

MAYOR OF LONDON



Guidance for Borough Officers on Developing the Third Local Implementation Plan

MARCH 2018

CONTENTS

Foreword	1	Annual programme of schemes and initiatives	59	Overview	81	Focus on mode shift and traffic reduction: central London	140
Executive summary	5	Monitoring delivery of the outcomes of the Mayor's Transport Strategy	61	1. London's streets will be healthy and more Londoners will travel actively	83	Focus on mode shift and traffic reduction: Growth Areas	142
Part one – Policy context and requirements	9	For information	63	2. London's streets will be safe and secure	91	Focus on working towards zero emissions from surface transport in London by 2050	144
Chapter one – Introduction and preparing the LIP	11	Chapter four – Monitoring and reporting following approval	65	3. London's streets will be used more efficiently and have less traffic on them	99	Focus on delivering Vision Zero for London	146
Section one – Overview	12	Overview	66	4. London's streets will be clean and green	103	C) Help and support at TfL	148
Section two – Statutory elements	18	Annual borough report	66	5. The public transport network will meet the needs of a growing London	112	D) Network Sponsorship contacts	158
Section three – Submitting the LIP and the approval process	23	Support and guidance from TfL	68	6. Public transport will be safe, affordable and accessible to all	117	E) Abbreviations	159
Chapter two – Borough transport objectives	27	Proforma A – Annual Spending Submission	69	7. Journeys by public transport will be pleasant, fast and reliable	121	Part three – Appendices	161
Overview	28	Approval of the Annual Spending Submission	71	8. Active, efficient and sustainable travel will be the best option in new developments	126	A. The Mayor's Transport Strategy	
Identifying objectives	30	Cost controls	71	9. Transport investment will unlock the delivery of new homes and jobs	126	B. Summary of all TfL mandatory requirements	
Chapter three – The Delivery Plan	51	Proforma C – delivery indicators	73	B) Policy options	136	C. LIP legal context	
Overview	52	Supporting the development and delivery of better designed schemes	74	Overview	136	D. MTS policies and proposals relevant to LIPs	
Linkages to the Mayor's Transport Strategy priorities	52	LIP schemes on Borough Principal Roads and the Strategic Road Network	77	Focus on mode shift and traffic reduction: outer London	136	E. Funding and approval of LIPs	
TfL Business Plan	52	Audit requirements	78	Focus on mode shift and traffic reduction: inner London	138	F. LIP mandatory proformas	
Sources of funding	54	Part two – LIP toolkits: Implementing the Mayor's Transport Strategy at a local level	79			G. LIP outcome indicators and delivery indicators	
Identifying potential interventions	55	A) Outcome toolkits	81			H. TfL's audit requirements	
Long-term interventions to 2041	56						
Three-year indicative Programme of Investment	56						

FOREWORD

London's boroughs will continue to be crucial partners in helping to deliver the Mayor's Transport Strategy. Transforming the places where Londoners spend their daily lives cannot be achieved without the boroughs because of the vital role they play in managing most of London's streets, where the overwhelming majority of people live.

Beyond this role as guardians of London's streets, boroughs have the connections with local people that cannot be achieved from City Hall. As the experts on your local areas, boroughs also have a duty to promote health and tackle health inequalities. While the Mayor can set the right vision for London, only boroughs can decide how this can best be achieved on the ground. The expertise of every one of London's 33 local authorities will be vital in delivering a Mayor's Transport Strategy that aims to transform this city for the good of all Londoners.

The Mayor's Transport Strategy sets out an ambitious vision not only for transport in London, but for the future of the whole city. It goes beyond seeing transport networks simply as a means of moving people and goods around, recognising that the streets we use for travel are also the places where we live, shop and spend time, where businesses grow and where communities come together. By using the Healthy Streets Approach to plan the city's development, we can make London a place that puts the health and experience of people first.

We need to look at how we can fundamentally change the way people choose to move around our city as the current trends are increasingly causing problems for London.

Car dependency has contributed to an increase in poor public health. Streets can often be polluted, congested and dangerous – unwelcoming places to walk or cycle. Tube, rail, tram and bus services can be overcrowded and sometimes unreliable and indirect, with no appealing alternative to car use for many. And some parts of London have been planned around car use for so long that there are no decent alternatives.

To begin to resolve these problems, London must become a city where walking, cycling and accessible, efficient and sustainable public transport become the most appealing and practical choices for many more journeys. These choices not only support the health and wellbeing of Londoners, but the city as a whole by reducing congestion and providing the most efficient use of valuable street space.

With population growth set to put increasing pressure on our infrastructure and public spaces in the coming years, it is important that we start to make these changes now.

Fundamental to the Mayor's Transport Strategy is the overarching aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. This aim is essential for the health, sustainability, attractiveness and efficient functioning of the city, and every London local authority will need to contribute towards it. In parallel, the Mayor's Transport Strategy enshrines the ambition of Vision Zero where ultimately no one is killed or seriously injured on London's roads. Borough traffic reduction strategies will be a key step towards achieving both of these aims and we hope local leadership will see the transformative effect that the Healthy Streets Approach can have on your area.

This Local Implementation Plan (LIP) guidance and the Mayor's Transport Strategy, to which it relates, have been drafted with collaboration in mind. The guidance has been jointly developed with London Councils with valuable input from a working group of borough officers drawn from around London. There are many great initiatives already under way in boroughs across London upon which this document builds, with the expectation that these good examples can be followed elsewhere.

The need for close collaboration has never been greater. The boroughs and Transport for London (TfL) are facing intense financial pressures to deliver services with reduced resources but within a growing city. TfL has recently had to make difficult decisions on LIP funding as part of the wider challenges for TfL's budget. We acknowledge that reductions to LIP funding cause significant challenges for boroughs. We will collectively continue to strongly make the case to government that London requires a fairer funding settlement and we are committed to continuing to identify opportunities to increase your LIP funding.

Consequently, TfL will provide more support as you prepare and implement your LIPs – sharing data, providing toolkits of measures and resources with evidence of their effectiveness, and giving guidance on how local initiatives can connect back to the Mayor's vision.

We would like to thank you for your continuing efforts to make London a better place. Working together, we can continue to transform our city, using local knowledge and expertise to create a future London that is not only home to more people, but is a better place for all of us to live, work and visit.



A handwritten signature in black ink that reads "Valerie Shawcross".

Valerie Shawcross CBE
Deputy Mayor for Transport



A handwritten signature in black ink that reads "Julian Bell".

Julian Bell
Chair of London
Councils Transport and
Environment Committee

EXECUTIVE SUMMARY

This guidance is issued on behalf of the Mayor of London to assist London's boroughs and the City of London Corporation to prepare revised LIPs following the Mayor's publication of a new Transport Strategy. The Greater London Authority Act 1999 (The GLA Act) requires each borough to prepare a LIP containing its proposals for the implementation of the Mayor's Transport Strategy in its area.

The purpose of this guidance is to help facilitate the preparation and approval of the third round of LIPs by:

- Supporting boroughs in preparing LIPs that help achieve the Mayor's Transport Strategy vision and priorities
- Providing boroughs with ownership of their own programmes and flexibility to reflect local circumstances
- Reducing resource burdens for the boroughs and TfL, in terms of preparing, monitoring and reviewing LIP submissions
- Better enabling transport to be integrated with wider health, economic, social and environmental objectives at a local level

The third round of LIPs will become effective from April 2019. Boroughs are required to submit their LIPs to TfL as soon as reasonably practicable after the Mayor has published the new Mayor's Transport Strategy.

The guidance is arranged in three parts:

- Part one – Policy context and requirements
- Part two – LIP toolkits: Implementing the Mayor's Transport Strategy at a local level
- Part three – Appendices

In addition to the LIP guidance, there are two supporting documents online: a 'Guide for TfL Assessors' and a 'Model Template', which are aids to the production of the LIP.

A LIP must include borough objectives and explain how meeting these will contribute to achieving the Mayor's Transport Strategy, the overarching mode share aim and each of the nine strategy outcomes. It should also contain a Delivery Plan for meeting the borough's objectives. It is recommended that boroughs take the following steps in identifying their objectives:

- Set out their understanding of the local context
- Describe the local issues, challenges and opportunities within the framework of contributing to achieving the following:
 - o The overarching aim that 80 per cent of all trips in London will be made on foot, by cycle or using public transport by 2041
 - o The nine Mayor's Transport Strategy outcomes

- Identify a specific set of local LIP objectives that contribute to achieving the overarching mode share aim and the nine Mayor's Transport Strategy outcomes, along with sub-regional and local priorities to be achieved within the borough

Boroughs must include the following in their Delivery Plan:

- A list of potential schemes up to 2041
- A costed and funded high-level indicative Programme of Investment that covers, by year, the three-year period 2019/20 to 2021/22, with commentary and risks
- A detailed and costed programme of schemes and initiatives for the first year of the plan with supporting commentary and risks
- The impact on their borough of initiatives in the TfL Business Plan
- Funding sources for all LIP initiatives, for example, Section 106, Community Infrastructure Levy (CIL)
- Targets against the overarching mode share aim, the nine outcomes and their respective outcome indicators
- A commitment to monitor the delivery indicators

Effective consultation will be a key element of preparing a good-quality LIP. As well as consultation with a number of statutory consultees, boroughs will have their own local engagement arrangements, but must demonstrate how the views of all consultees have been taken into account.

TfL will assess draft LIPs on the Mayor's behalf to ensure that the core requirements have been met. The Mayor will then decide whether to approve final LIPs submitted to him.

Monitoring the delivery of the LIP will be another essential element of delivering the Mayor's Transport Strategy. A new LIP Annual Report will summarise the total investment in each borough by combining TfL and borough programmes with a summary of progress against the outcomes of the Mayor's Transport Strategy. The Annual Report will be prepared by TfL for boroughs, and will be specific to each borough and form part of a delivery and outcome 'health check'. The Annual Report will indicate:

- The borough's progress in delivering the Mayor's Transport Strategy through analysis of outcome indicator trajectories against the borough's targets
- A summary of the schemes delivered, progress against the delivery indicators, lessons learnt and achievements against the programme
- Examples of best practice that could be shared with other boroughs and TfL



Part one

Policy context and requirements

Chapter one

Introduction and preparing the LIP

SECTION ONE

OVERVIEW

PURPOSE OF THIS GUIDANCE DOCUMENT

- 1.1 This document provides guidance to borough officers for the production of the third LIP. The LIP sets out the borough's proposals for implementing the Mayor's Transport Strategy in its area.

DOCUMENT STRUCTURE

- 1.2 This guidance is arranged in three parts:
- Part one – Policy context and requirements
 - Part two – LIP toolkits: Implementing the Mayor's Transport Strategy at a local level
 - Part three – Appendices

In addition to the LIP guidance, there are two supporting documents: a 'Guide for TfL Assessors' and a 'Model Template', which are aids to the production of the LIP.

PART ONE – POLICY CONTEXT AND REQUIREMENTS

1.3 Part one of the guidance has the following chapters:

1. **Introduction and preparing the LIP:** This chapter defines the recommended process to be used in preparing the borough's LIP.
2. **Borough transport objectives:** This chapter outlines the requirements and considerations in preparing the local objectives of the LIP within the framework of the Mayor's Transport Strategy priorities and outcomes.
3. **The Delivery Plan:** This chapter sets out the requirements for the Delivery Plan, which outlines how a borough will achieve its LIP objectives. The centrepiece of the Delivery Plan is a three-year Programme of Investment that sets out the initiatives and projects designed to deliver the borough's LIP objectives and the policies and proposals in the Mayor's Transport Strategy. The Programme of Investment will cover a period of investment and delivery that reflects the LIP funding settlement under TfL's Business Plan and will be reviewed and refreshed at three-yearly intervals. A more detailed annual programme is required together with details of how the borough plans to monitor its achievements in helping deliver the outcomes of the Mayor's Transport Strategy and contribute to achieving borough targets.
4. **Monitoring and reporting following approval:** This chapter provides guidance on the monitoring and reporting requirements following the approval of a borough's LIP. It defines the requirements boroughs have in monitoring their LIP and providing information to TfL in a timely and consistent format to ensure that London benefits from the investment through good project management and financial and cost controls.

PART TWO – LIP TOOLKITS: IMPLEMENTING THE MAYOR'S TRANSPORT STRATEGY AT A LOCAL LEVEL

- 1.4 Part two of the guidance provides a toolkit, related to the Mayor's Transport Strategy outcomes, of policies, proposals, potential initiatives, data and references to assist boroughs in preparing their LIPs.

PART THREE – APPENDICES

- 1.5 Part three of the guidance contains appendices with background information to assist in the preparation of a LIP.

THE MAYOR'S TRANSPORT STRATEGY

- 1.6 The third Mayor's Transport Strategy sets a new strategic direction for transport in London. It puts health and human experience at the heart of the transport system, looking not only at how transport infrastructure helps London's residents to get around, but at how the way people get around impacts on what London is like as a city.
- 1.7 Key to achieving the vision set out in the Mayor's Transport Strategy is the Healthy Streets Approach. The new strategy presents a unique opportunity for the boroughs, the Mayor and TfL to work together to improve the lives of people living in, working in and visiting London. By reducing traffic and creating streets and neighbourhoods that are attractive and pleasant places to walk, cycle, use public transport and spend time, London's authorities can make real improvements to the quality of life of everyone who lives in, works in and visits the city.

THE ROLE OF THE BOROUGHES

- 1.8 The boroughs are essential partners in the delivery of the Mayor's Transport Strategy, working with local residents, businesses and other stakeholders to deliver change and improvements. The boroughs' projects address local needs while also satisfying higher-level aims and contributing to sub-regional or London-wide economic and environmental objectives.
- 1.9 Boroughs have a wide range of transport and land use-related responsibilities and powers covering most of London's street network. As such, borough policies, plans and programmes, together with those of TfL and other partners, play a key role in achieving the outcomes of the Mayor's Transport Strategy.
- 1.10 Policy 25 of the Mayor's Transport Strategy states that: 'The boroughs shall prepare and implement Local Implementation Plans (LIPs) containing proposals for the implementation of the Mayor's Transport Strategy in their area. Each LIP should also contain a delivery plan and a monitoring plan.'¹
- 1.11 This guidance is designed to help boroughs prepare LIPs that will set out how local transport improvements will be delivered to contribute to achieving the Mayor's Transport Strategy vision and priorities. The guidance recognises the important role of the boroughs in improving local communities and the lives of local residents, and the contribution the boroughs make to achieve these priorities.

SUPPORTING AND WORKING WITH THE BOROUGHES

- 1.12 TfL is keen to offer help and support to the boroughs in the preparation and delivery of their third-round LIPs. Part two of the guidance provides advice on implementing the Mayor's Transport Strategy at a local level.
- 1.13 During the year, TfL will meet each borough at least once to discuss progress on the development and delivery of LIP programmes and any issues that are arising. In practice, quarterly meetings may offer a more effective means of tracking progress and identifying and resolving risks and issues. The frequency of meetings will be agreed with each borough.
- 1.14 The key contacts for borough-related queries are listed in Section D of Part two of the guidance.

MODEL TEMPLATE

- 1.15 A model template has been produced in consultation with London Councils and boroughs represented on a LIP3 Working Group.
- 1.16 Boroughs are encouraged to use the model template but there is no obligation to do so. As an alternative, the boroughs may submit their own format or supporting documents that contain the information required for a LIP as set out in The GLA Act and explained in this guidance.
- 1.17 This guidance contains mandatory requirements that the boroughs must include in their LIP. Each 'requirement' is marked using pink text and with a unique reference number, for example

REQUIREMENT RXX

¹ See Appendix A in Part three of the guidance for more details regarding LIPs and the Mayor's Transport Strategy

In addition, a summary list of the requirements is included as Appendix B.

- 1.18 Chapter four of the LIP guidance outlines the monitoring and reporting requirements that the boroughs are required to comply with in the three-year period, following the approval of their LIP.

The monitoring requirements are marked as:

MONITORING REQUIREMENT MRXX

- 1.19 The boroughs must provide a response or supporting evidence to all requirements that are marked in this guidance.
- 1.20 To ensure that all of the boroughs' submissions are assessed quickly, effectively and consistently, **where boroughs do not use the model template and provide their submission in a different format, they must provide an index to their responses cross-referenced to all the mandatory requirements as defined in this guidance.**

REQUIREMENT R1

GUIDE FOR TFL ASSESSORS

- 1.21 A Guide for TfL Assessors has been produced to supplement this guidance by providing an indication of what TfL is expecting from each borough's response, in terms of both the policy and programme information as well as an indication of length in terms of number of paragraphs or pages. There is no obligation to hold to this and the boroughs are free to provide more or less information if they think it is appropriate. However, there is an expectation that the LIP will be shorter and more focused in its content than previous LIPs.

SECTION TWO

STATUTORY ELEMENTS

STATUTORY CONTEXT

- 1.22 The LIP is a statutory document prepared under section 145 of The GLA Act and sets out how boroughs will deliver the Mayor's Transport Strategy in their area. Each borough is required to produce a LIP, which must be approved by the Mayor. More detail of the statutory framework is contained in Appendix C.
- 1.23 Section 159 of The GLA Act sets out the general power of TfL to grant funding, in this case to the boroughs to support delivery of their LIPs.
- 1.24 A LIP must contain the borough's proposals for implementing the Mayor's Transport Strategy in its area, a timetable for implementing the different proposals and the date by which all the proposals will be implemented. The proposals must be adequate for the purposes of delivering the Mayor's Transport Strategy and consistent with it. Section 151 states that a borough council 'shall implement all the proposals' contained in its LIP. The timetable and the deadline for implementation will also be assessed for adequacy by the Mayor.
- 1.25 Even if a borough accepts or receives no TfL funding, there is still a requirement to produce a LIP.

- 1.26 Boroughs are required to include in their LIP an explanation of the statutory background of the LIP process.

REQUIREMENT R2²

DEMOCRATIC PROCESS AND APPROVALS

- 1.27 The boroughs are required to outline the democratic processes taken to approve the submission of the LIP at a borough level.

REQUIREMENT R3

NOTE: TfL recognises that there are time constraints in briefing elected members and obtaining approvals for the submission of the LIP document. Boroughs are only required to provide a statement of intent of how the approval process for the LIP will be achieved in their draft LIPs. In the final LIP, this text will need to be updated to provide a summary record of the democratic process undertaken.

