving</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>• Clear the backlog of borough structures that require strengthening; and</li> <li>• Prevent further deterioration of the road network and borough assets.</li> <li>• Improve traffic flows and network capacity.</li> </ul>	VIII	14	4G.Pr25 4G.Pr26

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Environmental impacts**	positive																																				
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																
FUNDING REQUIRED FROM BSP	0	700	700	700	2100																																
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																
TOTAL FUNDING REQUIRED	0	700	700	700	2100																																
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																		
TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

## Form 7-Traffic Calming

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<p><b>Prop TR1</b> To establish 20mph as the speed limit in all residential areas through continued implementation of 20mph zones across the borough</p> <p><b>Prop TR2</b> To pilot shared priority 'home zones' to make Islington's residential streets safer</p>
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	The council has developed a ten-year programme to deliver a 20mph zone to every part of the borough that wants one.

**Description of Main Elements:****Scheme Details**

Measures may include:

- Entry treatments
- New and reviews of existing traffic signals
- Speed & Junction tables
- Speed cushions
- Pedestrian improvements
- Road closures and One-Way working
- Non-physical measures such as camera enforcement

The council is also interested in piloting 'home zones' in Islington. These pilots are planned to use road safety measures included within the 20mph Zone programme as a basis for any proposed 'home zone'. The council will further explore less expensive ways to re-design an area for shared priority and to create a safer, more accessible environment for residents.

**Scheme Element Objectives**

The purpose of the LB Islington 20 MPH Zone and Home Zone pilot programme is to reduce accidents and improve the local street environment by reducing vehicle speeds and deterring through traffic.

**Beyond 2008/2009**

The council has developed a ten-year programme to deliver a 20mph zone to every part of the borough that wants one. Subject to consultation, this will deliver 29 new zones. Ongoing monitoring forms part of these schemes to ensure that they achieve their objectives, and to inform and improve future schemes especially regarding the needs of vulnerable road users.

**Relevant LIP Chapter or additional information**

Additional information on 'Traffic Calming' is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A. Traffic calming schemes in the Borough are mapped in 'Interactive Islington'. Full details of how to use the GIS website to view maps is contained in the Executive Summary of the Sustainable Transport Strategy.

<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• Emergency Services</li> <li>• Local residents and businesses</li> <li>• Local schools</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Accidents may fluctuate year to year</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of both accidents and programming.</li> <li>• Consultation outcome.</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																							
The purpose of these zones is to reduce accidents and improve the local street environment by reducing vehicle speeds and deterring through traffic. This will enhance safety and security across all means of travel.		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																			
		I	1	4G.Pr7 4G.Pr9																			
Modal Impact		Cross Cutting Goals																					
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																		
FUNDING REQUIRED FROM BSP	500	700	700	700	2600																		
FUNDING FROM OTHER SOURCES	0	0	0	0	0																		
TOTAL FUNDING REQUIRED	500	700	700	700	2600																		
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																				
TFL OUTSIDE BSP	£0k	N/A	N/A																				
BOROUGH RESOURCES	£0k	N/A	N/A																				
PARTNERS (specify here)	£0k	N/A	N/A																				
OTHER (specify here)	£0k	N/A	N/A																				

Form 8-LS1

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop LS1</b> To continue to monitor and investigate accident patterns in the borough and to implement local safety schemes to reduce accident levels in line with national and local road safety targets
<b>Location:</b>	Borough wide (details below)
<b>Dates:</b>	Annual Programme aimed to achieve national and regional targets by 2010.
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b></p> <p>An annual accident and remedial programme aimed at reducing the number of road traffic accident casualties. Measures may include:</p> <ul style="list-style-type: none"> <li>• Traffic calming</li> <li>• New and enhanced signals</li> <li>• Junction improvements</li> <li>• Pedestrian facilities</li> <li>• Cycle and powered two wheeler facilities</li> </ul> <p><b><u>Scheme Element Objectives</u></b></p> <p>To achieve the national targets of reducing the number of people killed or injured in road accidents by 2010. To implement the LB Islington Road Safety Plan</p> <p><b><u>Prioritisation Criteria</u></b></p> <p>Road accidents are monitored on a continuous basis, and the local safety measures programme is prepared annually to target locations with the highest number and greatest severity of accidents. Schemes are designed in consultation with the police and emergency services. The council will continue to deliver a prioritised programme of at least 3 to 4 accident remedial schemes a year. Prioritisation will be given to schemes which will deliver a good first year rate of return.</p> <p><b><u>Beyond 2009/2010</u></b></p> <p>The programme will continue until all reasonable measures have been implemented to reduce casualties to beyond target levels. The LB Islington Road Safety Plan will be reviewed for its' effectiveness and therefore a package of mitigating measures including any impact on adjacent areas may be needed.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information on 'Local Safety Schemes' is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• Emergency Services</li> <li>• LAAU</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Accidents may fluctuate year to year</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of both accidents and programming.</li> <li>• Consultation outcome.</li> </ul>

<b>Delivering the Mayor's Transport Strategy in Islington</b>																																					
<p>The purpose of the borough LSS programme is to:</p> <ul style="list-style-type: none"> <li>Reduce the number of people killed or seriously injured by 40%</li> <li>Reduce the number of children killed or seriously injured by 50%</li> <li>Reduce the number of children slightly injured by 10%</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>Enhance safety and security across all means of travel</li> </ul>		<p><b>MTS Priority Area</b></p> <p>1</p>	<p><b>LIP Guidance Target Number</b></p> <p>1</p>	<p><b>Relevant MTS Proposals and Policies</b></p> <p>4G.Pr7 4G.Pr9</p>																																	
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																
<b>FUNDING REQUIRED FROM BSP</b>	435	550	550	550	2085																																
<b>FUNDING FROM OTHER SOURCES</b>	0	0	0	0	0																																
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TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

## Form 9-School Travel

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<p><b>Prop SR1</b> To continue to implement physical engineering measures to provide safer routes to Islington's schools</p> <p><b>Prop SR2</b> To continue to co-ordinate and to expand the school crossing patrol service.</p> <p><b>Prop ST1</b> To introduce and actively promote school travel plans to all centres of education in the borough by 2008-09</p>
<b>Location:</b>	Borough-wide
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b></p> <p>Safer routes to school engineering measures will be designed to</p> <ul style="list-style-type: none"> <li>• reduce road traffic accidents</li> <li>• reduce speed and rat running around the school</li> <li>• promote healthy and sustainable travel habits</li> </ul> <p>Islington's school crossing patrol service is a vital component in encouraging a more sustainable form of travel for the school journey. Through education and awareness campaigns it is hoped that the continued promotion of the service will maintain and improve upon the existing staffing levels.</p> <p>School Travel Plans are a vital component of the Road Safety Plan and a contributory factor for the reduction of road traffic and modal shift. Only schools that have adopted plans will be able to benefit from TfL funding for safer routes to school measures. Thus, the school travel plan and safer routes to school programmes will be planned, prioritised and delivered in close co-ordination.</p> <p><b><u>Beyond 2008/2009</u></b></p> <p>The council has developed a ten-year programme to implement the Islington Road Safety Plan to save lives and prevent injuries. The safer routes to school programme is key to meeting that objective.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>The 'Islington School Travel Strategy' sets out all the proposals and programmes included in the overall strategy that will be undertaken over the next ten years to address issues relating to school travel in Islington (Appendix X). Additional information on school travel plans and safety measures around schools is also contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• Islington Council Education Department</li> <li>• 'Cluster' and 'non-cluster' schools in the borough</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> <li>• Accidents may fluctuate year to year</li> </ul>

<b>Delivering the Mayor's Transport Strategy in Islington</b>																																					
<p>This programme will deliver a number of the objectives of the Mayor's Transport Strategy including:</p> <ul style="list-style-type: none"> <li>Improving road safety</li> <li>Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures</li> <li>Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.</li> <li>Encourage cycling by improving conditions for cyclists and through the use of travel demand measures.</li> </ul> <p>Other issues include:</p> <ul style="list-style-type: none"> <li>Healthier pupils</li> <li>Greater modal shift</li> <li>Improved pedestrian environment</li> <li>Travel Plan adoption: a managed approach to travel demand and sensitivity to local traffic and congestion issues.</li> </ul>		<p><b>MTS Priority Area</b></p> <p>I, III, VI &amp; VII</p>	<p><b>LIP Guidance Target Number</b></p> <p>1 &amp; 2</p>	<p><b>Relevant MTS Proposals and Policies</b></p> <p>3.Pr2, 3.Pr4-6, 4G.Pr7, 4G.Pr9-12, 4G.Pr14, 4G.Pr18-20, 4G.Pr24, 4H.Pr3, 4I.Pr1-8, 4J.Pr1, 4J.Pr3-8, 4K.Pr3-4, 4P.Pr4</p>																																	
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																
<b>FUNDING REQUIRED FROM BSP</b>	378	455	455	455	1743																																
<b>FUNDING FROM OTHER SOURCES</b>	0	0	0	0	0																																
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PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