STATUTORY CONSULTATION

- 1.28 Section 145 (2) of The GLA Act places a duty on boroughs to consult the following persons or bodies when preparing their LIP:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor

- 1.29 Boroughs will have their own local engagement and consultation arrangements but they may also wish to consult with:

- Elected members
- The Local Strategic Partnership
- The borough's Director of Public Health

² The LIP template contains proposed text that may be used to fulfil this requirement

- Local community groups, transport user groups, environmental groups and representatives of younger and older people (for example, London TravelWatch, the London Cycling Campaign, Sustrans, Living Streets, English Heritage, Transport for All, the Road Haulage Association, the Freight Transport Association, the AA and RAC)
 - A mobility forum, or similar
 - Other service sectors (for example, health, education, planning, fire)
 - Crime and disorder reduction partnerships
 - Business communities, including Business Improvement Districts (BIDs), large employers and London First
 - Transport operators, taxi driver associations and private hire vehicle (PHV) companies
- 1.30 It is important that boroughs work in partnership with neighbouring authorities, within and bordering London, to ensure relevant strategies and Delivery Plans are aligned. Boroughs may also wish to engage with the relevant sub-regional and other partnerships for their area, especially to ensure alignment between their third LIP and sub-regional priorities.

- 1.31 Boroughs are required to provide evidence to show that all statutory consultees and any other organisations/groups have been engaged with during the formal statutory consultation period. They must also demonstrate how the views of their consultees have been taken into account.

REQUIREMENT R4

NOTE: Boroughs are only required to provide a statement of intent of how the consultation process for the LIP will be achieved in their draft LIP. In the final LIP, this text will need to be updated to provide a record of the consultation process that was undertaken and of any changes made to the document as a result of the comments received.

STATUTORY DUTIES

- 1.32 In addition to the requirements of The GLA Act, there are a number of statutory duties and processes that boroughs are required to take into account when preparing their LIPs.
- 1.33 There is a requirement to undertake a Strategic Environmental Assessment and it is recommended that an Equalities Impact Assessment is also done (which addresses the borough's Public Sector Equality Duty). The boroughs are required to consider whether it is appropriate for the LIP to be assessed against other matters, for example crime and disorder, health, economic and business issues, air quality and climate change.

REQUIREMENT R5

SECTION THREE

SUBMITTING THE LIP AND THE APPROVAL PROCESS

TIMESCALES FOR PREPARING AND SUBMITTING THE LIP

1.34 Boroughs should produce their LIPs as soon as reasonably practicable after the Mayor has published the Mayor's Transport Strategy. The third round of LIPs will become effective from April 2019, which will be 13 months after the Mayor's Transport Strategy has been published. Table 1 sets out the timescales and key milestones for boroughs to prepare their third LIPs. The boroughs should also take into account, and where applicable be in conformity with, other Mayoral strategies, such as the London Plan and the London Environment Strategy.

TABLE 1: TIMESCALE FOR PREPARATION AND APPROVAL OF THIRD-ROUND LIPS

Milestone	Date
Mayor publishes the Transport Strategy and the LIP3 Guidance	March 2018
Boroughs start third LIP preparation in detail	Following publication of the Mayor's Transport Strategy
Borough elections	3 May 2018
Boroughs submit consultation draft LIP to TfL and other consultees. Alongside this, boroughs submit their 2019/20 Annual Spending Submission, informed by this guidance, to TfL	2 November 2018
TfL responds to boroughs, advising on adequacy of their LIPs and other statutory requirements	7 December 2018
Boroughs amend LIPs in response to consultation, including TfL's recommendations, and submit final draft version to TfL	16 February 2019
Mayoral approval of final version of LIPs	March 2019

SUBMISSION REQUIREMENTS

- 1.35 Boroughs must meet all of the following requirements for the submission of their LIP set out below under the following headings:

REQUIREMENT R6

- a. Name of document
- b. Submitting the document to TfL
- c. Submission milestones

Name of document

- 1.36 Boroughs may name their LIP document in a way that complements a wider set of local planning or policy documents. However, it must be clear from the title or sub-title of the document that it is the borough's LIP.

Submitting the document to TfL

- 1.37 The document must be sent to TfL at boroughprojectsandprogrammes@tfl.gov.uk and copied to the email address of the borough's TfL regional manager.³

Submission milestones

- 1.38 To meet the March 2019 milestone for Mayoral approval, boroughs are recommended to commence consultation on their draft LIP by November 2018 and, as part of that process, submit the draft to TfL as a statutory consultee. After considering all the consultation responses, the boroughs are requested to submit their final draft version of the LIP to TfL by 16 February 2019. Boroughs can submit both their consultation draft and final draft LIP before these milestones if they wish, to enable TfL to assess and respond earlier.

APPROVAL OF LIPS

- 1.39 TfL will assess⁴ boroughs' LIPs on behalf of the Mayor to ensure that the requirements set out in this guidance have been met. LIPs that meet these LIP guidance requirements will be recommended for formal approval by the Mayor. Where these requirements appear not to have been met, TfL may request that boroughs submit a revised LIP, within a given timescale, or may choose to meet with boroughs to discuss outstanding issues. The Mayor will then decide whether to approve LIPs that have been submitted. If the Mayor does not consider that a LIP satisfies the requirements set out in this guidance, or if a LIP is not submitted, the Mayor may exercise his powers under section 147 of The GLA Act and require a new LIP to be prepared or prepare one on behalf of the borough.

REVISION OF LIPS

- 1.40 A borough may revise its LIP at any time if it considers it appropriate, although this is likely only to happen in response to a significant change in local circumstances. Boroughs who do plan to revise their LIP should contact TfL in the first instance.

FURTHER INFORMATION

- 1.41 TfL reserves the right to ask for further information from boroughs where there is concern that spending and/or delivery targets are at risk of not being met.

³ Details can be found in Section D of Part two of the LIP guidance

⁴ The criteria that will form the basis of the assessment process are defined in the 'Guide For TfL Assessors'

Chapter two

Borough transport objectives

OVERVIEW

- 2.1 LIPs should identify key local issues, challenges and opportunities, and what the borough plans to deliver in terms of policies, schemes and programmes to contribute to achieving the aims and outcomes of the Mayor's Transport Strategy.
- 2.2 The Mayor's Transport Strategy sets out three priority areas for action by TfL, the London boroughs and other delivery partners. These priorities are:
- Healthy Streets and healthy people, including traffic reduction strategies
 - A good public transport experience
 - New homes and jobs
- 2.3 The overarching aim of the strategy is for 80 per cent⁵ of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today. A shift from car use to active, efficient and sustainable modes provides a long-term solution to the growth, health, environment and quality of life challenges that could undermine London becoming a more equitable, efficient, well-functioning and liveable city.

⁵ To achieve this overarching aim for London, some boroughs may need to achieve a higher mode share than 80 per cent, while the expectation may be lower in other boroughs depending on the local context of population, the economy, the transport network and trip patterns. Each borough will need to contribute to the achievement of an individual trajectory, provided by TfL.

2.4 The nine outcomes of the strategy are defined as follows:

- Healthy Streets and healthy people, including traffic reduction strategies
 - o Outcome 1: London's streets will be healthy and more Londoners will travel actively
 - o Outcome 2: London's streets will be safe and secure
 - o Outcome 3: London's streets will be used more efficiently and have less traffic on them
 - o Outcome 4: London's streets will be clean and green
- A good public transport experience
 - o Outcome 5: The public transport network will meet the needs of a growing London
 - o Outcome 6: Public transport will be safe, affordable and accessible to all
 - o Outcome 7: Journeys by public transport will be pleasant, fast and reliable
- New homes and jobs
 - o Outcome 8: Active, efficient and sustainable travel will be the best option in new developments
 - o Outcome 9: Transport investment will unlock the delivery of new homes and jobs

2.5 Achieving these outcomes and the magnitude of the desired change set out in the Mayor's Transport Strategy will require the boroughs and TfL to work together to develop the right solutions.

IDENTIFYING OBJECTIVES

2.6 It is recommended that boroughs take the following steps in identifying their transport objectives:

- A. Set out their understanding of the local context
- B. Describe the local issues, challenges and opportunities within the framework of contributing to achieving the following:
 - o The overarching aim that 80 per cent of all trips in London will be made on foot, by cycle or using public transport by 2041
 - o The nine Mayor's Transport Strategy outcomes
- C. Identify a specific set of local LIP objectives which contribute to achieving the overarching mode share aim and the nine Mayor's Transport Strategy outcomes, along with sub-regional and local priorities to be achieved within the borough

A. Local context

- 2.7 Boroughs are required to set out the local context including the geographical, demographic and other characteristics of their boroughs, cross-referencing existing policy and context documents as appropriate

REQUIREMENT R7**B. Describing local issues, challenges and opportunities**

- 2.8 The Mayor's Transport Strategy acknowledges that the city's transport system is in many ways enhancing Londoners' lives, but in other ways it is failing to do so. The Mayor's vision is to create a future London that is not only home to more people, but is a better place for all of those people to live.
- 2.9 Boroughs should describe local issues, challenges and opportunities within the framework of the overarching mode share aim and the nine Mayor's Transport Strategy outcomes. Both TfL and the boroughs (and other agencies) share responsibility for achieving these aims and outcomes.
- 2.10 The issues, challenges and opportunities might draw on a range of sources, for example, local planning or policy documents, local public health issues, and evidence-based recommendations from TfL, local members, residents, the local business community, any BIDs and/or other stakeholders.

Changing the transport mix: policy 1 – challenges and opportunities

- 2.11 Boroughs are required to identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.

REQUIREMENT R8**Mayor's Transport Strategy outcomes – challenges and opportunities**

- 2.12 The policies and proposals of the Mayor's Transport Strategy are informed by a wide-ranging evidence base and developed using TfL's available data and forecasting tools. The anticipated outcomes of the strategy and outcome indicators are shown in Figure 1, and described in more detail in paragraphs 2.21 to 2.51. A summary of the policies and proposals is contained in Part three – Appendix D. Boroughs are required to set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals.

REQUIREMENT R9

FIGURE 1: MAYOR'S TRANSPORT STRATEGY OUTCOMES AND OUTCOME INDICATORS

Mayor's Transport Strategy									
Strategic drivers	Healthy Streets and healthy people				A good public transport experience			New homes and jobs	
Policies	2	3, 4	5	6, 7, 8, 9	10, 17, 18, 19	11, 12, 14, 20	13, 15, 16	21a	21b
Outcomes	1) London's streets will be healthy and more Londoners will travel actively	2) London's streets will be safe and secure	3) London's streets will be used more efficiently and have less traffic on them	4) London's streets will be clean and green	5) The public transport network will meet the needs of a growing London	6) Public transport will be safe, affordable and accessible to all	7) Journeys by public transport will be pleasant, fast and reliable	8) Active, efficient and sustainable travel will be the best option in new developments	9) Transport investment will unlock the delivery of new homes and jobs
Outcome indicators	Traffic reduction and changing mode share – policy 1								
	80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041								
	All Londoners to do at least 20 minutes' active travel a day by 2041	65% reduction in KSIs by 2022 compared to a 2005–09 baseline	10–15% reduction in volume of traffic by 2041	72% reduction in CO ₂ emissions from transport (excluding aviation) by 2041	Public transport network can accommodate 14–15 million trips daily by 2041	Reduce travel time difference between total and step-free network by 50% by 2041	5–15% improvement in bus speeds by 2041 London-wide		
	70% of Londoners live within 400m of London-wide strategic cycle network by 2041	70% reduction in KSIs by 2030 compared to a 2010–14 baseline	10% reduction in freight trips in central London by 2026 in morning peak	94% reduction in road transport NO _x emissions by 2041					
	Zero deaths and zero serious injuries from road collisions by 2041	250,000 fewer cars owned by 2041	Reduction of 53% in PM _{2.5} and 45% in PM ₁₀ from road transport emissions by 2041						

C. Identifying and setting local objectives and priorities

2.13 Setting clear LIP objectives ensures a consistent focus throughout the LIP. It also ensures that significant local issues, challenges and opportunities are addressed and informs the relative priority given to different areas of spend within the Delivery Plan.

2.14 LIP objectives should cover the period from 2019/20 to 2021/22 and also reflect the timeframe of the Mayor's Transport Strategy up to 2041. The longer-term objectives could include aspirational objectives to highlight local or strategic issues where boroughs wish to work with TfL or other partners to deliver a long-term solution. Boroughs should identify which objectives are short-term and which are intended to be achieved over a longer period.

2.15 It is likely that a mix of SMART (specific, measurable, achievable, realistic and time-limited) and more qualitative objectives will be appropriate, as outcomes for some policy areas are difficult to quantify.

Changing the transport mix: policy 1 – local priorities

REQUIREMENT R10

2.16 Boroughs are required to set objectives that explicitly assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share. Reducing the need to travel by car and reducing traffic must be addressed to meet not only the 80 per cent sustainable mode share target that is at the heart of the Mayor's Transport Strategy, but also the health and quality of life objectives that underpin the strategy.

2.17 As indicated in Figure 2, to achieve this overarching aim, different parts of London will need to strive towards different local mode shares depending on the local context of population, the economy, the transport network and trip patterns. Each borough will need to contribute to the achievement to a different extent.

2.18 Boroughs may wish to implement innovative local measures in order to achieve traffic reduction. The Mayor, through TfL, will work with those boroughs⁶ who wish to develop and implement appropriate traffic demand management measures, for example establishing zero emission zones, local road user charging or workplace parking levy schemes, as part of traffic reduction strategies where they are consistent with the achievement of the Mayor's Transport Strategy policies and proposals. Any net-revenue from local borough road user charging or local borough workplace parking levies would be retained by the borough, to be spent on local transport initiatives. Each local road user charging or workplace parking levy scheme would require approval by the Mayor.

2.19 Outcome indicators:

- Eighty per cent of all trips in London to be made on foot, by cycle or using public transport by 2041

⁶ TfL is preparing guidance for boroughs to assist the development of local road user charging and workplace parking levy proposals

Mayor’s Transport Strategy outcomes – local priorities

2.20 Boroughs are required to identify a set of locally specific LIP objectives that contribute to achieving the nine outcomes of the Mayor’s Transport Strategy, and the relevant policies and proposals.

REQUIREMENT R11

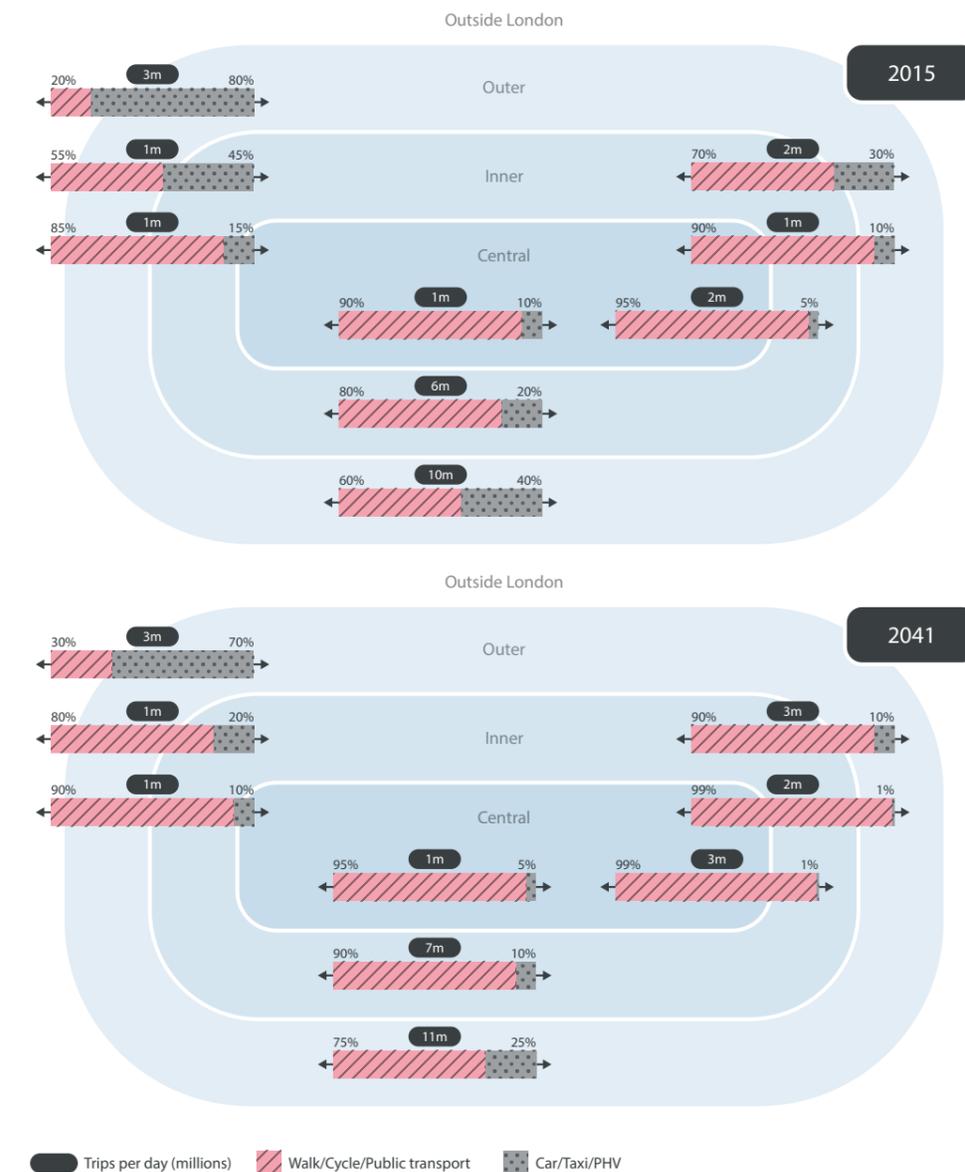
Outcome 1: London’s streets will be healthy and more Londoners will travel actively – policy 2

2.21 The Mayor’s Transport Strategy sets out proposals for increasing levels of walking and cycling and ensuring that all Londoners are able to travel actively and achieve the associated health benefits by: improving the environment for walking and cycling (including the delivery of the strategic cycle network); making walking and cycling easier; and promoting walking and cycling.

2.22 Boroughs will have a major role to play in making London a city where people choose to walk and cycle more often by improving street environments, including by tackling air pollution. LIPs will need to demonstrate an ambitious approach to increase the proportion of the borough’s population who walk or cycle for at least 20 minutes a day to contribute to the aim for all Londoners to achieve this minimum daily active travel level by 2041.

FIGURE 2: ACHIEVING SUSTAINABLE TRAVEL MODE SHARE BY SPATIAL AREA

Current and expected mode shares for travel within and between central, inner and outer London and outside London, 2015 and 2041



2.23 To encourage mode shift away from the car, boroughs should set out how they will make the alternatives, walking, cycling and public transport, more attractive by improving infrastructure, enhancing wayfinding and delivering measures to support people to change their travel habits.

2.24 Outcome indicators:

- All Londoners to be doing a healthy level of activity through travel – all Londoners to do two periods of at least ten minutes (or a single block of 20 minutes or more) of active travel per day, by 2041
- Walking or cycling will be the best choice for shorter journeys – 70 per cent of Londoners to live within 400 metres of the London-wide strategic cycle network

Outcome 2: London's streets will be safe and secure – policies 3 and 4

2.25 Achieving Vision Zero will require immense effort by boroughs, TfL, the police and key road user groups in working to reduce road danger on London's streets, by putting radical policies and plans in place, to deliver the necessary casualty reductions and placing road danger reduction at the heart of all investment decisions. The approach will need to address the need for safer streets, safer vehicles, safer behaviours and safer speed.

2.26 Minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport. Action must be taken to address speed/speeding, unsafe behaviour, vehicles and infrastructure. Boroughs' objectives must explicitly address the need to reduce road danger. Boroughs should set out their approach and plans for making London's streets safer, their contribution to achieving the milestone targets for casualty reduction and their approach to implementing Vision Zero. An approach that goes beyond infrastructure issues will be needed to address road danger reduction issues fully and, in particular, should consider reducing speed limits in areas where people live, work and shop to 20mph.

2.27 LIPs will also need to include plans for improving security, reducing crime and disorder and reducing fear of crime. Any security considerations should include the need for protective security measures for crowded public spaces.

2.28 Outcome indicators: Aim to have no deaths or serious injuries on London's streets by 2041:

- A 65 per cent reduction in number of people killed or seriously injured (KSI) on London's streets by 2022 against 2005-09 levels
- A 70 per cent reduction by 2030 against 2010-14 levels
- Zero deaths and injuries from road collisions by 2041

Outcome 3: London's streets will be used more efficiently and have less traffic on them – policy 5

- 2.29 Creating a pleasant environment for walking, cycling and greater use of public transport will require a reduction in car dependence and use, and a reduction in the dominance of streets and public spaces by motorised traffic.
- 2.30 The Mayor will support borough traffic reduction strategies and boroughs are encouraged to set out their local approach to reducing traffic as part of their LIPs. Of particular importance is adhering to the new parking standards in the London Plan.⁷ Controlled Parking Zones (CPZs) are a key tool for combatting excessive traffic and boroughs should consider new CPZs and extending the hours and scope of operation of existing schemes. Where CPZs are close to the Transport for London Road Network (TLRN), boroughs should work with TfL to ensure a consistent approach, in particular with regard to potential changes to TLRN parking.
- 2.31 Boroughs should set out their local strategy and plan for reducing car traffic and managing freight and servicing traffic so that it uses the road network efficiently, using their Delivery Plan, and other borough-related policies such as land use policies, development control and parking policies. This should include the borough's proposals for:

- Relevant parking and development policies designed to reduce traffic
- Measures to shift freight and servicing trips to other modes including rail, river, cycle and foot, and consider the potential for retiming delivery and servicing activities to reduce congestion and/or the potential for conflict with other active, efficient and sustainable modes. Measures might include changes to the way that loading is managed, reviewing restrictions that prevent off-peak deliveries, introducing consolidation from collective procurement schemes, releasing surplus land to facilitate less impactful last mile deliveries, and encouraging local businesses (including the local authority itself) to restrict personal deliveries to the workplace where appropriate
- Reallocating road space to enable a wider range of trips to be made on foot, by cycle and using public transport and encouraging people to spend time in their streets by ensuring street environments are accessible, welcoming, well maintained, attractive and provide suitable shade and shelter, and places to stop and rest

⁷ https://www.london.gov.uk/sites/default/files/new_london_plan_december_2017_web_version.pdf

- Enabling and supporting more residents to live car-free lifestyles or to give up their second cars. LIPs could include measures to encourage Londoners to give up their cars through incentive schemes and targeted information and promotion, including designating vehicle-free areas, replacing car parking with cycle parking, and holding community car-free street events. In inner and outer London, LIPs could also include proposals to reallocate parking for car clubs, where this will reduce car use and ownership, prioritising these for ultra low emission vehicles (ULEVs)
- Discouraging unnecessary car trips. Measures might include changes to the way that parking is managed and charged for, reducing car use on the journey to school by promoting STARS (Sustainable Travel: Active, Responsible, Safe) and introducing workplace parking levy schemes and local congestion charging schemes

2.32 Outcome indicators:

- Traffic will fall and congestion kept in check, allowing more efficient operations – a 10-15 per cent reduction in vehicle kilometres by 2041
- Less road freight transport at peak times in central London – reduce by 10 per cent the number of freight vehicles crossing into central London in the morning peak period (7–10 am) by 2026
- Falling car ownership and use – 250,000 fewer cars owned in London by 2041

Outcome 4: London's streets will be clean and green – policies 6, 7, 8 and 9

- 2.33 Achieving the Mayor's aim to improve air quality and reduce carbon emissions will require a reduction in motor traffic and for older vehicles to be taken off London's streets and replaced with fewer, newer, cleaner vehicles. The Mayor's ambition is for a zero carbon city by 2050, but this will not be achieved without a transformation in the vehicle fleet towards electrification and zero carbon technologies, supported by infrastructure and energy management systems. Although London currently meets legal limits for particulate matter (PM) less than 2.5 microns in diameter (PM_{2.5}), it is still well above the level of 10 micrograms per cubic metre (10µg/m³) for PM_{2.5} recommended by leading health experts. The Mayoral commitment to achieving this will not be achieved by 2030 without further action.
- 2.34 In the short- to medium-term, there must be a particular focus on action to reduce air, pollution, reducing exposure to it and tackling pollution hotspots, which boroughs should support through their LIP. Locations that have large numbers of vulnerable Londoners, such as schools, should be prioritised for action. In particular, the boroughs have an important role in ensuring recommendations from the Mayor's school air quality audit programme are implemented, and LIP funding can be directed at both the audits and the delivery of measures.

- 2.35 To help make London's transport system resilient to extreme weather and climate change, enhance biodiversity and the natural environment and improve the health of Londoners, transport schemes should take account of the impacts of climate change in their design and maximise the use of green infrastructure and sustainable drainage systems.
- 2.36 Boroughs should propose objectives that reduce emissions from transport, move towards making London's transport network zero emission, reduce the number of people affected by traffic noise, protect and enhance green infrastructure, deliver a net positive impact on biodiversity, and ensure that London's transport system is more resilient towards the impacts of climate change.
- 2.37 Boroughs are encouraged to lead by example in their own fleets by using electric vehicles (EVs) and ULEVs. They should also implement schemes to drive down emissions across their borough more broadly, including through the implementation of on-street charging points (including rapid charging points) or through differential parking charges. Boroughs may wish to implement schemes to accelerate the switch to EVs using their road management powers, such as zero emission zones.

- 2.38 Outcome indicators: London's transport will be on track to be zero emission by 2050.
- A 72 per cent reduction in carbon dioxide (CO₂) emissions from transport (excluding aviation) by 2041
 - A 94 per cent reduction in road transport nitrogen oxides (NO_x) emissions by 2041
 - A 53 per cent reduction in PM_{2.5} and 45 per cent reduction in PM₁₀ emissions from road transport by 2041

Outcome 5: The public transport network will meet the needs of a growing London – policies 10, 17, 18 and 19

- 2.39 The Mayor's Transport Strategy sets out policies and proposals to improve Londoners' public transport experience and achieve mode shift away from the car by improving public transport efficiency and accessibility and reducing crowding.
- 2.40 A significant proportion of public transport trips start and end on borough roads. Taking a whole journey approach requires boroughs and TfL to work together to enhance the whole journey experience. Although TfL has the primary responsibility for the delivery of this outcome, boroughs should use the Healthy Streets Approach to direct complementary public transport and street improvements, and to provide an attractive whole journey experience that will facilitate mode shift away from the car.
- 2.41 Outcome indicator:
- More trips by public transport – public transport network can accommodate 15 million trips every day by 2041

Outcome 6: Public transport will be safe, affordable and accessible to all – policies 11, 12, 14 and 20

- 2.42 A good public transport experience means catering for the whole journey and all its stages including onward journeys by other modes, for example walking, cycling or by taxi. A fully inclusive public transport system would enable all Londoners to take advantage of what the city has to offer. Improving the accessibility of the public transport system is critical to delivering a better transport experience for all Londoners, including disabled people and growing numbers of older people.
- 2.43 TfL and the boroughs share responsibility for this outcome. LIPs should set out objectives to enhance London's streets and public transport network so as to enable all Londoners, including disabled and older people, to travel spontaneously and independently, making the transport system navigable and accessible to all.
- 2.44 Outcome indicators:
- Everyone will be able to travel spontaneously and independently – reduce, on average, the difference between total network and step-free network journey time by 50 per cent by 2041

Outcome 7: Journeys by public transport will be pleasant, fast and reliable – policies 13, 15 and 16

- 2.45 Buses are currently used by a broad range of Londoners and relied on particularly by older people, disabled people and those travelling with children, and are a relatively accessible form of public transport. In future, buses will play an increasing role in helping people switch from the car to using public transport.
- 2.46 Across London, reasonable and reliable bus journey times are essential to the attractiveness of bus services to existing and potential customers. However, road congestion caused by cars and other traffic, and the increasing volume of utilities roadworks, pose a significant threat to journey times and reliability. Maintaining and improving the reliability of the bus network, through bus priority and traffic reduction, is important to provide a good public transport experience.
- 2.47 As with Outcome 6, TfL and the boroughs share responsibility for this outcome. Boroughs should include objectives to improve bus journey times and journey time reliability, for example by reviewing, improving and increasing provision for bus priority lanes and junctions and, where practicable, avoiding measures that worsen bus journey times and journey time reliability.
- 2.48 The Mayor wants to transform London's rail-based services with improved journey times and increased capacity. TfL has primary responsibility for this, but LIPs should include objectives and measures to improve access to interchanges and information provision.

2.49 Outcome indicators:

- Bus journeys will be quick and reliable – an attractive alternative to the car. Bus speeds will improve by approximately five per cent to 15 per cent London-wide by 2041, with particular improvements expected in inner London.

Outcomes 8 and 9: Good Growth and unlocking 'Active, efficient and sustainable travel will be the best option in new developments' and 'Transport investment will unlock the delivery of new homes and jobs' – policies 21a and 21b

2.50 The Mayor's Transport Strategy and London Plan set out to shape the type of growth in London using transport services to create high-density, mixed-use places and spaces, and to support and direct Good Growth so new jobs and homes are unlocked in underdeveloped parts of the city. The transport principles of Good Growth are as follows:

- Good access to public transport
- High-density, mixed-use developments
- People choose to walk and cycle
- Car-free and car-lite places
- Inclusive, accessible design
- Carbon-free travel
- Efficient freight

2.51 Good Growth means ensuring that Londoners have options other than to drive to the shops, school or work. Boroughs should include objectives to deliver Good Growth as part of their LIP. There are no outcome indicators for these outcomes.

Other Mayoral strategies

2.52 Some borough objectives could look outside the local transport agenda to wider corporate priorities set out in the Local Plan and other relevant policies (see below), providing they are consistent with the Mayor's Transport Strategy.

2.53 **Other Mayoral strategies are also relevant to LIPs, and boroughs should have regard to these as they are published.**

REQUIREMENT R12

Milestone	Publication date
Environment	Summer 2018
Health Inequalities	Summer 2018
Housing	Summer 2018
Economic Development	Spring/summer 2018
Culture	Summer 2018
London Plan	Late 2019

Chapter three

The Delivery Plan

OVERVIEW

- 3.1 This chapter outlines the requirements for boroughs to prepare a Delivery Plan that sets out how they will deliver their LIP objectives.

LINKAGES TO THE MAYOR'S TRANSPORT STRATEGY PRIORITIES

- 3.2 Boroughs are required to outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy – including the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals – in preparing a Delivery Plan.

REQUIREMENT R13

- 3.3 A toolkit to assist boroughs in preparing this section of the LIP is included in Part two of this guidance – LIP toolkits: Implementing the Mayor's Transport Strategy at a local level.

TFL BUSINESS PLAN

- 3.4 TfL's Business Plan commits to providing funding for investment throughout the life of the plan in all modes of transport throughout London as well as funding for both the TLRN and boroughs' roads through LIP-related programmes. This recognises the critical role that the boroughs play in delivering the Mayor's Transport Strategy and the need for a consistent approach to investment and strong partnership working to facilitate this.

- 3.5 Further detail of the LIP funding available to support boroughs is set out in Part three – Appendix E, Funding and approval of LIPs.

REQUIREMENT R14

- 3.6 When preparing their LIPs, boroughs are required to take into account the major projects and investment in all modes of transport, as well as the investment in the road network that may impact on their borough, as set out in the TfL Business Plan. These large-scale investments have the potential to support growth and regeneration as well as contribute to achieving the Mayor's Transport Strategy outcomes to enhance transport capacity and connectivity. Boroughs are therefore encouraged to consider local complementary and/or parallel programmes where appropriate.
- 3.7 TfL will provide details annually of committed plans for schemes and programmes that it will deliver within each borough over the TfL Business Plan period to help inform the third LIP development process. Details of planned work programmes on the TLRN are available from the TfL regional manager, and boroughs are encouraged to take account of this when planning their own programmes.

SOURCES OF FUNDING

- 3.8 In addition to LIP funding, there are other sources of strategic funding available from TfL or the GLA:

- Mayor's Air Quality Fund
- Bus Priority Programme
- Liveable Neighbourhoods
- Cycle programmes, for example, Mini-Hollands, Quietways
- Transformational schemes
- Major projects
- Asset investment
- Any other future programmes or initiatives

- 3.9 Other sources of additional investment from both the public and private sectors are to be identified. Boroughs are required to identify all interventions that are intended to be wholly or partly funded using LIP funding in the borough's Programme of Investment. Boroughs should identify the proposed funding source for each of these interventions, ie how much is from LIP funding allocations and how much comes from other sources (for example, the council's own capital and revenue sources, Section 106/CIL contributions, or other sources of TfL/GLA funding such as Growth Areas).

REQUIREMENT R15

- 3.10 The Programme of Investment must be based on a realistic view of funding available from all sources to the boroughs and not contain uncosted or unaffordable projects.
- 3.11 Boroughs have been provided with details of the proposed levels of LIP funding available for a five-year period and the boroughs should plan their programme accordingly. Future years' funding should be treated as indicative only. TfL will confirm funding to the boroughs on an annual basis and the boroughs, will be able to update and confirm their detailed programmes in their Annual Spending Submissions.

IDENTIFYING POTENTIAL INTERVENTIONS

- 3.12 Boroughs are encouraged to consider a wide range of options when deciding on the interventions that will deliver their LIP objectives. Part two of this guidance includes some examples of the initiatives boroughs could include to deliver the Mayor's Transport Strategy outcomes, policies and proposals.
- 3.13 Boroughs are advised to discuss potential interventions with officers at TfL, as appropriate. Boroughs are also advised to identify how they expect TfL and other partners to contribute to the delivery of their LIP objectives and specific interventions.

LONG-TERM INTERVENTIONS TO 2041

- 3.14 The Mayor's Transport Strategy outlines the Mayor's ambitions for the period up until 2041: the LIP should reflect the borough's high-level ambitions for investment in the borough and improvements in its transport network to the same end date. **The boroughs are required to provide a list of potential schemes up until 2041, together with a short explanation of the reasons for their inclusion in the Delivery Plan.**

REQUIREMENT R16

THREE-YEAR INDICATIVE PROGRAMME OF INVESTMENT

REQUIREMENT R17

- 3.15 As part of the Delivery Plan **boroughs are required to produce a costed and funded high-level indicative Programme of Investment that covers, by year, the three-year period 2019/20 to 2021/22.** Where the borough has been given approval for funding for Liveable Neighbourhood schemes, the timescale of the relevant section in the plan should be extended to make it consistent with the timescale for delivery of the Liveable Neighbourhood scheme.

- 3.16 The three-year programme should, where possible, set out dates by when all planned interventions will be implemented. Where it is not practicable to predict the programme dates with any accuracy, the boroughs should consider an approach whereby an indicative date by which all interventions will be implemented is given and the other interventions that are continuing are clearly indicated.
- 3.17 The LIP should provide reference to the borough's Infrastructure Delivery Plan, detailing how it sees LIP funding being part of any wider funding package for proposals which support the Mayor's Transport Strategy, and what other funding sources are anticipated, for example CIL and Section 106.
- 3.18 The Programme of Investment should identify proposed spend by year based on the Mayor's Transport Strategy priority areas (see paragraph 2.2), the overarching mode share aim and nine outcomes of the Mayor's Transport Strategy and be compatible with the borough's identified LIP objectives. It should set out the measures proposed to achieve the stated outcomes. The LIP does not need to give details of every scheme or measure the borough proposes to implement, nor the component details of proposed packages of measures. Boroughs are advised to consider packages or groups of complementary and holistic measures, designed to deliver area or policy-based outcomes. The Programme of Investment can be ordered by outcome, spatially, modally or in any other sequence the borough considers most appropriate.
- 3.19 At the end of this three-year period, the boroughs will need to prepare a new Delivery Plan in 2021 for the next three-year period, 2022/23 to 2024/25.

Supporting commentary for the three-year programme

- 3.20 Boroughs are required to provide supporting commentary on:
- How the three-year Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation
 - The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives
 - How the delivery of the Mayor's priorities will be supported at a local level

REQUIREMENT R18

Identify risks to the delivery of the three-year programme

REQUIREMENT R19

- 3.21 Boroughs are required to include a concise section on risk assessment and mitigation in preparing and considering options for their Delivery Plan. The plan should identify all risks likely to arise and acknowledge any potential programme and project risks. The risk assessment should include steps that can be taken to mitigate against them, and identify any possible remedial measures that could be implemented should the risks materialise. Liveable Neighbourhoods and larger projects will require more focused risk assessment. This will be covered in appropriate additional guidance (such as for Liveable Neighbourhoods).

ANNUAL PROGRAMME OF SCHEMES AND INITIATIVES

3.22 Boroughs are required to provide a detailed and costed programme of schemes and initiatives for the first year of the plan, with the programme to be updated in subsequent years. Boroughs should submit their Programme of Investment using Proforma A (as shown at Part three – Appendix F). Proformas will need to be uploaded to the Borough Portal.

REQUIREMENT R20

3.23 Boroughs have the flexibility to amend or update their annual programmes in response to, for instance, delays and cost changes, stakeholder feedback, new evidence of the impact of previous similar interventions or changes in priorities.

3.24 Chapter four of this guidance outlines the need for effective project and programme management controls, and there is an expectation that in the delivery period of this LIP the spend profile on schemes will be spread evenly over the year and not be concentrated towards the end of the financial year. This will improve delivery and use borough, consultant and contractor resources more effectively. Project management controls used to record the delivery of the annual programme of works will be discussed at meetings between TfL and the boroughs.

Supporting commentary for the annual programme

- 3.25 Boroughs are required to provide supporting commentary on:
- How the annual Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation
 - The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives
 - How the delivery of the Mayor's priorities will be supported at a local level

REQUIREMENT R21

Risk assessment for the annual programme

- 3.26 Boroughs are required to identify any projects that have significant potential of risk within the planned programme of works and identify any mitigation measures for these high-risk projects.