Form 10-RS1

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop RS1</b> To provide road safety education to all members of the community, with a focus on higher-risk groups and parts of the borough
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b>  Measures may include:</p> <ul style="list-style-type: none"> <li>• School Travel Plan and Travel Awareness Toolkit</li> <li>• 'Safe Cycling Courses'</li> <li>• Practical pedestrian training</li> <li>• Walk to School Week</li> <li>• Islington Junior Citizen Scheme</li> <li>• 'Safer Steps'</li> </ul> <p><b><u>Scheme Element Objectives</u></b>  Measures to complement on-street physical measures to help reduce the disproportionate number of casualties suffered by vulnerable road users identified in the Islington Road Safety Plan.</p> <p><b><u>Beyond 2008/2009</u></b>  The council has developed a ten-year programme to improve awareness of road safety. This programme is flexible and is likely to change to embrace new and proven effective campaigns and techniques.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b>  The 'Islington Road Safety Plan' sets out the Council's vision for achieving a safer transport environment in Islington with a particular focus on a change in driver behaviour and protecting vulnerable road users including children, pedestrians, cyclists and motorcyclists. Additional information on road safety education is also contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• Emergency Services</li> <li>• Local residents and businesses</li> <li>• Local schools</li> <li>• Relevant stakeholder groups, e.g. British Motorcycle Federation</li> <li>• Transport for London</li> <li>• neighbouring boroughs where appropriate</li> </ul>	<ul style="list-style-type: none"> <li>• Accidents may fluctuate year to year</li> <li>• Encouraging and maintaining buy in from local groups, residents and vulnerable groups.</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																																					
Road safety education and training programmes are designed to complement on-street physical measures. This will enhance safety and security across all means of travel.		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																	
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FUNDING REQUIRED FROM BSP	0	80	80	80	240																																
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PARTNERS (specify here)	£0k	N/A	N/A																																		
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## Form 11-Travel Awareness

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<p><b>Prop TA1</b> To actively promote and, where possible, require the adoption and implementation of green travel plans among Islington's businesses, schools, universities, community facilities and new developments</p> <p><b>Prop TA2</b> To continue to promote more sustainable transport through ongoing education, resources and events</p> <p><b>Prop TA3</b> To provide an on-street car club parking bay within five minutes walk of all households in the borough by 2006-07</p>
<b>Location:</b>	Borough-wide
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b></p> <ul style="list-style-type: none"> <li>• Measures to include:</li> <li>• Promotion of Travel Plans and the Council's Green Travel Plan</li> <li>• Promotion of Travel Plan network</li> <li>• Encouraging modal shift: secure cycle parking, shower facilities, bicycle pool, and cleaner fuelled vehicles</li> <li>• Publicity campaigns and annual events</li> <li>• Supporting and delivering City Car Clubs in partnership with the London City Car Club consortium</li> </ul> <p><b><u>Beyond 2008/2009</u></b></p> <p>The council has developed a ten-year programme to support and deliver measures to improve Travel Awareness.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information on 'Travel Awareness' is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• North Central Travel-plan Network</li> <li>• Bike Week</li> <li>• European Car Free Day</li> <li>• Mobility Week (Good Going campaign)</li> <li>• Walk to School week</li> <li>• Health Sector, National Health Service and Primary Care Trusts</li> <li>• London City Car Club consortium.</li> <li>• Local residents and businesses</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming</li> <li>• Consultation outcome</li> <li>• Partnership working</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																																					
<p>This programme will deliver a number of the objectives of the Mayor's Transport Strategy including:</p> <ul style="list-style-type: none"> <li>Improving road safety</li> <li>Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures</li> <li>Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.</li> <li>Encourage cycling by improving conditions for cyclists and through the use of travel demand measures.</li> </ul> <p>Other issues include:</p> <ul style="list-style-type: none"> <li>Increased awareness and uptake of Travel Plans by large and small businesses</li> <li>Increased awareness of the implications of travel demand by transport mode users</li> <li>Greater modal shift towards sustainable modes</li> <li>Healthier people through increased walking and cycling</li> <li>Efficient travel patterns and decisions through improved availability of travel information</li> <li>Reduced traffic accidents through increased awareness</li> <li>Reduced traffic growth through alternative modes awareness.</li> </ul>		<p><b>MTS Priority Area</b></p>	<p><b>LIP Guidance Target Number</b></p>	<p><b>Relevant MTS Proposals and Policies</b></p>																																	
		I, III, VI & VII	1 & 2	<p>3.Pr2, 3.Pr4-6, 4G.Pr7, 4G.Pr9-12, 4G.Pr14, 4G.Pr18-20, 4G.Pr24, 4H.Pr3, 4I.Pr1-8, 4I.Pr10, 4J.Pr1, 4J.Pr3-9, 4K.Pr3-4, 4P.Pr4</p>																																	
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FUNDING REQUIRED FROM BSP	45	60	60	60	225																																
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																
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TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

Form 12-Accessibility

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Measures to deliver improvements to transport infrastructure Accessibility:</b> <b>Prop AC2</b> To bring all controlled pedestrian crossings to an accessible standard and to continue to improve the accessibility of all crossings and junctions <b>Prop AC4</b> To deliver and monitor a pilot Scootability electric mobility scooter loan scheme, and to seek to establish Shopmobility services in the Angel and Nag's Head town centres <b>Prop AC5</b> To continue to provide and expand the PlusBus wheelchair accessible hail-and-ride bus network, run jointly with Camden Council and operated by Hackney Community Transport, subject to availability of funding	
<b>Location:</b>	Borough-wide	
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09	
<b>Description of Main Elements:</b>		
<p><b><u>Scheme Details</u></b>            By summer 2005 all controlled pedestrian crossings in Islington will comply with the Disability Discrimination Act (DDA) regulations. The next step will be to continue to raise the standard of all crossings and junctions in the borough, and to introduce new crossings or move existing crossings where necessary. The council will regularly review and audit pedestrian facilities to identify locations where changes to crossing arrangements are needed.</p> <p>Personal mobility is central to independent living and quality of life. With this objective in mind, Islington has entered into a partnership with Camden Council to deliver an innovative and inclusive scooter loan scheme – 'Scootability'.</p> <p>The PlusBus network consists of six wheelchair accessible hail-and-ride fixed and scheduled routes. Membership is open to anyone with a self-assessed mobility difficulty. The service bridges a gap between traditional door-to-door services such as the Dial-a-Ride and Taxicard schemes, and at comparable or reduced costs.</p> <p><b><u>Beyond 2008/2009</u></b>            The council has developed a ten-year programme to support and deliver measures to improve Travel Awareness.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b>            Please refer to the 'Islington Walking and Accessibility Action Plan' for a complete listing of all measures within the Sustainable Transport Strategy that are relevant to walking and accessibility. Additional information on accessibility is also contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>		
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• Islington Council Mobility Forum</li> <li>• Islington Council Accessible Transport division</li> <li>• Transport for London</li> <li>• Neighbouring boroughs, particularly LB Camden</li> </ul>		<ul style="list-style-type: none"> <li>• Partnership working</li> <li>• Technological changes</li> <li>• Bus route changes by TfL London Buses</li> <li>• Demographic changes</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																							
Measures to provide: <ul style="list-style-type: none"> <li>Better conditions for pedestrians and encourage a modal shift to walking</li> <li>To make the street environment more accessible particularly for people with impaired mobility.</li> </ul>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																			
		VI	7 & 12	3.Po9 4O.Po1-2 4I.Pr2, 4I.Pr8																			
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FUNDING FROM OTHER SOURCES	0	0	0	0	0																		
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OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																				
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BOROUGH RESOURCES	£0k	N/A	N/A																				
PARTNERS (specify here)	£0k	N/A	N/A																				
OTHER (specify here)	£0k	N/A	N/A																				

Form 13-Walking

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<p><b>Prop W1</b> To actively promote walking as a viable transport mode highlighting the health and community benefits</p> <p><b>Prop W2</b> To enhance existing walking routes and create new walking routes and networks throughout Islington</p> <p><b>Prop W3</b> To carry out walking audits for all major council traffic schemes</p>
<b>Location:</b>	Borough-wide
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b></p> <p>Measures may include:</p> <ul style="list-style-type: none"> <li>• Wayfinding boards and maps and other pedestrian signage</li> <li>• Development of existing and new walking routes across the Borough</li> <li>• Walking audits</li> <li>• Improve the pedestrian environment</li> </ul> <p><b><u>Scheme Element Objectives</u></b></p> <p>The Council will encourage more people to make more journeys by foot, in particular encouraging walking as a viable and sustainable mode for short journeys.</p> <p><b><u>Beyond 2008/2009</u></b></p> <p>It is anticipated that funding will be required annually to support the objectives outlined in this proposal. The 10 year programme will substantially encourage walking and improve the walking environment. Further funding will be required to sustain modal shift to walking.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Please refer to the 'Islington Walking and Accessibility Action Plan' for a complete listing of all measures within the Sustainable Transport Strategy that are relevant to walking and accessibility. Additional information on walking is also contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• Contractors for delivery</li> <li>• Transport for London</li> <li>• Central London Partnership</li> <li>• Living Streets</li> <li>• Corporation of London</li> </ul>	<ul style="list-style-type: none"> <li>• Success is likely to be dependent on sustained funding to preserve any positive modal shift to walking</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																																					
<p>The scheme elements will encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures.</p> <p>This will support the TfL and borough target to achieve an increase of at least 10% in journeys made on foot per person in London between 2001 and 2015.</p> <p>This will also contribute to targets for modal shift to maintain or increase the proportion of personal travel made by means other than car.</p>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																	
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PARTNERS (specify here)	£0k	N/A	N/A																																		
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## Form 14-Area Based Schemes