REQUIREMENT R22

MONITORING DELIVERY OF THE OUTCOMES OF THE MAYOR'S TRANSPORT STRATEGY

- 3.27 The monitoring of outcomes is an essential element of the LIP process in order to contribute to understanding progress in delivering the Mayor's Transport Strategy. It is recognised that individual boroughs will contribute to the Mayor's vision in different ways and the monitoring of local targets along the trajectory of planned change will indicate the speed and success of progress in contributing to the achievement of the aims and outcomes of the Mayor's Transport Strategy.
- 3.28 Part three – Appendix G contains a summary of the outcome indicators and delivery indicators.

Outcome indicators

- 3.29 TfL will collect strategic data on behalf of the boroughs for the overarching mode share aim and the nine outcomes. Data will be provided on a borough-by-borough basis to monitor progress against the achievement of the Mayor's Transport Strategy outcomes.
- 3.30 The trajectory of change to achieve these outcomes will vary across London due to the influence of a wide range of factors. The outcomes are London-wide and it is recognised that each borough will contribute in different ways to their achievement. Where practicable

and taking into account the statistical limitations of the data and margins of error, individual trajectories will be provided for each borough to monitor progress in achieving the outcomes. **Boroughs are required to set targets against the overarching mode share aim and the nine outcomes using their respective outcome indicators.**

REQUIREMENT R23

Delivery indicators

REQUIREMENT R24

- 3.31 Delivery indicators are set by TfL but monitored by the boroughs. **Boroughs are required to collect this information and submit it to TfL using Proforma C on at least an annual basis.** The delivery indicators provide a reference for the delivery of the Mayor's Transport Strategy at a local level and the information is used to provide responses to questions from Members of the London Assembly, the public and special interest groups concerning London-wide delivery.
- 3.32 Boroughs may collect and report additional delivery indicators, as desired.

Local targets

- 3.33 Boroughs are not required to set locally specific targets for delivery indicators. However, they can choose to set targets if they wish and it may be beneficial for the boroughs to set and monitor their own local targets for a number of delivery indicators relating to the Mayor's Transport Strategy.

FOR INFORMATION

3.34 The following information summarises some of the operational considerations of TfL in the day-to-day delivery of projects.

Recovery of TfL's costs

3.35 TfL will continue to work with boroughs to look at additional targeted resources where necessary to deliver specific projects. TfL will also be looking to provide greater clarity about services that it can provide in exploring, developing and even delivering larger projects on behalf of boroughs. This builds on existing practice and might include design and traffic modelling, design surgeries and reviews, or even construction oversight. Some support services will continue to be free while other services may be charged back to the borough.

3.36 When TfL provides services that can be provided by a third party consultant, TfL will ensure it recovers its costs related to services delivered to support a LIP scheme. Staff time costs for design, assurance and project management will be charged to the borough, as well as services such as Road Safety Audits and modelling or model audit work, carried out by TfL for projects located on Strategic Road Network/borough roads.

3.37 When bidding for funding, allowances should be made to ensure these costs can be covered and it is recommended that the borough has early discussions with the appropriate business unit in TfL to receive an estimate of costs. Where appropriate, estimates should also include provision for TfL staff costs relating to scheme construction and implementation, including for the development and provision of traffic signalling strategies for the scheme.

Maintenance programmes

3.38 Funding support for principal road maintenance, and bridge assessment and strengthening has been reduced in the short term while TfL identifies a new, long-term funding stream to support this important work. TfL will work with the boroughs, through the London Technical Advisory Group (LoTAG), to agree a fair and transparent approach for allocating emergency funds.

Highway Asset Management Status Report

3.39 The LoTAG will continue to use the Highway Asset Management Status Report to gather evidence on the impact that reduced funding is having and to help promote the importance of investment in highway infrastructure across London. The work will also help boroughs to maximise the benefits of asset management, to identify and share good practice, and to implement the new Highway Code of Practice. Crucially, the status report will inform a London-wide state of the city report that outlines key information on asset quantity, condition, value and investment need, and helps to build the case locally and nationally for investment in maintaining London's assets.

Chapter four

Monitoring and reporting following approval

OVERVIEW

- 4.1 This chapter provides guidance on the monitoring and reporting requirements that the borough will have to comply with following the approval of its LIP. It defines the borough's requirements and obligations to monitor its LIP and provide information to TfL in a timely and consistent format, and to ensure that London benefits from the investment through good project management and financial and cost controls. The monitoring requirements are denoted with **pink** text and the following label

MONITORING REQUIREMENT MRXX

ANNUAL BOROUGH REPORT

- 4.2 Progress locally in delivering the aims of the Mayor's Transport Strategy will be monitored in future years through a combination of different metrics and data sources. The information provided by the borough will be combined with the data collected by TfL on behalf of the boroughs to produce a borough Annual Report. This report will summarise the total investment in each borough by combining TfL and borough programmes and a summary of the outcomes that have resulted from that investment. The report will be prepared by TfL and be specific to each borough and form part of a delivery and outcome 'health check' indicating:
- The borough's progress in delivering the Mayor's Transport Strategy through the analysis of both the outcome and delivery indicators

- A summary of the schemes delivered, lessons learnt and achievements against the programme
 - Examples of best practice that could be shared with other boroughs and TfL
- 4.3 Boroughs should submit an indicative programme at the start of the year using the Annual Spending Submission Proforma A and then provide an update at the end of the year.⁸
- 4.4 Boroughs must also provide data on their achievements in delivering initiatives using Proforma C, which must be submitted annually. TfL officers will request local information regarding project management, delivery, and the outputs and delivery indicators of the programme from the borough during routine liaison meetings.
- 4.5 The report will be prepopulated and submitted to the boroughs in draft form. The boroughs will have the opportunity to comment on it and to request amendments. The report will set out the borough's progress against the overarching mode share aim and the Mayor's nine Transport Strategy outcomes. The format and timing of the new borough Annual Report will be the subject of discussions and consultation with London Councils and representatives of the boroughs.

SUPPORT AND GUIDANCE FROM TFL

- 4.6 TfL is keen to offer what help and support it can to the boroughs in the preparation and delivery of their third round LIPs. A list of the Lead Sponsors for each of the five 'administrative regions' in London is provided in Section D of Part two. The Lead Sponsors should be the borough's primary contact within TfL for help and support and, if the sponsor is unable to assist with the query, they will refer the matter to the most appropriate person within TfL.

Meeting with TfL staff

- 4.7 The Lead Sponsor for each 'administrative region' and their team are charged with building and maintaining good working relations with borough officers. The team need to understand the borough, its transport network, the economic and social challenges faced and the borough's aspirations in order to assist borough officers' access to the appropriate resources and financial and technical support within TfL.

MONITORING REQUIREMENT MR1

- 4.8 **At a minimum, each borough is required to have at least an annual meeting with TfL to discuss progress on the development and delivery of LIP programmes and any issues arising.** In practice, quarterly meetings offer a more effective means of tracking progress and identifying and resolving risks and issues.

⁸ See Requirement R20

- 4.9 The meetings provide an opportunity for collaborative working between the boroughs and TfL to ensure that both organisations are jointly working towards the same aims and outputs. The meetings are focused on delivery and are part of a two-way dialogue between the organisations. They provide an opportunity for the borough to seek clarification on policy and/or delivery issues, the availability of funding opportunities and to question TfL or to hold TfL to account.
- 4.10 TfL reserves the right to ask for further information from boroughs where there is concern that spending and/or delivery targets are at risk of not being met.

PROFORMA A – ANNUAL SPENDING SUBMISSION

- 4.11 Boroughs should use the Proforma A spreadsheet to record their Annual Spending Submission. This should set out proposals under the Corridors and Major Schemes/ Liveable Neighbourhood programmes.
- 4.12 If boroughs would like monitoring data to be provided by TfL for collisions (for example, in addition to the Traffic Accident Diary System [TADS] requirement) or bus journey times, or for support with press coverage for specific schemes, this should be identified within the Proforma A.

MONITORING REQUIREMENT MR2

- 4.13 Information on individual schemes must be uploaded on to the Borough Portal once the programme has been agreed by TfL.

MONITORING REQUIREMENT MR3

- 4.14 Boroughs are required to identify aspects of their programme that may impact on TfL services or infrastructure at an early stage in a project's lifecycle. Examples include impacts on buses, bus routes, stops and terminal points/stands, strategic cycle routes or other matters. Early discussions must take place between the borough and TfL to determine any requirements for staff support, financial support and/or other resources.

MONITORING REQUIREMENT MR4

- 4.15 Boroughs are required to ensure that effective public consultation and stakeholder engagement take place for any proposal likely to have an impact on TfL services or infrastructure. Boroughs are required to agree jointly with TfL the engagement strategy and communication methods.

MONITORING REQUIREMENT MR5

APPROVAL OF THE ANNUAL SPENDING SUBMISSION

- 4.16 Annual Spending Submissions will be reviewed by TfL to ensure the requirements set out in the annual guidance have been met. Where a borough's Annual Spending Submission meets these requirements it will be approved. However, if the requirements have not been met, TfL may request to meet the borough to offer advice on any problems with the submission. TfL may request additional information or a revised submission within a given timescale, or decline to release funding.

COST CONTROLS

- 4.17 Boroughs are encouraged to exercise prudent cost controls in the development and delivery of their LIP programmes. It is recommended that quarterly meetings are held with TfL officers to review costs in the light of programme and project progress and to aid the identification and management of risks.

MONITORING REQUIREMENT MR6

- 4.18 **Boroughs are required to prepare an estimated Value of Work Done (VOWD) profile for each scheme and to keep this up to date as the scheme progresses to delivery.** Further information on this and other matters relating to the provision of LIP funding is provided in the 'LIP Finance & Reporting Guidance' (September 2015).

- 4.19 Updating of the VOWD is currently inconsistent. TfL will be looking for better transparency of borough spend to enable it to manage expenditure across the financial year. This would enable the reallocation of funding to different projects if others are delayed.
- 4.20 **The boroughs are required to keep their live Programme of Investment up to date on the Borough Portal on a bi-monthly basis by the last day in May, July, September, November, January and March.**

MONITORING REQUIREMENT MR7

- 4.21 If the Portal is not kept up to date on a bi-monthly basis, TfL reserves the right to assume that expenditure has not occurred and could reallocate funds to other boroughs that need additional support. However, this will only happen after efforts to request that the borough updates the Portal have been exhausted.

PROFORMA C – DELIVERY INDICATORS

4.22 TfL needs to be able to monitor the delivery of the overarching mode share aim and the nine outcomes of the Mayor's Transport Strategy at a local level, including progress towards Vision Zero. To this end, Proforma C has been revised and restructured (see Part three – Appendix F). The purpose of the form is to report the details of various measures and interventions delivered through TfL-funded projects. **The borough is required to submit a summary of the measures delivered during the previous financial year by the last day of June.** The outputs from Proforma C will form part of the borough Annual Report.

MONITORING REQUIREMENT MR8

4.23 Historically, the annual returns of this data to TfL have not all been submitted by the end of June. These delays impact on internal reporting within TfL and affect its ability to provide consistent and timely feedback to the boroughs.

SUPPORTING THE DEVELOPMENT AND DELIVERY OF BETTER DESIGNED SCHEMES

Best practice

4.24 There are many examples where the boroughs have delivered high value and innovative schemes. TfL would like all boroughs to share their best practice through London Councils, Urban Design London or other events and work in a collaborative way with each other, where possible, to improve standards, quality and performance throughout London.

Design reviews

4.25 Design reviews can be used to support building, infrastructure, master planning and streetscape improvement works managed or funded by TfL. Urban Design London can provide the following services to boroughs:

- a. Design surgeries – an informal design review using expert chair and panel members to offer advice to a project team during the development of a proposal
- b. TfL Design Review – a standing panel of external advisers. Individuals are drawn from the panel to provide advice at specific design review sessions. Panel membership includes the Mayor's design advocates

- c. Project-specific design reviews – some large projects, for example Crossrail and Silvertown Tunnel, have a specific panel set up to support them, drawing in people with specialist experience relevant for that scheme
- d. London Design Review Panel – set up and managed by the GLA as part of the Good Growth by Design programme, and made up of the Mayor’s design advocates. Further details can be found at www.urbandesignlondon.com

Healthy Streets Check for Designers

- 4.26 The Healthy Streets Check for Designers has been developed to assist designers and sponsors in assessing their design proposals against the ten Healthy Streets Indicators. It is the key tool to help designers and decision makers ensure that their projects are consistent with the Healthy Streets Approach.
- 4.27 TfL uses the Healthy Streets Check for Designers for all its schemes that have an estimated final cost of £200,000 or above, and which involve any changes to street design. For other schemes, the use of the Healthy Streets Check for Designers is at the sponsor’s discretion, but any scheme that delivers improvements against the Healthy Streets Indicators is likely to benefit from the use of the Check, so it is advisable to use it in these cases. TfL will keep its use of the Check under review, and may seek to use it on a wider range of schemes if this is deemed to be appropriate.

- 4.28 TfL recommends that boroughs should follow a similar approach, although as boroughs are likely to lead on a range of smaller transformative schemes that deliver improvements against the Healthy Streets Indicators, they may choose to use the Check to show the benefits of a wider range of schemes, at all cost levels. TfL will provide support for using the Healthy Streets Check for Designers on LIP-funded schemes (see Part two – Section C, Help and support at TfL).

Benefits appraisal

- 4.29 Once a project is delivered it is important to understand whether or not it had the effects intended. TfL expects that, as part of managing any LIP-funded project, boroughs will consider an appropriate and proportionate post-project measurement of the benefits realised by the scheme. Advice on that measurement is available from the TfL Healthy Streets Appraisal and Benefits team, who can be contacted via the borough’s Lead Sponsor.

Delivery and value for money

- 4.30 With the continuing pressure on resources in boroughs, reductions in TfL resources and an overall reduction in investment funding for London, it is more necessary than ever that TfL and the boroughs work together to deliver efficiently.
- 4.31 TfL carries out value engineering reviews on all large projects valued at more than £1m, and this process will form part of future approvals. This will include looking at quantity surveying assessment of costs and ensuring that risk is considered and actively managed adequately. Workshops with TfL and borough staff will be organised to look at some projects in detail. TfL would also welcome boroughs working together on such processes for schemes that cost less than £1m.

- 4.32 TfL expects to see, where appropriate, the London Highways Alliance Contracts (LOHAC) used for LIP programmes where this offers better value for money than individual borough contracts. Boroughs are able to continue to use their own contracts if it can be demonstrated that the contracts deliver value for money.

MONITORING REQUIREMENT MR9

LIP SCHEMES ON BOROUGH PRINCIPAL ROADS AND THE STRATEGIC ROAD NETWORK

- 4.33 Boroughs are asked to submit via the Traffic Management Act (TMA) 2004 Notification Process the construction plans for LIP schemes on Borough Principal Roads and the SRN for review by TfL. Details of the TMA process can be found on the LondonWorks website: www.londonworks.gov.uk. TfL will then review the proposed construction plans for all LIP-funded schemes on Borough Principal Roads and the SRN. This does not replace the full TMA approvals process which applies to any scheme on the SRN or TLRN. In addition to schemes on the SRN/TLRN, promoters should discuss with TfL the impacts, during construction and at completion, of schemes that are likely to affect busy bus corridors.

AUDIT REQUIREMENTS

- 4.34 TfL has the right to carry out audits in respect of financial assistance provided by TfL. In practice, a formal audit of one representative scheme from a borough per region will be undertaken at the end of each financial year. The current practice of an informal 'walk and talk audit' on the ground of a borough scheme with TfL and borough officers will continue. It is recognised that authorities have their own requirements for auditing. Further details outlining the obligations for auditing are set out in Part three – Appendix H.



Part two

LIP toolkits: Implementing the Mayor's Transport Strategy at a local level

A. OUTCOME TOOLKITS

OVERVIEW

This section of the LIP guidance provides a toolkit to assist boroughs in preparing their LIPs. This toolkit is structured around the nine Mayor's Transport Strategy outcomes:

Mayor's Transport Strategy outcomes	
Healthy Streets and healthy people	London's streets will be healthy and more Londoners will travel actively
	London's streets will be safe and secure
	London's streets will be used more efficiently and have less traffic on them
	London's streets will be clean and green
A good public transport experience	The public transport network will meet the needs of a growing London
	Public transport will be safe, affordable and accessible to all
	Journeys by public transport will be pleasant, fast and reliable
New homes and jobs	Active, efficient and sustainable travel will be the best option in new developments
	Transport investment will unlock the delivery of new homes and jobs

Outcomes should not be viewed in isolation and borough schemes and programmes should seek to deliver improvements against multiple outcomes wherever possible. The Healthy Streets Approach requires a holistic view of transport and both individual schemes and LIPs should support improved performance against the Healthy Streets Indicators.⁹

For each outcome, the toolkits include:

1. Mayor's Transport Strategy policies and proposals relevant for LIPs, together with examples of potential borough initiatives and how the boroughs could deliver them
2. TfL guidance: policy- or intervention-specific guidance to assist TfL, boroughs and other agencies to better deliver the Mayor's Transport Strategy
3. Suggested data resource: this is a collection of analysis and data to assist boroughs to plan and prioritise initiatives

⁹ <http://content.tfl.gov.uk/guide-to-the-healthy-streets-indicators.pdf>

Healthy Streets and healthy people	
1: London's streets will be healthy and more Londoners will travel actively	
MTS policies and proposals relevant for LIPs:	
<p>Policy 2: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.</p>	
MTS proposal	Example initiatives
<p>Proposal 1: The Mayor, through TfL and the boroughs, will improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by:</p> <p>a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car.</p> <p>b) Providing 'Healthy Routes' to create attractive, safe and accessible walking routes to schools and other local destinations, such as shops, health services and parks, with a particular focus on improving conditions for children, older people and disabled people.</p>	<ul style="list-style-type: none"> • Improvements against the ten Healthy Streets Indicators • Traffic management schemes and speed reduction • Redesign streets to shift priority to active modes and public transport • New/improved pedestrian and cycle crossings • Selected motor traffic removal or reduction such as bus/cycle-only schemes • Junction safety improvements (including measures to reduce speed on turning and promote pedestrian priority) • Public realm improvements

MTS proposal	Example initiatives
<p>Proposal 1: (continued)</p> <p>c) Providing more secure, accessible cycle parking, particularly in residential areas, town centres, public transport interchanges and at key destinations.</p> <p>d) Improving the accessibility of streets for older and disabled Londoners through measures including removing obstacles, widening pavements for wheelchair access, introducing tactile paving, raising sections of roadway to make crossing easier, providing seating, mitigating the impact of street works and, where possible, ensuring on-street cycling facilities cater for the wide range of cycles used by disabled people.</p> <p>e) Reducing the severance caused by roads and railways, which can separate people from local services and limit social interaction, community engagement and active travel.</p> <p>f) Ensuring any scheme being undertaken on London's streets for any reason improves conditions for walking and cycling.</p>	<ul style="list-style-type: none"> • Implementation of a car parking reduction strategy • Additional cycle parking and seating • Accessibility improvements (for example, dropped kerbs, tactile paving, tonal distinction between areas for pedestrians and areas for vehicles, upgrade of crossings, decluttering) • Deliver 'Healthy Routes' to create attractive, safe and accessible walking routes to schools and other local destinations with a particular focus on improving conditions for children, older people and disabled people • Support 'Healthy Routes' through campaigns and promotional activities to encourage walking for short trips • Footway widening • Cycle routes including Quietways and filtered permeability for cycling • Ensuring adequate width for larger cycles • Partner with dockless biking organisation

MTS proposal	Example initiatives
<p>Proposal 1: (continued)</p>	<ul style="list-style-type: none"> • Providing parking for larger cycles • Lighting improvements • Community engagement, for example community-led design
<p>Proposal 2: The Mayor, through TfL, will work with the central London boroughs to transform the experience of the walking and cycling environment in central London by reducing the dominance of vehicular traffic, including by transforming Oxford Street and looking urgently at changes to Parliament Square.</p>	<ul style="list-style-type: none"> • Improvements against the ten Healthy Streets Indicators • Traffic management schemes and speed reduction • Reallocate roadspace in streets to shift priority to active modes and public transport • New/improved crossings • Selected motor traffic removal or reduction such as bus/cycle-only schemes • Junction safety improvements (including measures to reduce speed on turning and promote pedestrian priority) • Public realm improvements • Implementation of a car parking reduction strategy • Additional cycle parking and seating

MTS proposal	Example initiatives
<p>Proposal 2: (continued)</p>	<ul style="list-style-type: none"> • Accessibility improvements (for example, dropped kerbs, tactile paving, upgrade of crossings, decluttering) • Lighting improvements • Community engagement (for example, community-led design) • Work with delivery companies to retime outside walking and cycling peaks. Encourage take-up of efficient, low and zero emission vehicles, such as cargo cycles
<p>Proposal 3: The Mayor, through TfL and the boroughs, will:</p> <p>a) Deliver a London-wide strategic cycle network, with new, high-quality, safe routes and improved infrastructure to tackle barriers to cycling for both shorter and longer trips. By 2041, 70 per cent of Londoners will live within 400 metres of the strategic cycle network.</p> <p>b) Encourage additional local and neighbourhood improvements, such as using physical restrictions to prevent motorised vehicles from using certain streets, to build on and complement the strategic cycle network.</p>	<ul style="list-style-type: none"> • Contribution to delivery of strategic cycle routes (as identified in current Business Plan and in Cycling Delivery Plan) • Adding local routes to the network • Improving level of service of existing routes • Improving cycle access to local facilities • Overcoming severance (for example, better crossings, improvements to subways or bridges, enabling cycle access)

MTS proposal	Example initiatives
<p>Proposal 4: The Mayor, through TfL and the boroughs, and working with other stakeholders, will protect, improve and promote the Walk London network and create new leisure walking routes.</p>	<ul style="list-style-type: none"> • Better signage and information • Additional seating on routes • Upgrading and levelling surfaces • Improving access to paths • Providing a low-speed environment • Improved provision of pedestrian crossings
<p>Proposal 5: The Mayor, through TfL and the boroughs, will make it easier for people to walk and cycle in London by:</p> <p>a) Maintaining, expanding and improving ‘Legible London’ walking wayfinding maps and ensuring that on-street cycle network signage is clear and consistent.</p> <p>b) Using new data to develop and improve online journey planning and navigation tools that will make walking and cycling trips the easiest journeys to plan.</p>	<ul style="list-style-type: none"> • Improvements to signage on existing routes (includes both signs and road markings), including plans to periodically maintain and update • Link or complete existing routes • Use signing/branding that is consistent with London-wide approach • Production and marketing of local mapping of walking and cycle routes • Providing a low-speed environment – normally 20mph on roads where people live, work and shop and where children travel to school

MTS proposal	Example initiatives
<p>Proposal 6: The Mayor, through TfL, will seek to increase the use of TfL’s cycle hire scheme, and explore the potential of new models of cycle hire, reinforcing the role of cycle hire as an integral part of London’s cycling infrastructure and public transport network.</p>	<ul style="list-style-type: none"> • Encourage new car-free developments to promote use of cycle hire (for example, through initiatives such as developers offering free membership) • Encourage third party contributions towards cycle hire infrastructure • Work with TfL to identify potential future expansion and intensification sites • Work with TfL to introduce dockless cycle hire where appropriate
<p>Proposal 7: The Mayor, through TfL and the boroughs, will work with schools, employers and community and user groups to promote walking and cycling, whether for the whole journey or as part of a longer journey.</p>	<ul style="list-style-type: none"> • Communication and marketing of walking and cycling, supporting community-led schemes • Supporting Junior Travel Ambassadors/ Youth Travel Ambassadors/young road users • Cycling Grants London – grants to cycling projects for hard-to-reach groups • Engage with businesses to encourage more commuter trips to be undertaken on foot or by bicycle • STARS school travel accreditation scheme: get more schools accredited and improve accreditation levels • Install cycle parking at schools

MTS proposal	Example initiatives
<p>Proposal 8: The Mayor, through TfL and the boroughs, will work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.</p>	<ul style="list-style-type: none"> • Play streets and street parties • School streets – timed closures during school pick-up and drop-off • Town centre car-free days • Street markets • Closures to facilitate festivals and cultural events • Trial closures and reallocation of street space as part of consultation and engagement process • Parklets – conversion of parking spaces to public space

Guidance and data	
<p>Healthy Streets for London</p>	<p>https://www.london.gov.uk/what-we-do/health/transport-and-health/healthy-streets-london</p>
<p>Healthy Streets Check for Designers</p>	<p>https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets</p>
<p>Guide to Healthy Streets Indicators</p>	<p>http://content.tfl.gov.uk/guide-to-the-healthy-streets-indicators.pdf</p>
<p>Analysis of Cycling Potential</p>	<p>http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf</p>
<p>Analysis of Walking Potential</p>	<p>http://content.tfl.gov.uk/analysis-of-walking-potential-2016.pdf</p>
<p>Strategic Cycling Analysis</p>	<p>http://content.tfl.gov.uk/strategic-cycling-analysis.pdf.</p>
<p>Streets toolkit design guidance</p>	<p>https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit</p>
<p>Pedestrian Comfort Guidance</p>	<p>https://tfl.gov.uk/corporate/about-tfl/what-we-do/walking</p>
<p>Liveable Neighbourhoods guidance</p>	<p>https://tfl.gov.uk/info-for/boroughs/liveable-neighbourhoods</p>
<p>Schools and young people</p>	<p>https://tfl.gov.uk/info-for/schools-and-young-people/</p>

Healthy Streets and healthy people	
2: London's streets will be safe and secure	
MTS policies and proposals relevant for LIPs:	
<p>Policy 3: The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.</p>	
MTS proposal	Example initiatives ¹⁰
<p>Proposal 9: The Mayor, through TfL, the boroughs and policing and enforcement partners, will seek to reduce danger posed by vehicles by:</p> <p>a) Introducing lower speed limits and improving compliance with speed limits through design, enforcement, technology, information and appropriate training. Twenty miles per hour limits will continue to be implemented on London's streets, with 20mph considered as part of all new schemes on the TLRN. TfL will look to implement 20mph limits on its streets in central London as a priority, with implementation being widened across inner and outer London as soon as is practicably possible. TfL will work with the boroughs to implement lower speed limits on their streets, prioritising designs that are self-enforcing and that do not place an additional burden on policing partners. TfL will provide data analysis, training and technical guidance to support this.</p>	<ul style="list-style-type: none"> Introducing lower speed limits; 20mph limits as normal on all roads where people live, work and shop and children travel to school Lowering speeds through street design Work with TfL to identify stretches of TLRN where it may be appropriate to lower the speed limit to reduce road danger Deploy mobile speed cameras in areas of high risk and community concern Promote the use of RoadSafe London (reporting tool for antisocial road user behaviour) to inform risk reduction activity Support Community Roadwatch and Junior Community Roadwatch schemes Introducing road danger reduction measures at locations that pose the highest risk to vulnerable road users

¹⁰ See additional guidance at the end of this section: 'Focus on delivering Vision Zero for London'

MTS proposal	Example initiatives
<p>Proposal 9: (continued)</p> <p>b) Conducting a systematic review of all road junctions, introducing road danger reduction measures at locations that pose significant risk to vulnerable road users.</p> <p>c) Working to ensure that vehicles driven on London's streets adhere to the highest safety standards, starting with a new Direct Vision Standard for HGVs and including the introduction of new vehicle technologies such as Intelligent Speed Assistance and Automatic Emergency Braking. TfL will develop a new Bus Safety Standard which will be introduced across the city's entire bus fleet featuring design and technological measures to protect passengers and other road users.</p> <p>d) Delivering a programme of training, education and (working with the police) enforcement activities to improve the safety of vulnerable road users, including the delivery of improved and new training for motorcyclists and working with stakeholders, including the freight industry, to improve standards of professional driving.</p>	<ul style="list-style-type: none"> Employ a road danger reduction approach to design, using the streets toolkit for designers, Road Safety Audit, and Healthy Streets Check for Designers Road Safety Audits and monitoring and evaluating schemes with the use of a Traffic Accident Diary System Work in partnership within local communities to address the sources of danger posed by drivers/riders Launching a programme of training, education and (working with the police) enforcement activity to improve the safety of vulnerable road users Work with TfL to ensure take-up of Children's Traffic Club, a London road danger reduction education resource for pre-schoolers Work with TfL to ensure take-up of the Safety and Citizenship pre-transition safe and responsible behaviour sessions for Year 6 pupils Encourage secondary schools to take up the Youth Travel Ambassador programme of peer-to-peer campaigns to promote safe, active and responsible travel

MTS proposal	Example initiatives
<p>Proposal 9: (continued)</p> <p>e) Working with stakeholders to improve the emergency response to collisions, support victims of road crime, improve accountability and transparency, and learn from collisions.</p>	<ul style="list-style-type: none"> Promote young road user travel choice education programmes Maximise take-up of cycle training in schools Maximise take-up of adult cycle training Introduce work-related road risk policies to ensure council vehicles and those driving on behalf of the council adhere to the highest safety standards Discourage the use of 'grey fleet' (private vehicles used for work purposes) and encourage walking, cycling and public transport as an alternative
<p>Proposal 10: The Mayor, through TfL and the boroughs, will collaboratively set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero. A joint police/TfL report will provide annual updates on progress.</p>	<ul style="list-style-type: none"> As per Proposal 9 Set new casualty reduction targets in line with the new target set by the Mayor Work with the police to help target enforcement effectively
<p>Proposal 11: The Mayor, through TfL, the boroughs, police and stakeholders, will seek to improve motorcycle safety by:</p> <p>a) Improving the safety of street design by following the guidance set out in TfL's Urban Motorcycle Design Handbook.</p>	<ul style="list-style-type: none"> Follow the guidance set out in TfL's Urban Motorcycle Design Handbook Allow motorcycle access to bus lanes

MTS proposal	Example initiatives
<p>Proposal 11: (continued)</p> <p>b) Improving the quality of motorcycle safety training beyond the minimum required by law. A range of improved and new measures will involve:</p> <ul style="list-style-type: none"> Improving the standard of motorcycle training in London by encouraging training providers to become accredited through the Motorcycle Industry Association (MCIA) Improving rider skills (particularly those of young riders) by promoting a suite of voluntary training courses including BikeSafe-London, ScooterSafe-London, 1-2-1 Motorcycle Skills and through the introduction of a pre-Compulsory Basic Training theory app Raising the safety standards of motorcycle courier businesses through training and accreditation <p>c) Calling on all boroughs to allow motorcycle access to their bus lanes, to end the inconsistency between highway authorities that causes unnecessary confusion and risk to motorcyclists.</p>	<ul style="list-style-type: none"> Educating other road users on the shared responsibility for safer motorcycle journeys, through driver and cyclist skills training and communications Supporting the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the roads with a higher risk of motorcyclist collisions Promote MCIA-accredited training providers to riders looking to undertake Compulsory Basic Training Encourage motorcycle training companies in your area to become MCIA accredited Encourage riders to complete additional training beyond Compulsory Basic Training and licensing by promoting your own and TfL-offered courses

MTS proposal	Example initiatives
<p>Proposal 11: (continued)</p> <p>d) Educating other road users on the shared responsibility for safer motorcycle journeys, through communications and the promotion of driver skills training.</p> <p>e) Supporting the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the streets with a higher risk of motorcyclist collisions.</p>	

Policy 4: The Mayor, through TfL and the police, will seek to ensure that crime and the fear of crime remain low on London’s streets and transport system through designing secure environments and by providing dedicated specialist and integrated policing for London’s transport system.

MTS proposal	Example initiatives
<p>Proposal 12: The Mayor, through TfL and working with other transport providers, police, local authorities and other partners, will:</p> <p>a) Prioritise the tackling of ‘high-harm’ crimes, such as sexual offences and hate crime, on London’s streets and public transport system in order to protect and offer reassurance to those who feel most vulnerable when travelling in London.</p>	<ul style="list-style-type: none"> • Improve access routes between station entrances and active, efficient and sustainable transport infrastructure through, for example, better lighting • Improve visibility and signage for active, efficient and sustainable transport users • Ensure all bus stops and taxis ranks are accessible and well lit

MTS proposal	Example initiatives
<p>Proposal 12: (continued)</p> <p>b) Improve the safeguarding response to protect vulnerable adults and children using the transport network in London. This includes building on the work already under way to tackle rough sleeping on the transport network, linking in to the appropriate support services.</p>	<ul style="list-style-type: none"> • Planting and street greening for shade, shelter and more attractive environs • Improve low-level lighting • Design ‘in passing’ surveillance and clear exit routes for public places

<p>Proposal 13: The Mayor, working with the police and local authorities, will take action to reverse the rise in motorcycle theft and motorcycle-enabled crime especially that carried out using mopeds. Measures could include improving security by designing out crime, such as through the provision of secure parking both on street and in developments; targeted crime prevention messaging; and working with manufacturers to reduce the risk of theft. The police will maintain their focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime.</p>	<ul style="list-style-type: none"> • Improve the security of motorcycle and moped parking • Targeted crime prevention messaging • Work with police to maintain focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime
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MTS proposal	Example initiatives
<p>Proposal 14: The Mayor, through TfL, will work with the Government, the boroughs, law enforcement and security agencies, transport providers and other relevant organisations to respond to, and counter, current and future terrorist threats to London. Together, these organisations will develop an approach to protecting public spaces in identified sites across London that is proportionate to the risk. This could include removing traffic from some public spaces and, where appropriate, the use of hostile vehicle mitigation (HVM) in a way that supports the Healthy Streets Approach and maintains the character and appeal of public places.</p>	<ul style="list-style-type: none"> • Increase priority for sustainable modes in public places and in the vicinity of buildings/sites of interest (ie remove/restrict vehicular traffic) • Traffic calming to lower speed and reduce impact of hostile vehicles • Design in HVM that is appropriate for locally distinctive places and is in scale to the threat, appropriately spaced and making use of dual-use street furniture, for example, planting/seating, integrate HVM into building/transport infrastructure or as part of art structures

Guidance and data	
Streets toolkit design guidance	https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit
TfL Road Safety Audit Procedure	http://content.tfl.gov.uk/tfl-road-safety-audit-procedure-may-2014-sqa-0170.pdf
Vision Zero for London	Due to be published June 2018
20mph toolkit	Due to be published June 2018
Healthy Streets Check for Designers	https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets
Small Change, Big Impact	http://content.tfl.gov.uk/small-change-big-impact.pdf

Healthy Streets and healthy people	
3: London's streets will be used more efficiently and have less traffic on them	
MTS policies and proposals relevant for LIPs:	
<p>Policy 5: The Mayor, through TfL and the boroughs, and working with stakeholders, will prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 per cent by 2041.</p>	
MTS proposal	Example initiatives
<p>Proposal 15: The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.</p>	<ul style="list-style-type: none"> • Retime town centre deliveries • Work with freight delivery companies to establish a network of 'walk to' collection points in central London and town centres across London • Develop freight consolidation initiatives
<p>Proposal 16: The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:</p> <p>a) Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London.</p> <p>b) Increasing the proportion of freight moved on London's waterways.</p>	<ul style="list-style-type: none"> • Protect industrial land through the Local Development Framework (LDF) and planning process • Actively offer for sale or lease unused land to the freight industry • Use the planning process to require that alternative modes (such as rail or waterways) are considered within Construction Management Plans and Delivery and Servicing Plans

MTS proposal	Example initiatives
<p>Proposal 16: (continued)</p> <p>c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.</p>	
<p>Proposal 17: The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including the freight industry, BIDs and individual businesses, to improve the efficiency of last mile deliveries and servicing. This will be achieved by:</p> <p>a) Supporting BIDs and other clusters of businesses to jointly procure goods and services.</p> <p>b) Establishing a network of micro-distribution services and facilities served by zero emission vehicles and walking and cycling deliveries.</p> <p>c) Retiming goods and services to the times where they will have least impact on streets.</p> <p>d) Using local access and loading restrictions to support more efficient freight practices.</p>	<ul style="list-style-type: none"> • Protect industrial land through the LDF and planning process • Actively offer for sale or lease unused land to the freight industry • Review planning restrictions to allow for retimed deliveries • Consider adjacent land uses and delivery and servicing requirements when making changes to kerbside restrictions to enable efficient deliveries • Ensure that delivery and servicing activity is considered and designed to reduce impact and conflict with other modes, for example bus lanes, cycle lanes • Make parking and loading data available to partners in formats that can support mapping tools and other technology (for example, apps, delivery booking systems, virtual restriction trials) to inform more efficient routing and timing for deliveries

MTS proposal	Example initiatives
<p>Proposal 17: (continued)</p> <p>e) Improving the design and management of loading and servicing activities at the kerbside and off-street.</p> <p>f) Developing an online tool, incorporating a 'London lorry standard', to simplify the regulatory environment for HGVs operating in London.</p>	<ul style="list-style-type: none"> Ensure width and height restrictions, banned movements and filtered permeability changes to traffic directions are available in a format that can be used by mapping and routing companies
<p>Proposal 19: The Mayor, through TfL and the boroughs, will support the provision of car clubs for residents when paired with a reduction in the availability of private parking, to enable more Londoners to give up their cars while allowing for infrequent car travel in inner and outer London.</p>	<ul style="list-style-type: none"> Encourage replacement of council 'grey fleets' with car clubs, and encourage residents and local businesses to reduce private car ownership and take up car club membership for occasional car journeys as an economical alternative to the private car where this will reduce car use and ownership Public realm improvements and enhanced walking and cycling facilities
<p>Proposal 22: The Mayor, through TfL, will support borough traffic-reduction strategies, including through the LIP funding process, where they are consistent with the policies and proposals set out in this strategy.</p>	<ul style="list-style-type: none"> See additional guidance in 'Policy options: Focus on mode shift and traffic reduction'