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Streets for People and Town Centres:</b> <b>Prop W4</b> To deliver area-based environmental improvement schemes to make Islington's key centres and regeneration areas more people-friendly		
<b>Location:</b>	Borough-wide (details below)		
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09		
<b>Description of Main Elements:</b>			
<p><b>Scheme Details</b> This funding proposal comprises the two BSP area topics of Streets for People and Town Centres. Over the next ten years, the council intends to significantly improve the pedestrian environment in the borough's key commercial centres and regeneration areas particularly along the A1 Corridor, within the EC1 New Deal Area and in the King's Cross to Finsbury Park Swathe.</p> <p><b>Scheme Element Objectives</b> Objectives of the overall programme are to:</p> <ul style="list-style-type: none"> <li>• reduce traffic volumes and speeds, and the overall dominance of road traffic</li> <li>• encourage greater use of more sustainable modes of transport, particularly walking and cycling</li> <li>• improve public transport links and accessibility</li> <li>• create a safer, cleaner environment</li> <li>• sustain and enhance the economic viability of the area.</li> </ul> <p><b>Prioritisation Criteria</b> The A1 corridor will be the primary focus of this proposal as summarised in chapter 8.</p> <p><b>Relevant LIP Chapter or additional information</b> Additional information on these proposals is contained in Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>			
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul>		<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>	
<b>Delivering the Mayor's Transport Strategy in Islington</b>			
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	V, VI,VII,I III	7,10,12,13	3Pr1-6, 3.Po8 4D.Pr3,Pr6 4E.Pr9,Pr13 4F.Pr11 4G.Pr10,Pr11 4I.Pr1-8, Pr10 4J.Pr1, Pr3-9 4K.Pr4 4N.Pr5 4O.Pr1-14 4P.Pr5

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#### FUNDING REQUIRED TO DELIVER PROPOSAL

TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)
FUNDING REQUIRED FROM BSP	991*	1350	1350	1350	5041
FUNDING FROM OTHER SOURCES	500	0	0	0	500
TOTAL FUNDING REQUIRED	1491*	1350	1350	1350	5541
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS		
TFL OUTSIDE BSP	£500k	Requested	Old Street Roundabout funding of £500K committed to EC1 Old Street project		
BOROUGH RESOURCES	£0k	N/A	N/A		
PARTNERS (EC1 New Deal)	£0k	N/A	N/A		
OTHER (S106)	£0k	N/A	N/A		

\* Comprising £452k for Streets for People, and £539k for Town Centres BSP funding settlement for 2005/06.

Form 15-A1 Flagships

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>A1 Flagships:</b> <b>Prop W4</b> To deliver area-based environmental improvement schemes to make Islington's key centres and regeneration areas more people-friendly	
<b>Location:</b>	Along the A1 Corridor	
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09	
<b>Description of Main Elements:</b>		
<p><b><u>Scheme Details</u></b></p> <p>The council is developing a strategy to transform the A1 corridor. The A1 is a major traffic artery serving Central London. It is also the single largest public space in Islington. The A1 serves some of the largest and most exciting regeneration opportunities in London. Substantial high density, mixed use developments are proposed for Archway, the Arsenal and Holloway area, and Highbury Corner. The corridor also serves the EC1 New Deal regeneration area and the Kings Cross to Finsbury Park regeneration swathe.</p> <p>In particular, the council has looked at how it can make the street a better place for pedestrians. This has led us to rethink the street and to come up with ideas to:</p> <ul style="list-style-type: none"> <li>• improve the street environment by focussing on those aspects that matter most to local people and businesses – cleanliness, personal security, and safety;</li> <li>• transform it from a traffic corridor to a series of attractive and vital public spaces; and</li> <li>• join up both sides of the corridor to improve local access to services and facilities.</li> </ul> <p><b><u>Scheme Element Objectives</u></b></p> <ul style="list-style-type: none"> <li>• To support the regeneration and sustainability of the borough by delivering a series of flagship public space schemes at key locations along the A1 corridor.</li> </ul> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Further details are contained in Chapter 8 'Transport Implications of the A1 Borough Strategy'. Additional information is also contained in the relevant section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>		
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London</li> <li>• Local stakeholder groups</li> <li>• Greater London Assembly</li> <li>• London Development Agency</li> </ul>		<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>

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<b>TOTAL FUNDING REQUIRED</b>	1000	5000	5000	5000	16000																																
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																		
TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£7500k	Requested	N/A																																		
PARTNERS (EC1 New Deal)	£0k	N/A	N/A																																		
OTHER (S106)	£0k	N/A	N/A																																		

Form 16-A1 Liveability

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>A1 Liveability:</b> <b>Prop W4</b> To deliver area-based environmental improvement schemes to make Islington's key centres and regeneration areas more liveable i.e. safer, cleaner and greener		
<b>Location:</b>	Along the A1 Corridor initially but with a longer term roll out to the rest of the borough.		
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09		
<b>Description of Main Elements:</b>			
<p><b>Scheme Details</b></p> <p>The council is developing a strategy to transform the A1 corridor. The A1 is a major traffic artery serving Central London. It is also the single largest public space in Islington. The A1 serves some of the largest and most exciting regeneration opportunities in London. Substantial high density, mixed use developments are proposed for Archway, the Arsenal and Holloway area, and Highbury Corner. The corridor also serves the EC1 New Deal regeneration area and the Kings Cross to Finsbury Park regeneration swathe.</p> <p>In particular, the council has looked at how it can make the street a better place for pedestrians. This has led us to rethink the street and to come up with ideas to:</p> <ul style="list-style-type: none"> <li>improve the street environment by focussing on those aspects that matter most to local people and businesses – cleanliness, personal security, and safety;</li> <li>transform it from a traffic corridor to a series of attractive and vital public spaces; and</li> <li>join up both sides of the corridor to improve local access to services and facilities.</li> </ul> <p><b>Scheme Element Objectives</b></p> <p>To continue the current package of measures to improve the local environment on and around the A1 corridor to make it safer, cleaner and greener.e.g. enhanced street cleaning, greening the grey, personal security improvements, and other local environmental measures.</p> <p><b>Relevant LIP Chapter or additional information</b></p> <p>Further details are contained in Chapter 8 'Transport Implications of the A1 Borough Strategy'. Additional information is also contained in the relevant section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>			
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>term contractor for delivery</li> <li>Transport for London</li> <li>Local stakeholder groups</li> </ul>		<ul style="list-style-type: none"> <li>Notification requirements of the Traffic Management Act 2004</li> <li>Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>	
<b>Delivering the Mayor's Transport Strategy in Islington</b>			
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	V, VI,VII,I III	7,10,12,13	3Pr1-6, 3.Po8 4D.Pr3,Pr6 4E.Pr9,Pr13 4F.Pr11 4G.Pr10,Pr11 4I.Pr1-8, Pr10 4J.Pr1, Pr3-9 4K.Pr4 4N.Pr5 4O.Pr1-14 4P.Pr5

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TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£3240k	Requested	-																																		
PARTNERS (EC1 New Deal)	£0k	N/A	N/A																																		
OTHER (S106)	£0k	N/A	N/A																																		

## Form 17-Regeneration

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<p><b>Regeneration:</b></p> <p><b>Prop W4</b> To deliver area-based environmental improvement schemes to make Islington's key centres and regeneration areas more people-friendly</p> <p>The aim of this programme area is to support proposals that will assist achievement of sustainable development, open up opportunities for job creation and to meet other TfL objectives such as for Equality and Inclusion.</p> <p>Islington Strategic Transport Policy: Objective 2:</p> <p><b>AC5 Community cohesion:</b> We will help to connect communities by reducing physical barriers caused by the transport system</p> <p><b>AC6 People-friendly town centres:</b> We will improve walking, cycling and public transport links to and within the borough's town and district centres and regeneration areas</p>
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b></p> <p>Current regeneration areas in the borough include:</p> <ul style="list-style-type: none"> <li>• Kings Cross to Finsbury Park Swathe</li> <li>• A1 Corridor – including the shopping centres: Angel, Highbury Corner, Nags Head and Archway</li> <li>• EC1 New Deal</li> <li>• York Road Station</li> <li>• Safer Routes to Public Transport</li> </ul> <p><b><u>Scheme Element Objectives</u></b></p> <p>Each area has differing needs. The Council intends to deliver a number of physical measures that support the Council's priorities to:</p> <ul style="list-style-type: none"> <li>• improve performance and deliver value for money and services that improve each year;</li> <li>• regenerate Islington by working together with others;</li> <li>• create a greener, healthier and more sustainable place to live and work; and</li> <li>• ensure that the customer's point of view is considered in everything that we do.</li> </ul>	

It is anticipated that proposed measures will include:

- Pedestrian and environmental improvements
- Enhanced public transport opportunities
- Traffic management and safety measures
- Improved public realm including street furniture, street lighting and paving
- Enhancements to the cycle network
- Community transport
- Safer routes to schools and public transport
- Measures to improve air quality and the environment
- Community involvement in transport issues

The index of multiple deprivation will be used to inform the priority order in which each area is prioritised, although there will also be a need to capitalise on opportunities as they emerge.

#### **Relevant LIP Chapter or additional information**

Additional information on regeneration is contained in the 'Walking and Accessibility' section of Chapter 4 and again in Chapter 8. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.