MTS proposal	Example initiatives
<p>Proposal 23: The Mayor, through TfL, will work with those boroughs who wish to develop and implement appropriate traffic demand management measures, for example local (TfL or borough) road user charging or workplace parking levy schemes, as part of traffic reduction strategies where they are consistent with the policies and proposals set out in this strategy.</p>	<ul style="list-style-type: none"> See additional guidance in 'Policy options: Focus on mode shift and traffic reduction'

Guidance and data	
Delivering safely TfL web page	https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely
Freight retiming	https://tfl.gov.uk/info-for/deliveries-in-london/delivering-efficiently/retiming-deliveries
Freight consolidation	https://tfl.gov.uk/info-for/deliveries-in-london/delivering-efficiently/consolidating-deliveries
Construction consolidation	https://tfl.gov.uk/info-for/deliveries-in-london/delivering-efficiently/consolidating-deliveries
LoCITY	www.locity.org
Annual average daily flow	https://www.dft.gov.uk/traffic-counts/download.php
Safer trucks	https://tfl.gov.uk/info-for/deliveries-in-london/delivering-safely/safer-trucks

Healthy Streets and healthy people	
4: London's streets will be clean and green	
MTS policies and proposals relevant for LIPs:	
<p>Policy 6: The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures may include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges/levies, responsible procurement, the making of traffic restrictions/regulations and local actions.</p>	
MTS proposal	Example initiatives
<p>Proposal 26: The Mayor, through TfL and the boroughs, will create a comprehensive alert system to inform Londoners about air pollution episodes and, where appropriate, will implement additional emergency measures to reduce or restrict vehicle use when forecast or actual periods of very high air pollution risk have the potential to cause immediate adverse health effects.</p>	<ul style="list-style-type: none"> • Work with TfL to develop plans for appropriate emergency measures to be undertaken to reduce or restrict vehicle use when forecast or actual periods of very high air pollution occur, for example, to tackle non-essential vehicle use or engine idling • Use borough communication channels and networks to alert borough residents and visitors of high pollution events. Align messaging with TfL and Mayoral messaging
<p>Proposal 27: The Mayor, through TfL and the boroughs, will tackle pollution from transport in local air quality hotspots and at sensitive locations (such as around schools) including through the Mayor's Air Quality Fund and other funding.</p>	<ul style="list-style-type: none"> • STARS school travel accreditation scheme: get more schools accredited and improve accreditation levels • Improved/increased wayfinding

MTS proposal	Example initiatives
<p>Proposal 27: (continued)</p>	<ul style="list-style-type: none"> • Filtered permeability at sensitive locations • Traffic restrictions at peak times at sensitive locations
<p>Policy 7: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London's transport network zero emission by 2050, contributing towards the creation of a zero carbon city, and also to deliver further improvements in air quality to help meet tighter air quality standards, including achieving a health-based target of 10µg/m³ for PM_{2.5} by 2030. London's streets and transport infrastructure will be transformed to enable zero emission operation, and the switch to ultra low and zero emission technologies will be supported and accelerated.</p>	
MTS proposal	Example initiatives
<p>Proposal 32: The Mayor will seek to ensure that the GLA and its functional bodies lead by example in the use of Ultra Low Emission Vehicles (ULEVs) in their own vehicle fleets and will also encourage the boroughs to adopt the use of ULEVs. The GLA group will work towards: all cars in GLA group support fleets being Zero Emission Capable (ZEC) by 2025 at the latest; all newly purchased or leased cars and vans (less than 3.5 tonnes) in GLA group fleets, including emergency response vehicles, being ZEC from 2025; all heavy vehicles in GLA group fleets being fossil fuel-free from 2030; and entire GLA fleets being zero emission by 2050.</p>	<ul style="list-style-type: none"> • Introducing ULEVs with associated charging infrastructure, sharing best practice and guidance, maximising collective bargaining power and implementing shared resources where possible • Workplace travel plans to support employees travelling by the most sustainable modes possible (ie walking, cycling and using public transport) • Reliable and resilient charging infrastructure for both residential use and rapid charging to support ZEC taxis and commercial vehicles

MTS proposal	Example initiatives
<p>Proposal 32: (continued)</p>	<ul style="list-style-type: none"> Leading by example by transforming borough fleets, for example, using cargo cycles to make zero emission deliveries, or through updating procurement requirements
<p>Proposal 33: The Mayor, through TfL and the boroughs, will introduce regulatory and pricing incentives to support the transition to the use of Ultra Low Emission Vehicles in London.</p>	<ul style="list-style-type: none"> Introduce parking and loading policies, initiatives and tariffs which incentivise the uptake of ULEVs among residents and businesses Support the growth of charging infrastructure to help normalisation of ULEVs in London, and to support the uptake of cleaner vehicles across different fleets Encouraging interoperability of charging infrastructure, for example, through encouraging pay as you go payment options, and comparability of tariffs between operators and charge point provision Leading by example by transforming borough fleets, for example through procurement requirements

MTS proposal	Example initiatives
<p>Proposal 34: The Mayor, through TfL and the boroughs, will work with the Government and stakeholders across London to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition from diesel and petrol powered vehicles to Ultra Low Emission Vehicles, including ensuring that London's energy generating and supply system can accommodate and manage the increased demand associated with this transition.</p>	<ul style="list-style-type: none"> Ensuring those sectors and fleets with high daily mileage (freight, taxis, PHVs, car clubs) have access to rapid charging infrastructure and other appropriate clean refuelling in the right places Trial energy technology (for example, innovative smart energy management, storage technology) and work with stakeholders to overcome challenges Support the implementation of a rapid charging network for taxis and freight vehicles Work with TfL to implement measures such as ZEC taxi-only taxi ranks Work with cycle freight operators and local businesses to identify and provide the space required to facilitate cycle freight operations Use the planning process and work with landowners to secure public charging provision on private land

MTS proposal	Example initiatives
<p>Proposal 35: The Mayor, through TfL and the boroughs, and working with the Government, will seek to implement zero emission zones in town centres from 2020 and aim to deliver a zero emission zone in central London from 2025, as well as broader congestion reduction measures to facilitate the implementation of larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest.</p>	<ul style="list-style-type: none"> • Local Emissions Surcharges • Local Ultra Low Emission Zones (ULEZs) • Local zero emission zones/streets • Filtered permeability • Vehicle-free zones and pedestrianisation • Workplace parking levy • Local congestion charging schemes

<p>Policy 8: The Mayor, through TfL and the boroughs, and working with stakeholders, will enhance London’s natural and built environment by:</p> <ol style="list-style-type: none"> a) Ensuring that transport schemes protect existing green infrastructure where possible, or – if there is a loss – providing new green infrastructure in order to deliver a net gain in biodiversity. b) Seeking additional opportunities to build new green infrastructure into the existing transport estate. c) Monitoring and protecting designated spaces on transport land, such as Sites of Importance for Nature Conservation. d) Maximising opportunities to protect, promote and enhance London’s built heritage and sites of cultural importance that are affected by transport development.
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MTS proposal	Example initiatives
<p>Proposal 43: The Mayor, through TfL and the boroughs, will retain existing trees and plant new ones on the Transport for London Road Network (TLRN) and borough roads to protect tree canopy cover. Street tree numbers on the TLRN will be increased by one per cent every year between 2016 and 2025; and the Mayor will encourage boroughs to increase the numbers of trees along their streets.</p>	<ul style="list-style-type: none"> • Existing trees should be retained where possible in order to maintain canopy cover and the associated environmental, economic and social benefits. Where tree removal is required, a suitable replanting strategy must be agreed with the appropriate arboricultural expert based on the size, condition and value of the trees removed • New tree planting must be considered wherever possible and appropriate. Locations, pit design and tree species and specification to be agreed with the appropriate arboricultural expert
<p>Proposal 44: The Mayor, through TfL and the boroughs, will create Sustainable Drainage Systems (SuDS) to enable, each year, an additional effective surface area of 50,000m² to first drain into SuDS features rather than conventional drains and sewers. Other non-road transport projects should be designed to achieve appropriate greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible (in accordance with the drainage hierarchy set out in the London Plan). In all cases, drainage should be designed and implemented in ways that deliver other Mayoral priorities, including improvements to the water quality, biodiversity and amenity of the highway network.</p>	<ul style="list-style-type: none"> • Measures that deliver net gain in green infrastructure • Measures that deliver a net gain in biodiversity • Implement green roofs, rain gardens, swales, permeable surfacing, SuDS tree pits and other sustainable drainage systems, as part of transport schemes (in accordance with the drainage hierarchy set out in the London Plan). See TfL’s ‘SuDS in London: A Design Guide’ for choice of SuDS feature

MTS proposal	Example initiatives
<p>Proposal 44: (continued)</p>	<ul style="list-style-type: none"> Maximise benefits of green infrastructure by designing them to be able to accept surface water run-off from adjacent impermeable paved areas. Ensure topography of impermeable surfaces and drain levels allows maximum area to drain into SuDS feature with appropriate overflow provision Raise awareness among residents about the planning requirements around paving over front gardens and opportunities to use permeable surfacing
<p>Proposal 45: The Mayor, through TfL, will support London’s transition to a circular economy by encouraging transport providers to follow GLA Group Responsible Procurement Policy guidance.</p>	<ul style="list-style-type: none"> Boroughs encouraged to consult the GLA Group Responsible Procurement Policy guidance document or develop their own equivalent local policy
<p>Policy 9: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure that London’s transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.</p>	
MTS proposal	Example initiatives
<p>Proposal 48: The Mayor, through TfL and working with the boroughs, will reduce the number of Londoners exposed to excessive noise and vibration levels from road transport in London by:</p>	<ul style="list-style-type: none"> Reducing traffic volumes by encouraging mode shift from travelling by car to walking, cycling and public transport

MTS proposal	Example initiatives
<ol style="list-style-type: none"> Reducing traffic volumes by encouraging mode shift from travelling by car to walking, cycling and using public transport. Minimising the noise impacts of vehicular traffic on streets by encouraging the use of quieter vehicles, reducing vehicle speeds and discouraging poor driver behaviours such as rapid acceleration and braking. Ensuring high levels of carriageway maintenance, installing low-noise road surfacing, and minimising the noise impacts from road and street works. Monitoring noise levels close to major road corridors to measure the adverse impacts of road transport on affected communities. Seeking to reduce the noise impacts of servicing and deliveries through appropriate design and management of delivery areas, promoting responsible behaviours, adopting best practice and encouraging the use of quieter vehicles and equipment. Working with the Department for Transport (DfT) to investigate ways of reducing noise from the loudest vehicles such as some types of motorcycle and supercars. 	<ul style="list-style-type: none"> Minimising the noise impacts of the remaining traffic by encouraging the use of quieter vehicles, reducing vehicle speeds and improving driver behaviours such as rapid accelerating and braking Using quieter road infrastructure such as low-noise road surfacing Monitoring noise levels close to major road corridors to measure the impacts of road transport Continuing to reduce noise from freight vehicles in order to minimise disturbance from night-time deliveries Encourage increased use of cycle freight and deliveries and servicing done on foot Encourage the switch to zero emission vehicles

Guidance and data	
Streets toolkit design guidance	https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit
CIRIA SuDS Manual (C753)	https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx
SuDS in London: A Design Guide	https://consultations.tfl.gov.uk/policy/suds-guidance/user_uploads/suds-in-london---a-design-guide_full-document.pdf
Legible London guidance for boroughs	https://tfl.gov.uk/info-for/boroughs/legible-london
STARS	https://stars.tfl.gov.uk
Borough air quality	https://data.london.gov.uk/dataset/llaqm-bespoke-borough-by-borough-2013-update-air-quality-modelling-and-data
Flood risk maps	https://flood-map-for-planning.service.gov.uk/ Borough-held data on flood risk (Surface Water Management Plans and Local Flood Risk Management Strategies)
Noise maps	https://www.gov.uk/government/publications/open-data-strategic-noise-mapping https://data.gov.uk/dataset/noise-exposure-data-england
Green infrastructure and biodiversity	http://www.gigl.org.uk/tag/green-infrastructure

A good public transport experience	
5: The public transport network will meet the needs of a growing London	
MTS policies and proposals relevant for LIPs:	
Policy 10: The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver co-ordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.	
MTS proposal	Example initiatives
<p>Proposal 50: The Mayor, through TfL and the boroughs, will make improvements measured and prioritised against the Healthy Streets Indicators to transform the design and layout of street space and transport facilities around bus, rail, Underground, London Overground, Docklands Light Railway (DLR) and other stations, and around river piers, as far as practicable, to create safe, secure, accessible, inclusive, welcoming, well-designed gateways and routes to and from public transport, including provision of:</p> <p>a) Sufficient space and desire-line connectivity for current and future volumes of people arriving and leaving on foot.</p> <p>b) High-quality provision for cycling, consistent with London Cycling Design Standards, including secure and well-located cycle parking.</p>	<ul style="list-style-type: none"> • Improve access routes between station entrances and sustainable transport infrastructure • Improve visibility and signage for sustainable transport users • Improve priority for sustainable modes at key interchange locations (ie reduce/restrict general traffic) • Ensure all bus stops and taxis ranks are accessible • Review pedestrian comfort and increase space for pedestrians as required • Improve/increase seating

MTS proposal	Example initiatives
<p>Proposal 50: (continued)</p>	<ul style="list-style-type: none"> Planting and street greening to provide shade and shelter and to create a more attractive environment Cycle parking at stations, piers and interchanges Improve or introduce wayfinding

Policy 17: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek the use of the full potential of the Thames to carry passengers, to integrate river services with the public transport system, walking and cycling networks, and to enable the transfer of freight from road to river in the interests of reducing traffic levels and the creation of Healthy Streets.

MTS proposal	Example initiatives
<p>Proposal 72: The Mayor, through TfL, will work with the Port of London Authority to produce a London Passenger Pier Strategy which will promote new piers and additional capacity at strategic piers. TfL will also investigate the feasibility of new cross-river ferry services, including services between the Isle of Dogs and North Greenwich to enhance resilience in the busy Jubilee line corridor.</p>	<ul style="list-style-type: none"> Relevant boroughs to help identify any potential new pier locations (and extensions) as part of their area masterplans and help secure funding contributions for such infrastructure work
<p>Proposal 73: The Mayor, through TfL, will work with host boroughs and river service operators to investigate the potential for an extension of river transport services to Barking Riverside by the early 2020s to connect key growth areas with Canary Wharf and other new developments in east London.</p>	<ul style="list-style-type: none"> Relevant boroughs to help identify any potential new pier locations (and extensions) as part of their area masterplans and help secure funding contributions for such infrastructure work

Policy 18: The Mayor, through TfL and the boroughs, and working with stakeholders, will support improvements to public transport to enhance travel between London, the rest of the UK and international destinations, and will require regional, national and international transport schemes to be integrated into London’s public transport system wherever possible.

MTS proposal	Example initiatives
<p>Proposal 74: The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment in the Wider South East supports the realisation of any associated economic and housing growth potential.</p>	<ul style="list-style-type: none"> Relevant boroughs continue to work with relevant stakeholders through the Wider South East Partnership
<p>Proposal 75: The Mayor, through TfL, will work to encourage the DfT to ensure the delivery of High Speed Two is complemented by Crossrail 2, new gateway stations at Euston and Old Oak Common and other improvements to London’s transport system, so that people are able to reach their final destination efficiently and in a timely manner by public transport, cycling or walking.</p>	<ul style="list-style-type: none"> Relevant boroughs to work with TfL and other partners to deliver public transport, cycling and walking provision at gateway stations

MTS proposal	Example initiatives
<p>Proposal 76: The Mayor, through TfL and the boroughs and other stakeholders, will ensure new coach facilities are well connected with London's public transport system while, at the same time, seeking to reduce coach kilometres travelled in central London. This will include:</p> <p>a) Working with stakeholders to identify and deliver replacement facilities for Victoria Coach Station through the provision of one or more hubs.</p> <p>b) Continuing to work with the coach industry to enable the provision of adequate on-street and off-street coach infrastructure in appropriate locations across London for scheduled and tourist coach services, and to allow for their safe and efficient operation.</p> <p>c) Working with delivery partners including the coach and tourism industries to include coaches in the Fleet Operator Recognition Scheme (FORS).</p>	<p>Relevant boroughs to:</p> <ul style="list-style-type: none"> Identify and propose new coach facilities and strategies to remove coaches from central London Work with the coach industry and TfL to enable the adequate provision of on-street and off-street coach infrastructure Deliver new coach facilities, for example coach stands, drop-off facilities, according to demand

Policy 19: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek the development of London's public transport services to support the growth of the night-time economy.

This policy is cross-cutting. Please see proposals and example initiatives under proposals 50 and 52.

Guidance and data	
Healthy Streets for London	https://www.london.gov.uk/what-we-do/health/transport-and-health/healthy-streets-london
Healthy Streets Check for Designers	https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets
Guide to Healthy Streets Indicators	http://content.tfl.gov.uk/guide-to-the-healthy-streets-indicators.pdf
River infrastructure design guidance	Available on request
Accessible taxi rank design and guidance	Available on request
WebCAT	https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat

A good public transport experience
6: Public transport will be safe, affordable and accessible to all
MTS policies and proposals relevant for LIPs:
<p>Policy 11: The Mayor, through TfL and the boroughs, and with the DfT, Network Rail, train operating companies and other transport infrastructure providers and service operators, will work to eliminate deaths and serious injuries from London’s rail, Tube, London Overground, DLR, tram, river and cable car services by:</p> <ol style="list-style-type: none"> a) Ensuring that assets and infrastructure are maintained to the required safety standards and that all new assets and infrastructure are designed with Vision Zero in mind. b) Identifying and implementing new approaches to reduce or eliminate injuries. c) Training staff on their role in helping customers and users stay safe. d) Developing new and more innovative ways of communicating safety messages to customers and users. e) Applying appropriate arrangements for maintenance and other supporting services that are contracted or licensed. f) Working closely with the emergency services to ensure rapid response to incidents.
<p>Policy 14: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to enhance London’s streets and public transport network to enable disabled and older people to more easily travel spontaneously and independently, making the transport system navigable and accessible to all and reducing the additional journey time that disabled and older users can experience.</p>

MTS proposal	Example initiatives
<p>Proposal 54: The Mayor, through TfL and the boroughs, will improve bus accessibility by:</p> <ol style="list-style-type: none"> a) Continuing to provide improved accessibility training to all bus drivers and working with operators to ensure they are meeting their requirements for the level of service that their drivers provide. b) Reviewing existing bus design, including opportunities for increasing wheelchair space and internal layout to ease movement and improve safety. c) Ensuring that new buses provide better accessibility for all users, including more on-board space for wheelchair users, improved boarding ramps, induction loops and consistent signage and messages regarding priority seating. d) Continuing to upgrade existing bus stops, including hail and ride route sections, so that they meet the wheelchair accessible standard, and ensuring that all new and amended bus stops will be wheelchair accessible as a minimum. e) Delivering a higher level of bus stop accessibility at key locations, such as major transport interchanges and key health and education hubs. 	<ul style="list-style-type: none"> • Ensure all bus stops are accessible • Secure, through planning agreements, improvements to the accessibility of bus interchange

MTS proposal	Example initiatives
<p>Proposal 55: The Mayor, through TfL and working with the DfT, Network Rail and other stakeholders, will make the transport network more accessible and inclusive by:</p> <p>a) Using Inclusive Design, for example for station and train layout and facilities, including signing, information and seating, giving consideration to those with visible and invisible disabilities.</p> <p>b) Providing step-free access at selected rail and Underground stations and on all new infrastructure, to halve the additional journey time required by those using the step-free network only, so that journey times on the step-free network become comparable to those on the wider public transport network.</p> <p>c) Providing step-free access at further National Rail stations in London.</p> <p>d) Improving the accessibility of taxi ranks, river piers and services, and Victoria Coach Station (and its potential replacement).</p>	<ul style="list-style-type: none"> • Provide Blue Badge parking • Provide set-down and pick-up locations for door-to-door assisted travel service including locations at stations • Places to sit for interchanges between rail and bus • Seek contributions from new development for step-free access • Ensure all taxi ranks are accessible

MTS proposal	Example initiatives
<p>Proposal 56: The Mayor, through TfL and the boroughs, will design Assisted Transport Services around the principles of safe and reliable journeys, convenience, flexibility and choice, integration and innovation, delivering the Roadmap by 2021, and continuing to provide the service to those who need it.</p>	<ul style="list-style-type: none"> • Work with TfL in understanding demand for Assisted Transport Services
<p>Policy 20: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure London has a safe, secure, accessible, world-class taxi and private hire service with opportunity for all providers to flourish.</p>	
<p>Please see proposals and example initiatives under proposals 12, 34, 50, 52 and 55.</p>	
Guidance and data	
<p>Accessible Bus Stop Guidance</p>	<p>http://content.tfl.gov.uk/bus-stop-design-guidance.pdf</p>
<p>Demographics such as age groups</p>	<p>https://data.london.gov.uk/dataset/loa-atlas</p> <p>http://datashine.org.uk</p>
<p>Indices of Deprivation</p>	<p>https://data.london.gov.uk/dataset/indices-of-deprivation-2015</p>

A good public transport experience

7: Journeys by public transport will be pleasant, fast and reliable

MTS policies and proposals relevant for LIPs:

Policy 13: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure, informed and stress-free travel.

MTS proposal	Example initiatives
<p>Proposal 52: The Mayor, through TfL and the boroughs, and working with other transport operators, will improve customer service across the transport system with a focus on:</p> <ul style="list-style-type: none"> a) Improved staff training, including the training of bus drivers. b) Providing a more consistent level of service across all transport modes (including rail services where devolved from the DfT). c) Making the most of new technology and innovations in customer service, including provision of mobile phone access underground. 	<ul style="list-style-type: none"> • Improve access routes between station entrances and sustainable transport infrastructure • Improve visibility and signage for sustainable transport users • Improve priority for sustainable modes at key interchange locations (ie reduce/restrict general traffic) • Ensure all bus stops and taxis ranks are accessible • Review pedestrian comfort and increase space for people walking as required • Improve/increase seating • Planting and street greening to provide shade and shelter to create a more attractive environment • Providing public toilets

Policy 15: The Mayor, through TfL and the boroughs, and working with stakeholders, will transform the quality of bus services so that they offer faster, more reliable, accessible, comfortable and convenient travel by public transport, while being integrated with, and complementing, the rail and Tube networks.

MTS proposal	Example initiatives
<p>Proposal 58: The Mayor, through TfL and working with the boroughs, will protect buses from congestion by:</p> <ul style="list-style-type: none"> a) Putting people walking, cycling and using public transport at the heart of street network design, with the needs of bus passengers considered alongside those of people walking and cycling at the earliest stages of scheme design. b) Prioritising buses alongside walking and cycling provision in day-to-day management of disruption on the street network. 	<ul style="list-style-type: none"> • Reduce risk of modal conflicts through highway design that prioritises walking, cycling and public transport • Managing kerbside space (such as parking and loading bays) to minimise delays to buses and remove conflict with people walking and cycling

MTS proposal	Example initiatives
<p>Proposal 59: The Mayor, through TfL and the boroughs, will seek to improve bus journey times and reliability by:</p> <p>a) Developing a core network of reliable bus services in central London, through the provision of bus priority corridors.</p> <p>b) Delivering bus priority to support the low emission buses being rolled out in the 12 Low Emission Bus Zones. Improvements will include signal schemes and reviewing bus lane hours.</p> <p>c) Delivering bus priority on the busiest passenger links, including working with the boroughs to undertake a data-led review of all bus lane hours and to fill the gaps in bus priority on the busiest bus routes. These bus lanes represent a valuable transport asset and they must be used when bus passengers and people cycling need them most.</p> <p>d) Improving conditions for buses serving inner and outer London town centres and providing orbital links.</p> <p>e) Delivering bus priority in areas of growth to support frequency increases, for example to new developments, and for bus services providing links to new rail services, such as the Elizabeth line.</p>	<ul style="list-style-type: none"> • Install more bus lanes • Extend bus lane hours • Bus priority at traffic signals • Implement bus and cycle only roads at key locations • Remove parking where it would improve bus movements • Ban some turning movements where it would improve bus journey times

Policy 16: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail.

MTS proposal	Example initiatives
<p>Proposal 62: The Mayor, through TfL, will work with the DfT to open the Elizabeth line in 2019, with services initially providing 24 trains per hour through central London and increasing in frequency during the 2020s as demand requires.</p>	<ul style="list-style-type: none"> • Relevant boroughs to work with TfL and other partners to deliver public transport, cycling and walking provision at gateway stations
<p>Proposal 66: The Mayor, through TfL, will continue to seek the devolution from the DfT to the Mayor/TfL of the responsibility for local stopping rail services in London in the interest of providing improved customer services more efficiently and more quickly, and to enable better integration with London's wider transport system.</p>	<ul style="list-style-type: none"> • Relevant boroughs to work with TfL to lobby central government
<p>Proposal 67: The Mayor, through TfL, will work to encourage the development and integration of inner and outer London rail services and multi-modal interchange hubs to create 'mini-radial' public transport links to town centres and to provide improved 'orbital' public transport connectivity.</p>	<ul style="list-style-type: none"> • Seek contribution for public transport improvement through Section 106 and other development contributions • Improve access routes between station entrances and sustainable transport infrastructure • Improve visibility and signage for sustainable transport users

MTS proposal	Example initiatives
<p>Proposal 67: (continued)</p>	<ul style="list-style-type: none"> • Improve priority for sustainable modes at key interchange locations • Ensure all bus stops and taxis ranks are accessible • Improve/increase seating • Planting and street greening to provide shade and shelter to create a more attractive environment
<p>Proposal 71: The Mayor, through TfL and working with Network Rail and the boroughs, will deliver a programme of station capacity improvements to complement line capacity enhancements and to improve the overall public transport journey experience in London.</p>	<ul style="list-style-type: none"> • Improve access routes between station entrances and sustainable transport infrastructure • Improve visibility and signage for sustainable transport users • Improve priority for sustainable modes at key interchange locations (ie reduce/restrict general traffic) • Improve/increase seating • Planting and street greening near the stations to provide shade and shelter to create a more attractive environment

Guidance and data	
<p>TfL Guidelines for Planning Bus Services</p>	<p>http://content.tfl.gov.uk/bus-service-planning-guidelines.pdf</p>

New homes and jobs	
<p>8: Active, efficient and sustainable travel will be the best option in new developments 9: Transport investment will unlock the delivery of new homes and jobs</p>	
MTS policies and proposals relevant for LIPs:	
<p>Policy 21: The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:</p> <ol style="list-style-type: none"> a) Create high-density, mixed-use places. b) Unlock growth potential in underdeveloped parts of the city. 	
MTS proposal	Example initiatives
<p>Proposal 79: The Mayor, through TfL and the boroughs, will seek opportunities for densification of development supported by the public transport network, in particular around public transport stations and stops. Investment in improving station environments, interchanges and local walking and cycling networks, including third-party investment in the redevelopment of surrounding lower-density sites, will act as a catalyst to create wider growth.</p>	<ul style="list-style-type: none"> • Densification of mixed-use developments around existing and proposed public transport stations and interchanges • Help secure funding contributions for improving sustainable transport access improvements to those locations • Improve existing and/or deliver new strategic and local walking and cycle routes that provide access to public transport interchanges and/or housing growth locations

MTS proposal	Example initiatives
<p>Proposal 79: (continued)</p>	<ul style="list-style-type: none"> • Improve quality and quantity of cycle parking at public transport interchanges and key local destinations • Use growth locations to overcome severance and join up walking and cycling networks • Ensure that Construction Management Plans prioritise cycle- and pedestrian-friendly temporary traffic management
<p>Proposal 80: The Mayor, through TfL and the boroughs, will:</p> <p>a) Impose high expectations on developers to deliver transport solutions that will promote a shift to active, efficient and sustainable modes, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.</p> <p>b) Restrict car parking provision within new developments, with those locations more accessible to public transport expected to be car-free. New developments should contain high levels of cycle parking and storage, and contribute to the provision of on-street cycle parking in town centres and other places of high demand.</p>	<ul style="list-style-type: none"> • Ensure developments in the most accessible areas are car-free • Ensure new developments contain high levels of access to cycle parking and storage • Ensure developments contribute as appropriate to on-street cycle parking in town centres and other places of high demand

MTS proposal	Example initiatives
<p>Proposal 81: The Mayor, through TfL and the boroughs, and working with stakeholders, will embed efficient freight and servicing in new development by:</p> <p>a) Ensuring that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more active, efficient and sustainable modes of delivery, including cargo cycles and electric vehicles where practicable.</p> <p>b) Ensuring that large-scale developments and area-wide plans include a local freight and servicing strategy (consisting of measures such as shared procurement for consumables, co-ordinated waste and recycling collection, timetabled deliveries, 'click and collect' for residents and flexible loading bays).</p> <p>c) Piloting ambitious plans in Opportunity Areas and around major developments such as High Speed Two to reduce the impact of freight and construction trips.</p>	<ul style="list-style-type: none"> • Ensure Delivery and Servicing Plans are required on all new construction projects • Use borough purchasing contracts to insist all contractors adhere to highest safety and environmental standards • Work with TfL to promote sustainable methods of delivering construction material • Work with TfL to promote deliveries and servicing by efficient, low and zero emission vehicles, such as cargo cycles • Protect rail and wharf infrastructure through local planning process • Identify and secure land that can be used for micro-distribution, where practicable
<p>Proposal 82: The Mayor, through TfL and the boroughs, will support growth through transport investment and planning in the Central Activities Zone, in and around town centres, in close proximity to stations and in Opportunity Areas.</p>	<ul style="list-style-type: none"> • Ensure that street designs integrate well with the public transport network • Ensure priority is provided for sustainable modes

MTS proposal	Example initiatives
<p>Proposal 82: (continued)</p> <p>The Mayor expects planning frameworks in these areas to set mode share targets that are significantly more ambitious than elsewhere in London and will require boroughs and other stakeholders to demonstrate how development plans will contribute to mode shift away from car use towards walking, cycling and public transport.</p>	<ul style="list-style-type: none"> Section 106 and other contributions for bus and cycling infrastructure (including street improvements)
<p>Proposal 83: The Mayor, through TfL and the boroughs, will seek to ensure that full advantage is taken of the opportunity presented by Crossrail 2 to maximise housing delivery and the creation of healthy new places that are fully integrated with their surroundings.</p>	<ul style="list-style-type: none"> Relevant boroughs to work with TfL to deliver improvements around future Crossrail 2 stations
<p>Proposal 84: The Mayor, through TfL and the relevant boroughs, will seek to encourage Network Rail to proceed with enhancements to the West Anglia Main Line to help create and support new homes and jobs in the Lee Valley.</p>	<ul style="list-style-type: none"> Relevant boroughs to work with TfL and Network Rail to deliver improvements around Lee Valley stations

MTS proposal	Example initiatives
<p>Proposal 85: The Mayor, through TfL, the relevant boroughs and Network Rail, will seek to extend the Bakerloo line to Lewisham and beyond in order to improve public transport connectivity in this part of London and enable the provision of new homes and jobs. The extension will be designed to facilitate the creation of an attractive, dense area in inner London, with active, efficient and sustainable travel behaviours and a mix of uses.</p>	<ul style="list-style-type: none"> Relevant boroughs to help identify and implement high-quality bus priority to help build up the demand for public transport use along this corridor
<p>Proposal 86: The Mayor, through TfL and relevant boroughs, will support a government-led extension of the Elizabeth line eastwards from Abbey Wood to provide up to 12 trains per hour, enabling Good Growth in the Thames Gateway corridor within and beyond London.</p>	<ul style="list-style-type: none"> Relevant boroughs to help identify funding streams Relevant boroughs to work with TfL to deliver improvements around stations
<p>Proposal 87: The Mayor, through TfL and the boroughs, will make the most of the transport network in London by identifying opportunities for new rail stations that will unlock the potential for significant numbers of homes and jobs to be created.</p>	<ul style="list-style-type: none"> Boroughs to identify opportunities for new rail stations Relevant boroughs to work with TfL to deliver improvements around future stations

MTS proposal	Example initiatives
<p>Proposal 88: The Mayor, through TfL, the West London Alliance boroughs and Network Rail, will work towards the delivery of a new London Overground 'West London Orbital' line connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross.</p>	<ul style="list-style-type: none"> • Relevant boroughs to include scheme in their local plans and transport strategy • Relevant boroughs to work with TfL to deliver improvements around existing and future stations
<p>Proposal 89: The Mayor, through TfL and the boroughs, will use the tram network to enable Good Growth by:</p> <p>a) Considering opportunities to extend the network where it would enable the provision of new homes and jobs, is supported by Local Plans and can be funded primarily through locally derived sources, and</p> <p>b) Exploring opportunities, with the London Boroughs of Sutton and Merton, for an extension to Sutton and potentially beyond, including exploring innovative funding mechanisms.</p>	<ul style="list-style-type: none"> • Relevant boroughs to explore new funding mechanisms, for example workplace parking levies
<p>Proposal 90: The Mayor, through TfL and working with the boroughs, will complement major transport infrastructure investment with improvements to local bus services, bus priority and bus infrastructure in order to enable high-density development over a larger area and thus spread the benefits of the infrastructure investment further.</p>	<ul style="list-style-type: none"> • Ensure that highway designs integrate well with the public transport network • Ensure priority is provided for sustainable modes • Secure Section 106 and other contributions for bus and cycling infrastructure

MTS proposal	Example initiatives
<p>Proposal 91: The Mayor, through TfL and the boroughs, will pilot bus transit networks in outer London Opportunity Areas with the aim of bringing forward development, either ahead of rail investment or to support growth in places without planned rail access. Consideration will be given to pilots at locations including Bexley/Greenwich, Enfield, Havering and Hounslow.</p>	<ul style="list-style-type: none"> • Boroughs to help identify potential locations for bus rapid transit networks through their area masterplans
<p>Proposal 92: The Mayor, through TfL and the boroughs, will explore the role for demand-responsive bus services to enable Good Growth, particularly in otherwise difficult-to-serve areas of outer London.</p>	<ul style="list-style-type: none"> • Boroughs to help identify potential locations for demand-responsive bus services
<p>Proposal 94: The Mayor, through TfL, will promote new walking, cycling and public transport river crossings where such infrastructure would accord with the policies and proposals of this strategy.</p>	<ul style="list-style-type: none"> • Relevant boroughs to help identify suitable locations for new river crossings
<p>Proposal 97: The Mayor, through TfL, will pursue opportunities for mixed-use development and redevelopment in and around operational sites such as rail or bus stations to deliver much-needed housing and regeneration, while continuing to protect, and enhance where practicably possible, transport operations.</p>	<ul style="list-style-type: none"> • Boroughs to work with TfL to identify suitable sites

MTS proposal	Example initiatives
<p>Proposal 98: The Mayor, through TfL and working with the relevant boroughs, will examine the feasibility of decking over the A13 at Barking and assess the case for its potential to support new homes and jobs, and to improve the character of the surrounding environment for the benefit of existing communities.</p>	<ul style="list-style-type: none"> • Relevant boroughs to work with TfL to understand the feasibility of the scheme and costs and benefits
<p>Proposal 99: The Mayor, through TfL, the boroughs, planning authorities beyond London, and other delivery agencies, will:</p> <p>a) Develop mechanisms for co-ordinating planning and investment along transport growth corridors, building on approaches such as the London Stansted Cambridge Corridor and Old Kent Road.</p> <p>b) Develop Opportunity Area Planning Frameworks with ambitious mode shares for walking, cycling and public transport, maximising the use of investment in transport infrastructure and services.</p>	<ul style="list-style-type: none"> • Relevant boroughs to consider how plans for new developments/ Growth Areas can encourage all trips to be made by active, efficient and sustainable modes (public transport, walking, cycling) by integrating those modes into the network and maximising the catchment area • Relevant boroughs to include provision for bus service and bus infrastructure improvements (ie more bus priority, improved stops and stands) • Relevant boroughs to identify potential bus priority improvements in Growth Areas

MTS proposal	Example initiatives
<p>Proposal 99: (continued)</p> <p>c) Use public sector funding, such as TfL's Growth Fund, for smaller scale transport schemes that help directly unlock the creation of new homes and jobs, and leverage funding for such purposes from other sources.</p> <p>d) Embed Good Growth principles in TfL assessment of development proposals and transport assessment requirements, and then use and apply them.</p> <p>e) Update TfL's Travel Plan guidance to ensure developments encourage active, efficient and sustainable travel, apply the Healthy Streets Approach and help deliver carbon-free transport.</p>	
<p>Proposal 100: The Mayor will promote the improvement of surface links to London's airports, with airport operators contributing a fair share of the funding required.</p>	<ul style="list-style-type: none"> • Relevant boroughs to promote improved surface transport links to airports

MTS proposal	Example initiatives
<p>Proposal 101: The Mayor will:</p> <ul style="list-style-type: none"> a) Work with industry partners and stakeholders to assess options for surface access to Heathrow. b) Seek a commitment from the Government to fund and deliver within an appropriate timescale the extensive transport measures required to support the expansion of Heathrow. 	<ul style="list-style-type: none"> • Relevant boroughs to work with the Mayor to assess options for surface transport access

Guidance and data	
London Plan	https://www.london.gov.uk/what-we-do/planning/london-plan
Streets toolkit design guidance	https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit

B. POLICY OPTIONS

OVERVIEW

This section of the guidance sets out possible interventions that the borough could adopt in tackling specific cross-cutting challenges in pursuit of delivery of the Mayor’s Transport Strategy outcomes. These are offered as examples of good practice and/or measures that have proved effective elsewhere. These options relate to the information and resources set out in the Outcome toolkits section.