Key Delivery Partners	Dependencies and Risks
<ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> <li>• Regeneration partnerships</li> <li>• Local community groups</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> </ul>

#### Delivering the Mayor's Transport Strategy in Islington

	MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies
<p>The purpose of the programme is to:</p> <ul style="list-style-type: none"> <li>• Address the barriers to pedestrian movement created by the main road network</li> <li>• Improve the safety, security, amenity, accessibility and convenience of pedestrian and cycle routes</li> <li>• Improve service and delivery</li> <li>• Encourage use of public transport</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>• Provide access for all including mobility impaired people</li> <li>• Reduce the number of people killed or injured in traffic accidents</li> <li>• Reduce car dependence and impact of car use – traffic volumes, congestion, environmental impacts</li> <li>• Improve access to public transport</li> <li>• Improve personal security</li> <li>• Support redevelopment and regeneration</li> </ul>	V, VI,VII,I III	7,10,12,13	3.Pr1-6, 3.Po8 4D.Pr3,Pr6 4E.Pr9,Pr13 4F.Pr11 4G.Pr10,Pr11 4I.Pr1-8, Pr10 4J.Pr1, Pr3-9 4K.Pr4 4N.Pr5 4O.Pr1-14 4P.Pr5

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Cross Cutting Goal	Impact																																					
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FUNDING REQUIRED TO DELIVER PROPOSAL																																						
TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																	
FUNDING REQUIRED FROM BSP	25	500	500	500	1525																																	
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																	
TOTAL FUNDING REQUIRED	25	500	500	500	1525																																	
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																			
TFL OUTSIDE BSP	N/A	Requested	Funding bids are being prepared for submission to the appropriate Regeneration partnerships such as EC1 New Deal. Approvals are only expected during the course of 2006/07																																			
BOROUGH RESOURCES	£0k	N/A	N/A																																			
PARTNERS (EC1 New Deal)	£0k	N/A	N/A																																			
OTHER (S106)	£0k	N/A	N/A																																			

Form 18-Cycling

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<p><b>Measures to promote cycling:</b></p> <p><b>Prop C1</b> To actively promote cycling as a viable transport mode highlighting the health and community benefits</p> <p><b>Prop C2</b> To enhance existing cycle routes and create new cycling routes throughout Islington</p> <p><b>Prop C3</b> To carry out cycling audits for all major council traffic schemes</p> <p><b>Prop C4</b> To provide more and higher-quality cycle parking facilities in Islington, and to promote the provision of end-of-trip facilities by workplaces</p> <p><b>Prop C5</b> To continue to install and maintain advanced stop lines (ASLs) for cyclists at all signalised junctions, except in locations where ASLs compromise the safety of cyclists and/or other road users</p>
<b>Location:</b>	Borough-wide
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b> Measures may include:</p> <ul style="list-style-type: none"> <li>• Support the objectives of the Islington Cycling Action Plan</li> <li>• Physical and non-physical provisions to promote safer cycling</li> <li>• Address the attitudinal and psychological barriers to cycling as well as the physical barriers</li> <li>• Support events to promote cycling</li> <li>• Support appropriate delivery of the LCN+</li> <li>• Continued cycling audits of all schemes to ensure modal integration of cycling</li> <li>• Promote measures to enhance cycle security such as secure cycle parking</li> <li>• Promote facilities to encourage cycling such as workplace showers etc.</li> <li>• Cycle training</li> <li>• Appropriate installation of advance stop lines</li> </ul> <p><b><u>Beyond 2008/2009</u></b> The council has developed a ten-year programme to enhance cycling facilities and encourage cycling across the Borough. Ongoing monitoring forms part of these schemes to ensure that they achieve their objectives, and to inform and improve future schemes and non-physical measures.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b> The LCN+ network is mapped in the 'Cycling Action Plan'. Please refer to the 'Cycling Action Plan' for a comprehensive listing of all measures within the Sustainable Transport Strategy that are being undertaken to encourage and increase cycling in Islington. Additional information is also contained in the relevant section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• London Cycle Network</li> <li>• London Cycling Campaign</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																																							
All measures are designed to: <ul style="list-style-type: none"> <li>Encourage cycling in Islington by improving conditions for cyclists and through the use of travel demand measures</li> <li>Achieve the Mayor's Transport Strategy target of a 10% modal share for cycling by 2012</li> </ul>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																			
		VII	13	4J.Po1 4J.Pr1 4J.Pr3-9																																			
Modal Impact		Cross Cutting Goals																																					
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																		
FUNDING REQUIRED FROM BSP	401	1350	1200	1150	4101																																		
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																		
TOTAL FUNDING REQUIRED	401	1350	1200	1150	4101																																		
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																				
TFL OUTSIDE BSP	£0k	N/A	N/A																																				
BOROUGH RESOURCES	£0k	N/A	N/A																																				
PARTNERS (specify here)	£0k	N/A	N/A																																				
OTHER (specify here)	£0k	N/A	N/A																																				

Form 19-B1

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Measures to promote Bus Priority:</b> <b>Prop B1</b> To continue to improve bus journey time and reliability by giving buses higher priority over general vehicle traffic
<b>Location:</b>	Borough-wide
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09

### Description of Main Elements:

#### Scheme Details

The council will continue its programme to develop and implement bus priority measures across the borough. The council has structured the programme into 7 spending priorities to deliver the objectives set out in the Islington Sustainable Transport Strategy (LIP):

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

#### Beyond 2008/2009

The council has developed a ten-year programme to enhance bus priority measures across the Borough.

#### Relevant LIP Chapter or additional information

Additional information is contained in the 'Bus' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.

Key Delivery Partners	Dependencies and Risks
<ul style="list-style-type: none"> <li>• London Bus Initiative &amp; L B Bromley</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> </ul>

### Delivering the Mayor's Transport Strategy in Islington

All measures are designed to:	MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies
<ul style="list-style-type: none"> <li>• Improve bus journey times and reliability</li> <li>• Reduce bus excess wait times</li> </ul>	II	3 & 4	4F.Pr2-3 4F.Pr6-8 4G.Pr4

Modal Impact		Cross Cutting Goals																																				
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TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																																	
FUNDING REQUIRED FROM BSP	204	1400	1400	1400	4404																																	
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																	
TOTAL FUNDING REQUIRED	204	1400	1400	1400	4404																																	
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																			
TFL OUTSIDE BSP	£0k	N/A	N/A																																			
BOROUGH RESOURCES	£0k	N/A	N/A																																			
PARTNERS (specify here)	£0k	N/A	N/A																																			
OTHER (specify here)	£0k	N/A	N/A																																			

Form 20-B2

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Measures to promote Bus Stop Accessibility:</b>	
	<b>Prop B2</b>	To address barriers to mobility at all stages of a bus journey, including bus stop accessibility
<b>Location:</b>	Borough-wide	
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09	
<b>Description of Main Elements:</b>		
<p><b><u>Scheme Details</u></b></p> <p>The council will continue its programme of bus stop accessibility improvements across the borough. The elements of this programme include</p> <ul style="list-style-type: none"> <li>• reviewing all bus stops to improve passenger safety, security and comfort</li> <li>• reviewing all bus movements on the approach and exit from bus stops</li> </ul> <p>Recommendations from these reviews are likely to include</p> <ul style="list-style-type: none"> <li>• provision and improvement of bus boarders</li> <li>• changes to bus cages</li> <li>• changes to parking restrictions</li> <li>• adjacent to bus stops</li> <li>• increased kerb heights</li> <li>• footway repaving or improvement</li> <li>• upgraded street lighting to improve personal security</li> <li>• removal of street clutter</li> </ul> <p><b><u>Beyond 2008/2009</u></b></p> <p>The council has developed a ten-year programme to enhance bus stop accessibility facilities across the Borough.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information is contained in the 'Bus' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>		
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• London Bus Initiative &amp; L B Bromley</li> <li>• Local residents and businesses</li> <li>• Term contractor for delivery</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> </ul>	

Delivering the Mayor's Transport Strategy in Islington																							
All measures are designed to: <ul style="list-style-type: none"> <li>Develop and implement a long-term programme so that all bus stops have appropriate passenger facilities and can be served effectively by low floor buses.</li> <li>Improve accessibility and social inclusion on the transport network.</li> <li>Achieve year on year improvements in the proportion of trips made by equality and inclusion target groups under-represented in the public transport travel market, particularly disabled people, older people and young children and babies.</li> </ul>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																			
		V	10	4F.Pr11																			
Modal Impact			Cross Cutting Goals																				
Summary: This programme has been developed to ensure that there will be minimal disruption to all modes during works and improved road condition benefits all modes other than rail.			<table border="1"> <thead> <tr> <th>Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Promoting safety &amp; perception of safety for all travel modes</td> <td>positive</td> </tr> <tr> <td>Encouraging sustainable means for travel</td> <td>positive</td> </tr> <tr> <td>Balanced road space allocation</td> <td>positive</td> </tr> <tr> <td>Requirements for sustainable developments</td> <td>positive</td> </tr> <tr> <td>Equality and inclusion impacts*</td> <td>positive</td> </tr> <tr> <td>Environmental impacts**</td> <td>positive</td> </tr> </tbody> </table>			Cross Cutting Goal	Impact	Promoting safety & perception of safety for all travel modes	positive	Encouraging sustainable means for travel	positive	Balanced road space allocation	positive	Requirements for sustainable developments	positive	Equality and inclusion impacts*	positive	Environmental impacts**	positive				
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FUNDING REQUIRED TO DELIVER PROPOSAL																							
TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																		
FUNDING REQUIRED FROM BSP	125	200	200	200	725																		
FUNDING FROM OTHER SOURCES	0	0	0	0	0																		
TOTAL FUNDING REQUIRED	125	200	200	200	725																		
OTHER FUNDING SOURCES	AMOUNT	STATUS		COMMENTS																			
TFL OUTSIDE BSP	£0k	N/A		N/A																			
BOROUGH RESOURCES	£0k	N/A		N/A																			
PARTNERS (specify here)	£0k	N/A		N/A																			
OTHER (specify here)	£0k	N/A		N/A																			

Form 21-RU1

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop RU1</b> To improve access to rail and underground stations and bus interchanges in Islington		
<b>Location:</b>	Borough-wide (details below)		
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09		
<b>Description of Main Elements:</b>			
<p><b>Scheme Details</b></p> <p>Access routes to some stations are not clear and can appear unsafe due to poor lighting, and a lack of safe and attractive pedestrian routes. Many suffer from inadequate facilities and are in a poor state of repair. Some stations provide little or no basic facilities such as covered waiting areas, good lighting, CCTV, help points, real time train information, and maps of the local area.</p> <p><b>Scheme Element Objectives</b></p> <p>Objectives of the overall Station Access programme are to:</p> <ul style="list-style-type: none"> <li>• improve public transport links and accessibility</li> <li>• create a safer, cleaner environment</li> <li>• encourage greater use of more sustainable modes of transport, particularly walking and cycling</li> </ul> <p><b>Relevant LIP Chapter or additional information</b></p> <p>Additional information is also contained in the 'Rail and Underground' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>			
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• Network Rail</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul>		<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Lack of commitment/funding from operators</li> </ul>	
<b>Delivering the Mayor's Transport Strategy in Islington</b>			
<p>The purpose of the programme is to:</p> <ul style="list-style-type: none"> <li>• Address the barriers to pedestrian movement on routes to local stations</li> <li>• Improve the safety, security, amenity, accessibility and convenience of station access for pedestrians and cyclists</li> <li>• Encourage use of public transport by making it easier to interchange</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>• Provide access for all including mobility impaired people</li> <li>• Improve access to public transport</li> <li>• Improve personal security</li> <li>• Reduce car dependence and impact of car use – traffic volumes, congestion, environmental impacts</li> <li>• Support redevelopment and regeneration</li> </ul>	<b>MTS Priority Area</b>	<b>LIP Guidance Target Number</b>	<b>Relevant MTS Proposals and Policies</b>
	V, VI,VII,I III	7,10,12,13	3Pr1-6, 3.Po8 4D.Pr3,Pr6 4E.Pr9,Pr13 4F.Pr11 4G.Pr10,Pr11 4I.Pr1-8, Pr10 4J.Pr1, Pr3-9 4K.Pr4 4N.Pr5 4O.Pr1-14 4P.Pr5

Modal Impact		Cross Cutting Goals																					
Summary: This programme will encourage modal shift by making it easier and more attractive to access public transport services		<table border="1"> <thead> <tr> <th>Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Promoting safety &amp; perception of safety for all travel modes</td> <td>positive</td> </tr> <tr> <td>Encouraging sustainable means for travel</td> <td>positive</td> </tr> <tr> <td>Balanced road space allocation</td> <td>positive</td> </tr> <tr> <td>Requirements for sustainable developments</td> <td>neutral</td> </tr> <tr> <td>Equality and inclusion impacts*</td> <td>positive</td> </tr> <tr> <td>Environmental impacts**</td> <td>positive</td> </tr> </tbody> </table>		Cross Cutting Goal	Impact	Promoting safety & perception of safety for all travel modes	positive	Encouraging sustainable means for travel	positive	Balanced road space allocation	positive	Requirements for sustainable developments	neutral	Equality and inclusion impacts*	positive	Environmental impacts**	positive						
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FUNDING REQUIRED TO DELIVER PROPOSAL																							
TOTAL FUNDING TABLE (£K)	2005/06	2006/07	2007/08	2008/09	Total (£K)																		
FUNDING REQUIRED FROM BSP	0	150	150	150	450																		
FUNDING FROM OTHER SOURCES	0	0	0	0	0																		
TOTAL FUNDING REQUIRED	0	150	150	150	450																		
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																				
TFL OUTSIDE BSP	£0k	N/A	N/A																				
BOROUGH RESOURCES	£0k	N/A	N/A																				
PARTNERS (EC1 New Deal)	N/A	N/A	Negotiations to link stations to available regeneration funding are ongoing																				
OTHER (S106)	N/A	Requested	Some stations are linked to possible S106																				

Form 22-CPZs

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Prop P1</b> To continue to implement the council's CPZ programme throughout the residential areas of the borough where residents are supportive			
<b>Location:</b>	Borough-wide (details below)			
<b>Dates:</b>	CPZ programme due to complete implementation stage by 2007 with further ongoing review			
<b>Description of Main Elements:</b>				
<p><b><u>Scheme Details</u></b></p> <p>In developing and consulting on CPZ proposals, the council ensures that, whenever possible, plans are integrated with other traffic programmes including area-based schemes, cycling, bus priority, local safety schemes, 20mph zones, Safer Routes to School, car club expansion and travel awareness.</p> <p><b><u>Scheme Element Objectives</u></b></p> <p>Using its powers, the council, has introduced a number of controlled parking zones (CPZs). It has also developed a programme to extend these zones to every area of the borough where residents want one by 2006, and to review some existing zones. A copy of the current controlled parking zone programme is set out in the STS. This is reviewed annually, and the next review is scheduled to take place in June 2005. All new controlled parking zones are reviewed six months after their implementation.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information is also contained in the 'Parking' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A. CPZs in the Borough are mapped in 'Interactive Islington'. Full details of how to use the GIS website to view maps is contained in the Executive Summary of the Sustainable Transport Strategy.</p>				
<b>Key Delivery Partners</b>		<b>Dependencies and Risks</b>		
<ul style="list-style-type: none"> <li>• partnership for delivery</li> <li>• local stakeholder groups, residents and businesses</li> <li>• neighbouring boroughs</li> <li>• parking enforcement contractor</li> </ul>		<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Consultation outcome</li> </ul>		
<b>Delivering the Mayor's Transport Strategy in Islington</b>				
		<b>MTS Priority Area</b>	<b>LIP Guidance Target Number</b>	<b>Relevant MTS Proposals and Policies</b>
<p>The purpose of the borough CPZ programme is:</p> <ul style="list-style-type: none"> <li>• To improve the working of parking and waiting and loading arrangements</li> <li>• To improve road safety and create a more amenable local environment</li> <li>• To ease congestion, particularly parking congestion</li> <li>• To improve access to Town Centres and regeneration areas</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>• Support the objectives of the Islington Parking Plan;</li> <li>• Prioritise parking for local residents and businesses; and</li> <li>• Promote sustainable choices of transport.</li> </ul>		IV	9	4F.Pr21 4G.Pr1 4G.Pr15-17 4H.Pr2

Modal Impact		Cross Cutting Goals																																			
<p>Summary: This programme has been developed to ensure that there will be minimal disruption to all modes during works and improved road condition benefits all modes other than rail.</p> <table border="1"> <thead> <tr> <th>Mode</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Pedestrians and mobility impaired persons</td> <td>positive</td> </tr> <tr> <td>Cyclists</td> <td>positive</td> </tr> <tr> <td>Bus passengers</td> <td>positive</td> </tr> <tr> <td>Rail and Underground</td> <td>neutral</td> </tr> <tr> <td>Community transport and taxis</td> <td>positive</td> </tr> <tr> <td>Powered two-wheeler users</td> <td>positive</td> </tr> <tr> <td>Car users</td> <td>positive</td> </tr> <tr> <td>Freight</td> <td>positive</td> </tr> </tbody> </table>		Mode	Impact	Pedestrians and mobility impaired persons	positive	Cyclists	positive	Bus passengers	positive	Rail and Underground	neutral	Community transport and taxis	positive	Powered two-wheeler users	positive	Car users	positive	Freight	positive	<table border="1"> <thead> <tr> <th>Cross Cutting Goal</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Promoting safety &amp; perception of safety for all travel modes</td> <td>positive</td> </tr> <tr> <td>Encouraging sustainable means for travel</td> <td>positive</td> </tr> <tr> <td>Balanced road space allocation</td> <td>positive</td> </tr> <tr> <td>Requirements for sustainable developments</td> <td>positive</td> </tr> <tr> <td>Equality and inclusion impacts*</td> <td>positive</td> </tr> <tr> <td>Environmental impacts**</td> <td>positive</td> </tr> </tbody> </table> <p>* For a detailed assessment of the equality and inclusion impacts of this proposal, please see the Equality Impact Assessment, appendix I</p> <p>** For a detailed assessment of the environmental impacts of this proposal, please see the Strategic Environmental Assessment, appendix J</p>				Cross Cutting Goal	Impact	Promoting safety & perception of safety for all travel modes	positive	Encouraging sustainable means for travel	positive	Balanced road space allocation	positive	Requirements for sustainable developments	positive	Equality and inclusion impacts*	positive	Environmental impacts**	positive
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FUNDING REQUIRED FROM BSP	0	2250	1000	1000	4250																																
FUNDING FROM OTHER SOURCES	3800	0	0	0	3800																																
TOTAL FUNDING REQUIRED	3800	2250	1000	1000	8050																																
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																		
TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

Form 23-E9

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>E9</b> <b>Fair and effective parking enforcement:</b> We will ensure that parking regulations are firmly and fairly enforced
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	Parking enforcement will continue throughout the current planned cycle of the Local Implementation Plan.
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b>  Parking policy is not just about allocating and managing scarce on-street and off-street space. It is also about enabling the safe and efficient movement of traffic, and providing an attractive street environment for everyone.</p> <p>The purpose of the Council's Parking and Enforcement Plan (Appendix M) is to</p> <ul style="list-style-type: none"> <li>• communicate the council's parking policies to our customers and staff by bringing all our policies into a single comprehensive document</li> <li>• explain how the council's parking policies support its wider priorities and objectives</li> <li>• meet the requirements set out in the LIP guidance</li> </ul> <p><b><u>Scheme Element Objectives</u></b>  As part of the delivery of the parking enforcement programme the Council seeks to pursue the following strategic transport policies established in chapter 3:</p> <p><b>G2 Greener commuting:</b> We will seek to reduce motor vehicle commuting into the borough where alternatives exist</p> <p><b>E3 Reducing congestion:</b> We will ensure the safe and efficient flow of traffic to reduce traffic congestion, particularly where this will benefit more vulnerable road users, pedestrians, cyclists and public transport users</p> <p><b>E8 Balancing parking demands:</b> We will prioritise the parking needs of disabled people, local residents, suppliers of goods and services, car club members, businesses and their customers</p> <p><b>E9 Fair and effective parking enforcement:</b> We will ensure that parking regulations are firmly and fairly enforced</p> <p><b>E10 Car-free housing:</b> We will use the planning process to reduce motor vehicle use by increasing the proportion of car-free, car-capped and car-reduced housing developments, and ensuring inclusion of and contribution towards other green travel facilities and improvements</p> <p><b>AT4 Parking and traffic design:</b> We will reduce the environmental and visual impacts of traffic and parking particularly in residential and other sensitive areas</p> <p><b><u>Relevant LIP Chapter or additional information</u></b>  Additional information is also contained in the 'Parking' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A. Controlled Parking Zones (CPZs) in the Borough are mapped in 'Interactive Islington'. Full details of how to use the GIS website to view maps is contained in the Executive Summary of the Sustainable Transport Strategy.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• partnership for delivery of schemes</li> <li>• the Council's parking enforcement contractors</li> <li>• Transport for London</li> <li>• neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Consultation outcome</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																																					
<p>The purpose of the borough parking enforcement programme is to:</p> <ul style="list-style-type: none"> <li>To improve the working of parking and loading arrangements</li> <li>To recognise the needs of businesses for servicing and delivery as well as other road users</li> <li>To ease congestion, particularly parking congestion</li> <li>To improve access to Town Centres and regeneration areas</li> <li>To improve road safety and create a more amenable local environment</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>Support the objectives of the Islington Parking Plan;</li> <li>Provide fair, reasonable and effective enforcement of regulations; and</li> <li>Promote sustainable choices of transport.</li> </ul>		<p><b>MTS Priority Area</b></p> <p>IV</p>	<p><b>LIP Guidance Target Number</b></p> <p>9</p>	<p><b>Relevant MTS Proposals and Policies</b></p> <p>4F.Pr21 4GPr1 4G.Pr15-17 4H.Pr2</p>																																	
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FUNDING REQUIRED FROM BSP	0	0	0	0	0																																
FUNDING FROM OTHER SOURCES	0	3000	3000	3000	9000																																
TOTAL FUNDING REQUIRED	0	3000	3000	3000	9000																																
OTHER FUNDING SOURCES	AMOUNT	STATUS		COMMENTS																																	
TFL OUTSIDE BSP	£0k	N/A		N/A																																	
BOROUGH RESOURCES	£0k	N/A		N/A																																	
PARTNERS (specify here)	£0k	N/A		N/A																																	
OTHER (specify here)	£0k	N/A		N/A																																	

Form 24-Environment

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Measures to support improvements to the Environment:</b>	
	<b>Prop EN1</b>	To reduce the air pollution generated within Islington's transport network
	<b>Prop EN3</b>	To reduce the energy consumed and the greenhouse gas emissions produced by transport in Islington
<b>Location:</b>	Borough-wide	
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09	
<b>Description of Main Elements:</b>		
<p><b><u>Scheme Details</u></b></p> <p>The Council has adopted an Air Quality Action Plan (AQAP) that sets out the issues relating to poor air quality in the borough. The Council will seek funding to address the transport contribution to poor air quality. Measures will include:</p> <ul style="list-style-type: none"> <li>• reducing the pollution emitted from the vehicles on the borough's roads and</li> <li>• reducing the amount of traffic on the roads</li> </ul> <p>The funding programme is designed to attempt to meet the air quality targets in the 1997 National Air Quality Strategy (NAQS).</p> <p>Most of the proposals and programmes in this strategy will contribute towards cleaner air in Islington, particularly traffic calming measures to reduce vehicle speeds and volumes, parking controls to reduce commuting by car, travel awareness education and travel plan promotion to encourage greener travel, improvements to the public transport network, and better conditions for pedestrians and cyclists. The council will also look to employ innovative new approaches and technologies to further reduce transport-related air pollution in Islington.</p> <p>Islington Council also supports further investigation towards the possible establishment of a Low Emission Zone (LEZ) for Greater London, and is working with the Greater London Assembly to ensure that any LEZ that is established is the most effective and practical solution taking into account the London boroughs' capacity and resources. The Council is also working with the London Borough of Camden to promote and develop the Clear Zones concept.</p> <p>The environment programme will use new technologies to reduce contributions to emissions, seek to utilise materials that can have a beneficial effect on air quality, run awareness campaigns, seek to promote alternative fuels, provide electric charging points for greener vehicles, and a number of other measures. It is likely that technology, in this topic area particularly, will change over the coming few years. It would be ingenuous to state that this list of potential measures is all-inclusive as methods and measures that provide results are likely to change.</p> <p>A key component of the programme will be enhancing the Council's ability to measure air quality, and scheme monitoring to measure the real effects that complementary transport schemes have on local air quality. This will enable us to promote best practice both with other London Boroughs and nationally.</p> <p><b><u>Beyond 2008/2009</u></b></p> <p>The council has developed a ten-year programme to support and deliver measures to improve Air Quality.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information is also contained in the 'Environment' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>		
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• Islington Borough Council</li> <li>• North Central Travel-plan Network</li> <li>• Bike Week</li> <li>• European Car Free Day</li> <li>• Mobility week (Good Going campaign)</li> <li>• Walk to school week</li> <li>• Health Sector, National Health Service and Primary Care Trusts</li> <li>• London City Car Club consortium.</li> <li>• Local residents and businesses</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Consultation outcome.</li> <li>• Partnership working.</li> </ul>	

Delivering the Mayor's Transport Strategy in Islington																																							
Improve air quality and the street environment to: <ul style="list-style-type: none"> <li>Encourage walking and other sustainable modes</li> <li>Improve the health of the local and visiting population</li> <li>Encourage regeneration activity</li> <li>Reduce the arterial severance (social exclusion) of major arterial routes caused by poor environment</li> <li>Encourage sustainable development</li> </ul>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																			
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BOROUGH RESOURCES	£0k	N/A		N/A																																			
PARTNERS (specify here)	£0k	N/A		N/A																																			
OTHER (specify here)	£0k	N/A		N/A																																			

Form 25-Freight

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<b>Measures to support Freight management:</b> <b>Prop F1</b> To continue to maintain existing lorry bans and to introduce new lorry bans in appropriate areas <b>Prop F2</b> To work with local businesses to improve delivery arrangements in Islington, especially through a freight quality partnership	
<b>Location:</b>	Borough-wide	
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09	
<b>Description of Main Elements:</b>		
<p><b><u>Scheme Details</u></b></p> <p>Many roads in Islington are considered to be sensitive or unsuitable for larger or heavier vehicles. The council's aim is to extend lorry bans across all of the borough's residential areas, where appropriate. The council wants to see effective implementation and enforcement of lorry bans and is exploring options to achieve this goal.</p> <p>In addition, the council is in the process of developing a Freight Quality Partnership (FQP). The objectives of the Council include understanding the needs of local businesses and freight operators, as well as logistical consideration. Formulating measures that balance those needs against often competing local residents' demands and objectives for traffic and pollution reduction in key Town Centre areas. A range of measures including sustainable alternatives, parking controls, efficient and sustainable distribution patterns, alternative fuels and efficiencies from technology will be examined.</p> <p><b><u>Beyond 2008/2009</u></b></p> <p>The council has developed a ten-year programme to support and develop sustainable freight movements in Islington.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information is also contained in the 'Freight' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A. Lorry Bans in the Borough are mapped in 'Interactive Islington'. Full details of how to use the GIS website to view maps is contained in the Executive Summary of the Sustainable Transport Strategy.</p>		
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• Local businesses</li> <li>• Distribution and logistics operators</li> <li>• Local residents and businesses</li> <li>• Metropolitan Police</li> <li>• Transport for London</li> <li>• Association of London Government</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Potential impact from situations beyond borough control. E.G. Changes to the TLRN in terms of traffic management, road layout and programming.</li> <li>• Future legislation</li> <li>• Consultation outcome.</li> <li>• Partnership working.</li> <li>• Technological changes</li> <li>• Parking and road space demand</li> </ul>	

Delivering the Mayor's Transport Strategy in Islington																																					
<ul style="list-style-type: none"> <li>Relieving traffic congestion and improving journey time reliability through rationalised and managed freight movements</li> <li>Encouraging walking by improving the street environment, achieved through lower air and noise pollution level particularly in Town Centres</li> </ul>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																	
		III & VI	5, 6 & 12	4K.Pr1-4																																	
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FUNDING FROM OTHER SOURCES	0	0	0	0	0																																
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OTHER FUNDING SOURCES	AMOUNT	STATUS		COMMENTS																																	
TFL OUTSIDE BSP	£0k	N/A		N/A																																	
BOROUGH RESOURCES	£0k	N/A		N/A																																	
PARTNERS (specify here)	£0k	N/A		N/A																																	
OTHER (specify here)	£0k	N/A		N/A																																	

Form 26-Taxi

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	<p><b>Prop TX1</b> To work with TfL and the Public Carriage Office to improve the personal safety of mini-cab passengers</p> <p><b>Prop TX2</b> To improve taxi waiting areas in Islington</p>
<b>Location:</b>	Borough-wide
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09
<b>Description of Main Elements:</b>	
<p><b><u>Scheme Details</u></b></p> <p>A range of measures to support local initiatives to improve personal safety of mini-cab passengers including:</p> <ul style="list-style-type: none"> <li>• supporting Hackney Community Transport's Capital Call service</li> <li>• supporting the Public Carriage Office's best practice guidance</li> <li>• supporting TfL's 'Safer Travel at Night' initiative</li> </ul> <p>Specific measures will include working with local businesses such as nightclubs to raise awareness of potential dangers and to encourage businesses to provide information about mini-cabs, as well as working with partners such as the Metropolitan Police Service to target illegal mini-cab drivers.</p> <p>Taxi waiting areas are a key measures that can help promote personal safety by:</p> <ul style="list-style-type: none"> <li>• establishing 'Safe Haven' waiting areas</li> <li>• piloting user-friendly and free taxi calling posts at bus stops near late-night clubs</li> <li>• working with black taxi companies and mini-cab companies to resolve issues around joint use of waiting areas late at night</li> <li>• working with the local town centre management boards to identify useful initiatives in those areas</li> </ul> <p><b><u>Beyond 2008/2009</u></b></p> <p>It is anticipated that a sustained campaign will be required to raise awareness and maintain improvements to personal safety for passengers in mini-cabs. The provision of good quality waiting facilities for both taxis and passengers will support this objective. The funding profile is designed to account for the likelihood of local changes to retail and nightlife activity across the borough, and to respond effectively to local changes over time.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>Additional information is also contained in the 'Taxi and Private Hire' section of Chapter 4. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>	
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>
<ul style="list-style-type: none"> <li>• Metropolitan Police Service</li> <li>• London Borough of Hackney – Community Transport</li> <li>• Public Carriage Office</li> <li>• London Borough of Islington – Building Control and Planning Control</li> <li>• Term contractor for delivery of waiting areas</li> <li>• Transport for London</li> <li>• Neighbouring boroughs</li> </ul>	<ul style="list-style-type: none"> <li>• Partnership working</li> <li>• Technological changes</li> <li>• Development opportunities</li> <li>• Trends in retail and nightlife</li> <li>• Consultation outcome (waiting areas)</li> </ul>

Delivering the Mayor's Transport Strategy in Islington																																					
<ul style="list-style-type: none"> <li>Measures to improve safety and security for women and vulnerable users particularly older people and women travelling at night.</li> </ul>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																	
		V	10	3.Pr1 4D.Pr3, 4D.Pr6, 4E.Pr9, 4E.Pr13, 4F.Pr11 4N.Pr5 4O.Pr1-14 4P.Pr5																																	
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FUNDING REQUIRED FROM BSP	0	20	20	20	60																																
FUNDING FROM OTHER SOURCES	0	0	0	0	0																																
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TFL OUTSIDE BSP	£0k	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (specify here)	£0k	N/A	N/A																																		
OTHER (specify here)	£0k	N/A	N/A																																		

Form 27-PFS

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	The <b>People Friendly Streets</b> programme is a series of planned measures to improve pedestrian permeability and reduce private vehicle reliance and dominance across the borough.
<b>Location:</b>	Borough-wide (details below)
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09

### Description of Main Elements:

#### Scheme Elements & Objectives

The People Friendly Streets programme has been developed to support and deliver the objectives set out in the Council's Strategic Transport Policies (Chapter 3), particularly addressing the following issues:

- Improved accessibility for pedestrians particularly people with impaired mobility
- Tackling road safety and personal security issues
- Removing street clutter
- Providing cleaner streets
- Improved and new pedestrian facilities including street signage

#### Prioritisation Criteria

Schemes and projects that adjoin existing projects, or those being delivered through partnering arrangements such as BSP funding, S.106 or regeneration funding, will be prioritised to add value to existing schemes. Council targets and outputs for this programme will determine the prioritisation for constituent projects.

#### Relevant LIP Chapter or additional information

Additional information on People Friendly Streets is contained in the 'Walking and Accessibility Action Plan' and the 'Walking' section of Chapter 4 and again in Chapter 8. The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.

Key Delivery Partners	Dependencies and Risks
<ul style="list-style-type: none"> <li>• term contractor for delivery</li> <li>• Transport for London or other relevant partner</li> <li>• neighbouring boroughs</li> <li>• Local residents, business and stakeholder groups, particularly Living Streets</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Consultation outcome where appropriate</li> </ul>

### Delivering the Mayor's Transport Strategy in Islington

The purpose of the programme is similar to the objectives of the Area Based Schemes – Streets for People and Town Centres topics. It includes measures to:	MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies
<ul style="list-style-type: none"> <li>• Address the barriers to pedestrian movement created by the main road network</li> <li>• Improve the safety, security, amenity, accessibility and convenience of pedestrian and cycle routes</li> <li>• Improve service and delivery</li> <li>• Encourage use of public transport</li> </ul> <p>This will:</p> <ul style="list-style-type: none"> <li>• Provide access for all including mobility impaired people</li> <li>• Reduce the number of people killed or injured in traffic accidents</li> <li>• Reduce car dependence and impact of car use – traffic volumes, congestion, environmental impacts</li> <li>• Improve access to public transport</li> <li>• Improve personal security</li> <li>• Support redevelopment and regeneration</li> </ul>	V, VI,VII,I III	7,10,12,13	3Pr1-6, 3.Po8 4D.Pr3,Pr6 4E.Pr9,Pr13 4F.Pr11 4G.Pr10,Pr11 4I.Pr1-8, Pr10 4J.Pr1, Pr3-9 4K.Pr4 4N.Pr5 4O.Pr1-14 4P.Pr5

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FUNDING REQUIRED FROM BSP	0	0	0	0	0																																
FUNDING FROM OTHER SOURCES	1000	1000	1000	1000	4000																																
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TFL OUTSIDE BSP	N/A	N/A	N/A																																		
BOROUGH RESOURCES	£4000	Requested	£1000 confirmed for 2005/06. Further funding requested.																																		
PARTNERS (EC1 New Deal)	£0k	N/A	N/A																																		
OTHER (S106)	£0k	N/A	N/A																																		

Form 28-LEM

London Borough of Islington

## LIP PROPOSAL DELIVERY FORM

<b>Summary of Proposal:</b>	The <b>Local Environmental Measures</b> is a responsive fund allocated from Council funds to address small scale local transport and environmental issues across the Borough.	
<b>Location:</b>	Borough-wide (details below)	
<b>Dates:</b>	This programme is expected to continue annually beyond the LIP planning cycle of 2005-09	
<b>Description of Main Elements:</b>		
<p><b><u>Scheme Details</u></b></p> <p>This fund has been identified to address local transport and environmental issues or to support larger schemes to achieve additional value or to achieve local aspirations. It therefore provides investment in local priorities that cannot be met from mainstream funding sources. Typical measures include road safety measures, traffic management measures, 'greening' and tree planting, measures to support sustainable transport such as cycling or walking, campaigns and support for local events or initiatives.</p> <p><b><u>Scheme Element Objectives</u></b></p> <p>This funding source contributes to the Strategic Transport Policies and Objectives set out in Chapter 3. By making this funding available the council intends to complement the larger scale and more capital intensive programmes with small scale measures that address local priorities.</p> <p>This approach knits funding from TfL and other partners into a local context that encourages engagement and local ownership. It is a model we urge TfL to adopt in future funding considerations.</p> <p><b><u>Prioritisation Criteria</u></b></p> <p>Local Area Committees that include locally elected Members, consider applications from a variety of sources. Council Officers advise the committee on issues concerning the applications and the objectives of the Strategic Policy for the Borough, as well as relevant local, sub-regional and national initiatives and objectives.</p> <p>Schemes, projects and initiatives are then prioritised by the area committee.</p> <p><b><u>Relevant LIP Chapter or additional information</u></b></p> <p>The specific programmes and schemes that will deliver these proposals are set out, including their estimated costs in Chapter 5 and Appendix A.</p>		
<b>Key Delivery Partners</b>	<b>Dependencies and Risks</b>	
<ul style="list-style-type: none"> <li>• This list is non-exhaustive and contains the most common partners:</li> <li>• Local area committees</li> <li>• Stakeholder and community groups</li> <li>• term contractor for delivery</li> <li>• Transport for London</li> </ul>	<ul style="list-style-type: none"> <li>• Notification requirements of the Traffic Management Act 2004</li> <li>• Where the works are related to other projects or planned improvements, e.g. major bus priority works</li> <li>• Consultation outcome – where appropriate</li> </ul>	

Delivering the Mayor's Transport Strategy in Islington																																					
<p>This programme provides sufficient flexibility to enable it to achieve any of the objectives set out by the Mayor and goes further to embrace issues of local importance not covered by the Mayor's Transport Strategy or any of the traditional funding sources. As such it is a vital component of our LIP to ensure local aspirations can be prioritised.</p>		MTS Priority Area	LIP Guidance Target Number	Relevant MTS Proposals and Policies																																	
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FUNDING REQUIRED FROM BSP	0	0	0	0	0																																
FUNDING FROM OTHER SOURCES	320	320	320	320	1280																																
TOTAL FUNDING REQUIRED	320	320	320	320	1280																																
OTHER FUNDING SOURCES	AMOUNT	STATUS	COMMENTS																																		
TFL OUTSIDE BSP	£0K	N/A	N/A																																		
BOROUGH RESOURCES	£0k	N/A	N/A																																		
PARTNERS (EC1 New Deal	£0k	N/A	N/A																																		
OTHER (S106)	£0k	N/A	N/A																																		

<b>FORM 2 – LIP PROPOSAL SUMMARY SHEET</b>					
<b>CATEGORIES AS PER MATRIX (APPENDIX C)</b>	<b>PROPOSALS, POLICIES &amp; TARGETS</b>				<b>REFERENCE NUMBERS OF FORM 1</b>
	Priority Area	Proposal	Policy	Target	
Strategies			3.Po5		See Appendix G 'Meeting the LIP Guidance'
			3.Po6		See Appendix G 'Meeting the LIP Guidance'
			3.Po7		See Appendix G 'Meeting the LIP Guidance'
			3.Po8		14, 15, 16, 17, 21, 27
			3.Po9		12, Proposal AC1
	V	3.Pr1		10, 11	14, 15, 16, 17, 21, 26, 27, Proposal AC1
	VI	3.Pr2		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 24, 27 PFS, Proposal TW2
	VI	3.Pr4		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27, Proposal EN2
	VI	3.Pr5		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27, Proposal EN5
	VI	3.Pr6		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27, Proposal EN4
Underground		3.Pr7			9, 11, 24
		4C.Pr12			See Appendix G 'Meeting the LIP Guidance'
DLR & Tramlink		4D.Pr3		10, 11	14, 15, 16, 17, 21, 26, 27
		4D.Pr4			Not applicable
		4D.Pr5			Not applicable
	V	4D.Pr6		10, 11	14, 15, 16, 17, 21, 26, 27
Rail		4D.Pr7			Not applicable
		4E.Pr7			See Appendix G 'Meeting the LIP Guidance'
		4E.Pr8			See Appendix G 'Meeting the LIP Guidance'
	V	4E.Pr9		10, 11	14, 15, 16, 17, 21, 26, 27
		4E.Pr10			See Appendix G 'Meeting the LIP Guidance'
	V	4E.Pr13		10, 11	14, 15, 16, 17, 21, 26, 27
Bus		4E.Pr14			See Appendix G 'Meeting the LIP Guidance'
			4E.Po3		See Appendix G 'Meeting the LIP Guidance'
	II	4F.Pr2		3, 4	19
	II	4F.Pr3		3, 4	19
	II	4F.Pr6		3, 4	19
	II	4F.Pr7		3, 4	19
	III	4F.Pr8		3, 4	19
	V	4F.Pr11		10, 11	14, 15, 16, 17, 21, 26, 27
	IV	4F.Pr21		7, 9	22, 23
	Streets	IV	4G.Pr1		7, 9
III			4G.Po2		See Appendix G 'Meeting the LIP Guidance'
		4G.Pr2			See Appendix G 'Meeting the LIP Guidance'
		4G.Pr3			See Appendix G 'Meeting the LIP Guidance'
II		4G.Pr4		3, 4	19
I		4G.Pr7		1, 2	3, 7, 8, 9, 10, 11
I		4G.Pr9		1, 2	3, 7, 8, 9, 11
VI		4G.Pr10		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27
VI		4G.Pr11		7, 12	3, 9, 11, 13 W1-3, 14, 15, 16, 17, 20, 21, 27
III		4G.Pr12		5, 6, 7, 8	9, 11, Proposal TW2
III		4G.Pr14		5, 6, 7, 8	9, 11
			4G.Po5		See Appendix G 'Meeting the LIP Guidance'
IV		4G.Pr15		7, 9	22, 23
			4G.Po6		See Appendix G 'Meeting the LIP Guidance'
IV		4G.Pr16		7, 9	22, 23
IV		4G.Pr17		7, 9	22, 23
III		4G.Pr18		5, 6, 7, 8	9, 11
III		4G.Pr19		5, 6, 7, 8	9, 11

Streets (continued)	III	4G.Pr20		5, 6, 7, 8	9, 11
		4G.Pr22			Proposals HI4 and HI8
		4G.Pr23			See Appendix G 'Meeting the LIP Guidance'
	III	4G.Pr24		5, 6, 7, 8	9, 11
	VIII	4G.Pr25		14	1, 2, 4, 5, 6
	VIII	4G.Pr26		14	1, 2, 4, 5, 6
Car		4H.Pr1			See Appendix G 'Meeting the LIP Guidance'
	IV	4H.Pr2		7, 9	22 P1, 23 E9
	III	4H.Pr3		5, 6, 7, 8	9, 11
Walking	VI	4I.Pr2		7, 12	3, 9, 11, 12, 13, 14, 15, 16, 17, 21, 27
	VI	4I.Pr3		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27
	VI	4I.Pr4		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27
	VI	4I.Pr6		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27, Proposal HI8
	VI	4I.Pr7		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27
	VI	4I.Pr8		7, 12	3, 9, 11, 12, 13, 14, 15, 16, 17, 21, 27
Cycling			4J.Po1		18
	VII	4J.Pr1		13	9, 11, 14, 15, 16, 17, 18, 21, 27
	VII	4J.Pr3		13	9, 11, 14, 15, 16, 17, 18, 21, 27
	VII	4J.Pr4		13	9, 11, 14, 15, 16, 17, 18, 21, 27
	VII	4J.Pr5		13	9, 11, 14, 15, 16, 17, 18, 21, 27
	VII	4J.Pr6		13	9, 11, 14, 15, 16, 17, 18, 21, 27
	VII	4J.Pr7		13	9, 11, 14, 15, 16, 17, 18, 21, 27
	VII	4J.Pr8		13	9, 11, 14, 15, 16, 17, 18, 21, 27
Freight		4K.Pr1			25
		4K.Pr2			25
	III	4K.Pr3		5, 6, 7, 8	9, 11, 25
		4K.Pr4		7, 12	9, 11, 13, 14, 15, 16, 17, 21, 27
		4K.Pr5			See Appendix G 'Meeting the LIP Guidance'
International Issues			4L.Po6		Not applicable
Water		4M.Pr2			Not applicable
			4M.Po2		Not applicable
Taxi			4N.Po2		See Appendix G 'Meeting the LIP Guidance'
		4N.Pr1			See Appendix G 'Meeting the LIP Guidance'
	V	4N.Pr5		10, 11	14, 15, 16, 17, 21, 26, 27, Proposal WT1
Accessible Transport			4O.Po1		12
	V	4O.Pr1		10, 11	14, 15, 16, 17, 21, 26, 27
			4O.Po2		12
	V	4O.Pr3		10, 11	14, 15, 16, 17, 21, 26, 27
	V	4O.Pr4		10, 11	14, 15, 16, 17, 21, 26, 27
	V	4O.Pr5		10, 11	14, 15, 16, 17, 21, 26, 27
	V	4O.Pr6		10, 11	14, 15, 16, 17, 21, 26, 27
	V	4O.Pr9		10, 11	14, 15, 16, 17, 21, 26, 27
	V	4O.Pr12		10, 11	14, 15, 16, 17, 21, 26, 27
	V	4O.Pr13		10, 11	14, 15, 16, 17, 21, 26, 27
V	4O.Pr14		10, 11	14, 15, 16, 17, 21, 26, 27	
Integration			4P.Po2		See Appendix G 'Meeting the LIP Guidance'
		4P.Pr3			See Appendix G 'Meeting the LIP Guidance'
	III	4P.Pr4		5, 6, 7, 8	9, 11
	V	4P.Pr5		10, 11	14, 15, 16, 17, 21, 26, 27
Major Projects			4Q.Po1		See Appendix G 'Meeting the LIP Guidance'
		4Q.Pr7			See Appendix G 'Meeting the LIP Guidance'

denotes priority area from LIP Guidance