Focus on mode shift and traffic reduction: outer London

Example initiatives

A renewed approach to school and workplace travel planning with behaviour change measures supported by improved infrastructure and public realm improvements.

Unlock the latent demand for walking, cycling and public transport:

- Deliver the network of Cycle Superhighways and Quietways connecting more town centres and destinations, and deliver local networks to schools and local destinations
- More and better cycle parking at metropolitan/district hubs/interchanges/stations
- High-quality walking and cycling in town centres and more Legible London signage to help encourage active travel
- Bus priority to provide a more reliable service to those currently dependent on the car
- Reallocate road space and capacity for bus priority and cycle networks

Apply learning from Mini-Hollands/Liveable Neighbourhood approach to more town centres.

Focus on mode shift and traffic reduction: outer London (continued)**Example initiatives**

Use modal filtering to stop through traffic/'rat running' and promote active travel.

Reallocate space currently used for parking on- and off-street in town centres for other uses.

Significantly increase and improve (for example, convenient, secure, covered) residential cycle parking by reallocating on-street space where private space is unavailable.

Use parking policy to support mode shift:

- Incrementally increase charges for parking, including residential permits to ensure the cost of public transport stays competitive
- Introduce workplace parking levies, concentrating first on those workplaces that are in the best connected locations
- Incentivise residents in town centres to give up parking on-street
- Expand CPZs for parking management

Use provision of car clubs where they can enable a reduction of on-street parking for private cars to free up space for other kerbside activity, including cycle parking, and in a way that supports people to give up owning a car, and reduces car use and congestion.

Reduce the need for a car by encouraging the growth of sustainable delivery services and improving public transport links to local services, for example schools, nurseries, shops.

Ensure car-free developments have sufficient access for home deliveries.

Reducing freight traffic on the roads:

- Work with consumers and delivery companies to reduce and retime freight deliveries

Focus on mode shift and traffic reduction: outer London (continued)**Example initiatives**

Review local restrictions that prevent night-time deliveries

Promote and enable freight and servicing mode shift to walking and cycle freight

Increase use of construction consolidation centres

Focus on mode shift and traffic reduction: inner London**Example initiatives**

Deliver Cycle Superhighway and Quietway programmes supported by local cycle networks.

High-quality walking and cycling environment in town centres.

Expand cycle hire within inner London, where financially viable. Facilitate and promote other forms of cycle hire where this model is not appropriate.

Improve walkability and provide more cycle parking at metropolitan/district hubs/interchanges/stations.

More Legible London signage to help encourage active travel.

Significant re-allocation of road space to bus and cycle on radial routes, potentially creating some bike- and bus-only corridors.

Systematic re-allocation of residential parking to other kerbside activity, including cycle parking.

Focus on mode shift and traffic reduction: inner London (continued)**Example initiatives**

Use filtered permeability to create low-vehicle zones across inner London.

Apply the Healthy Streets Approach wherever possible to deliver vehicle-free town centres and local centres accessed by quality bus, cycling and walking routes and served by off-peak freight deliveries.

Gradually expand the approach to traffic management and traffic restraint from central London to inner London, as densification increases.

Reduce parking across inner London, particularly in town centres and at other major car trip generators. Expand CPZ coverage.

Local congestion charging options, and workplace parking levies.

Incentivise inner London residents to give up parking on residential streets.

Use provision of car clubs where they can enable a reduction of on-street parking for private cars to free up space for other kerbside activity, including cycle parking, and in a way that supports people to give up owning a car, and reduces car use and congestion.

Increase land use density to enable car-free living.

Ensure the vehicles that do remain are the cleanest possible, for example, emissions-based parking permits.

Work with consumers and delivery companies to reduce and retime freight deliveries.

Promote and enable freight and servicing mode shift to walking and cycle freight.

Focus on mode shift and traffic reduction: inner London (continued)**Example initiatives**

Review local restrictions that prevent night-time deliveries.

Expansion of delivery collection points.

Increase use of construction consolidation centres.

Reduce the need for a car by encouraging the growth of sustainable delivery services and improving public transport links to schools, nurseries, local services.

Ensure car-free developments have sufficient access for home deliveries.

Ensure car-free developments have sufficient servicing bays for home deliveries.

Focus on mode shift and traffic reduction: central London**Example initiatives**

Use the Healthy Streets Approach to encourage onward journeys from public transport by foot or cycle, focusing improvements around stations and interchanges to aid dispersal.

20mph zone throughout the Congestion Charge Zone to make central London streets safer.

Comprehensive cycle network:

- Deliver the full Central London Cycle Grid, adding new routes to meet and stimulate demand
- Increase cycle parking to meet current and future demand, including at central London rail termini and in residential areas

Focus on mode shift and traffic reduction: central London (continued)**Example initiatives**

New bus priority corridors offering more frequency, more reliability, more accessibility – serving longer journeys across central London and those with limited mobility

More Legible London signage to help encourage active travel

Incentivise central London residents to give up parking on residential streets.

Gradually replace residential and other on-street car parking with cycle parking, wider pavements, trees.

Give over increasing amounts of road capacity to walking, cycling and buses.

Allocate more road space to public transport, walking and cycling at certain times of day.

Make central London a bus-, cycle- and walk-only zone during the day, with some access by permit only for essential freight and car trips.

More vehicle-free areas – applying approach to zones all over central London, creating large areas with a walking and cycling environment.

Limit vehicle access to large parts of central London through the creation of vehicle-free zones, including for PHVs and taxis.

More car-free days/timed closures, for example ‘Summer Streets’.

Set parking charges to ensure using public transport is cheaper than using the car.

Maintain low levels or slowly decrease availability and access to car sharing and other models of car use.

Focus on mode shift and traffic reduction: central London (continued)**Example initiatives**

Work with businesses to reduce the ‘grey fleet’.

Final stages of delivery trips made by cycle and on foot, or at night wherever possible.

No new parking on or off street to be given planning permission, with the exception of disabled persons’ parking.

Work with consumers and delivery companies to reduce and retime freight deliveries.

Review local restrictions that prevent night-time deliveries.

Encourage more large freight deliveries by river and rail.

Reduce the need for deliveries by car or light goods vehicle by encouraging the growth of sustainable delivery services to ensure residents can receive deliveries of large and bulky items conveniently, including more use of cargo cycles and motorbikes for shorter, smaller deliveries.

Focus on mode shift and traffic reduction: Growth Areas**Example initiatives**

Growth areas designed around, and supported by, excellent walking, cycling and public transport infrastructure.

New developments designed with dedicated public transport, walking and cycling provision at their heart (for example bus rapid transits, busways, segregated cycleways), providing good interchanges with rail and Tube for longer journeys.

Focus on mode shift and traffic reduction: Growth Areas (continued)**Example initiatives**

Well connected to nearby town centres, schools, employment hubs and stations, including at weekends.

Well-designed, compact, safe, walkable neighbourhoods with good access to facilities and services from the outset.

More communal space given over to create higher-quality public realm, including play and green open space.

Radial connections to central London.

Convenient and secure cycle parking.

Mandatory car-free and/or car-lite developments.

In outer London, very low levels of parking, located a short walk away from residential units.

Provide shared access to a car club (where this reduces car use and ownership) instead of private parking bays in a new development (or into an existing residential street), where there is a reduction in the total number of spaces.

Limited access for vehicles by time of day/vehicle type.

Very low speeds, with traffic calming measures.

High-density, mixed use-developments to reduce the need to travel.

Focus on mode shift and traffic reduction: Growth Areas (continued)**Example initiatives**

Design new developments to minimise noise impacts and facilitate retimed and out of peak deliveries and servicing, including deliveries and servicing done by ULEVs and cycle freight. Identify and secure land for micro-distribution where practicable.

Avoid planning restrictions that limit night-time deliveries.

Focus on working towards zero emissions from surface transport in London by 2050**Example initiatives**

Supporting taxis (for example, work with TfL to create ZEC taxi ranks), PHVs and other commercial fleets to switch to ULEVs (including facilities for cycle freight operations such as micro-distribution by ULEVs and cargo cycles).

Lead by example by switching borough fleets and encouraging ultra low and zero emission vehicles through borough procurement and contracts.

Where appropriate, provide EV charging for those without off-street parking and promote access to national grants to support the purchase of EVs and charging infrastructure.¹¹

Identify sites for rapid charging points, particularly near the SRN.

Prioritise ultra low and zero emission vehicles in town centres and air quality hotspots.

Support car clubs to switch to ultra low and zero emission vehicles.

¹¹ <https://www.gov.uk/government/collections/government-grants-for-low-emission-vehicles>
<https://www.gov.uk/plug-in-car-van-grants>

Focus on working towards zero emissions from surface transport in London by 2050 (continued)

Example initiatives

Implement local emission zones:

- Use parking and access controls to prioritise ultra low and zero emission vehicles, including for delivering and servicing
- Work with local businesses and communities to promote and incentivise ultra low and zero emission vehicles
- Implement local zero emission zones (for example, via a Traffic Order prohibiting all but zero emission vehicles), filtered permeability and removal of traffic, and work with TfL to create zero emission zones over wider areas
- Facilitate and promote micro-distribution by low and zero emission vehicles, such as cargo cycles

Provide charging infrastructure to support a mainstream switch to EVs:

- Install charging points in residential areas via the Go Ultra Low City Scheme

Incentivise car clubs to adopt ultra low and zero emission vehicles through contracts/frameworks.

Use the planning process to secure further support for ultra low and zero emission vehicles (for example, charging infrastructure and parking/loading conditions and obligations, including through servicing management plans).

Explore opportunities to use council land and property to install local sustainable energy generation (for example, solar) and energy storage to charge vehicles locally.

Work with TfL to explore opportunities to trial 'vehicle to grid'¹² technology.

¹² 'Vehicle to grid' describes a system in which plug-in EVs communicate with the power grid to either return electricity to the grid or to reduce their charging

Focus on delivering Vision Zero for London

Example initiatives

Introducing lower speed limits and reducing traffic speeds. Implement self-enforcing 20mph schemes on borough roads to drive down speeds and make London's streets safer.

Improve compliance with speed limits through enforcement, information and training.

Introduce road danger reduction measures to improve conditions for walking, cycling and public transport at locations that pose the highest risk to vulnerable road users.

Address high-risk priority junctions through engineering schemes on borough roads.

Ensure that proactive reduction of road danger is a key part of all schemes on borough roads.

Reduce the danger in areas of construction and freight movement by implementing traffic-calming measures that prioritise the easy and safe movement of vulnerable road users and public transport effectively.

Ensure existing infrastructure remains fit for purpose, and is replaced with safer materials where appropriate.

Allow access for motorcycles in bus lanes.

Use spatial analysis to inform borough road danger reduction schemes.

Ensure safe scheme design, proactively using the latest range of design guidance and training available.

Ensure robust monitoring of infrastructure schemes, entering schemes on to TADS.

Focus on delivering Vision Zero for London (continued)

Example initiatives

Undertake behaviour change interventions and marketing campaigns to improve driver behaviour. Use TfL's marketing materials to promote safe behaviour to all road users, for example 'Stop. Think. Live.'

Help vulnerable road users on our streets to safeguard their own wellbeing, and the wellbeing of others, by providing cycling skills education and training, to encourage safe positioning, cycle roadworthiness, and communication with other road users.

Promote and use the wide range of educational resources and training offered to schools, businesses and community groups (including cycle and motorcycle training opportunities).

Improve conditions for walking and cycling and provide a better public transport experience to offer more attractive and sustainable alternatives to private motor vehicles.

Promote the use of Roadsafe, the London reporting tool.

Promote a work-related road risk policy to address the borough fleets.

Increase the use of in-vehicle speed-limiting technology in borough fleets.

Hasten the use of only the safest light and heavy goods vehicles on London's streets by encouraging a wider uptake of safer vehicles through supply chains and leading by example by including work-related road risk clauses in all relevant contracts, for example, Direct Vision Standard for HGVs.

C. HELP AND SUPPORT AT TFL

TRAINING FOR BOROUGH OFFICERS

Understanding the Healthy Streets Approach

TfL will offer training in understanding the Healthy Streets Approach and applying it to local schemes, as well as in the use of the 'Healthy Streets Check for Designers'.

The Healthy Streets Approach is at the heart of the Mayor's Transport Strategy. We recommend the use of the 'Healthy Streets Check for Designers' on all LIP-funded schemes.

For Healthy Streets guidance, visit: <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>. Contact: HealthyStreets@tfl.gov.uk

Urban Design London (UDL) courses

UDL offers a number of training and networking events on topics ranging from 'Creating streets for cycling' to 'Understanding viability'. These can be accessed by the boroughs through a one-off annual subscription. These courses disseminate best-practice design skills, and help to ensure London's built environment practitioners create and maintain well-designed, good-quality places.

Visit: www.urbandesignlondon.com

Contact: info@urbandesignlondon.com

Streets toolkit

Design guidance documents to help planners, engineers, designers and other practitioners create high-quality streets and public spaces. Includes guidance on streetscape, cycle infrastructure and accessible bus stops.

20mph toolkit

Support for boroughs in deciding where to implement 20mph speed limits, advice on evidence base and how best to implement. Boroughs will be contacted in due course.

Visit: <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit>

MAST training

TfL funds training on the use of MAST casualty data, which is made available to borough officers. MAST is an online road danger reduction analysis tool, and training is designed to help borough officers improve the data-led approach to road danger reduction programme delivery.

Contact: visionzero@tfl.gov.uk

Urban Motorcycle Design Handbook training

The 'Urban Motorcycle Design Handbook' offers insight into the unique needs of motorcyclists on London's roads for designers and engineers to consider when planning and implementing schemes. This guidance was developed in conjunction with a number of key stakeholders. Training courses are offered to TfL and borough representatives on the use of the handbook.

Visit: <http://content.tfl.gov.uk/tfl-urban-motorcycle-design-handbook.pdf>

Contact: visionzero@tfl.gov.uk

ROAD DANGER REDUCTION DATA AND SERVICES FOR BOROUGHES**Road safety audits**

TfL offers road danger reduction audits at all stages to the boroughs. TfL also offers free road danger reduction advice to the boroughs if required.

Contact: TfLSafetyAudit@tfl.gov.uk

Road danger reduction research

A number of useful research reports, data releases, progress reports and fact sheets concerning road danger in Greater London are available on the TfL website. This includes open road danger data back to 2005, available under data extracts, and the London digital speed limit map.

Visit: www.tfl.gov.uk/corporate/publications-and-reports/road-safety

Data provision

Large amounts of data are available to the boroughs, including STATS19 road danger data collected in TfL's ACCSTATS system, and much of this is sent out every month to contacts within all London boroughs. This includes a borough-specific road danger reduction dashboard. TfL also generates a road danger reduction priority link and node lists for boroughs and London-wide. Additional data is available upon request, and this can be tailored to specific data requirements.

Contact: collisiondata@tfl.gov.uk

ACCSTATS Lite

As of September 2016 a new tool, ACCSTATS Lite – an online version of the ACCSTATS system – was made available to all boroughs. Access is via a secure OneLondon account using a keyfob provided by TfL. This enables borough officers to extract their own site-specific collision reports and includes basic mapping functionality. It is also possible to view and filter collisions on a borough-wide basis.

If access is required, please contact collisiondata@tfl.gov.uk for further details.

London Collision Map

The London Collision Map uses Google Maps to display collisions in London for the period 2005–2015, the most recent finalised yearly figures available from the police. Collisions can be mapped at a London borough level as well as specific collision groups and locations. The map can be searched using address information and has standard Google tools such as aerial photography and Street View integrated within it.

Visit: <https://tfl.gov.uk/corporate/safety-and-security/road-safety/london-collision>

Traffic Accident Diary System (TADS)

Boroughs should submit details of their LIP-funded schemes to their area programme manager in Borough Sponsorship for entry into TADS. This allows for the number and severity of collisions and casualties before and after the introduction of measures to be monitored, to ensure that there has been no negative impact on road danger. TADS reports are run on a quarterly basis and supplied to boroughs; however, data for individual schemes can also be supplied on an ad hoc basis on request. TfL is also happy to monitor other, non-LIP funded, schemes on a borough's behalf on request.

Contact: collisiondata@tfl.gov.uk

Marketing toolkits

TfL runs a range of safety campaigns aimed at various road users. London boroughs can use campaign assets in their own channels, including posters, leaflets, films and radio adverts.

To request toolkits, including assets, for TfL safety campaigns, please contact: marketingtoolkits@tfl.gov.uk

Community Roadwatch (CRW)

CRW enlists volunteers to monitor speeds at certain locations throughout London using speed guns. Vehicles that exceed the speed limit by ten per cent plus two mph have their details recorded and passed to the police. An offender's punishment escalates with the number of indiscretions, increasing from a warning letter to targeted enforcement.

Contact: CommunityRoadwatch@tfl.gov.uk

GEOGRAPHIC INFORMATION SYSTEM (GIS) SERVICES FOR BOROUGHs

TfL provides Geographic Information System mapping services to boroughs and maintains a number of spatial datasets that can be requested by boroughs including Cycle Quietways, Cycle Superhighways, Central London Grid, Mini-Hollands and Street Types for London.

Contact: SSP_GIS@tfl.gov.uk

BUS SERVICE RELIABILITY DATA SERVICES FOR BOROUGHES

Bus service reliability and public transport data

TfL provides bus performance data to boroughs to improve journey time reliability and reduce congestion. TfL's services to aid bus reliability include:

- iBus data and analysis for journey times and speeds for all routes
- Bus origin and destination data
- The bus lane database

Contact: Network Sponsorship representative

EDUCATION AND TRAINING SERVICES FOR BOROUGHES

BikeSafe-London (BSL)

BikeSafe-London is a rider skills day available to all motorcycle riders, delivered by the Metropolitan Police Service's Motorcycle Safety Team (MST). Boroughs can use their LIP funding to purchase BSL vouchers from TfL at a discounted rate, and these vouchers can then be disseminated to riders throughout the borough or combined with MST enforcement activity to deliver these to riders stopped in the course of enforcement.

Contact: communityengagement@tfl.gov.uk

1-2-1 Motorcycle Skills

A two hour, 1-2-1 training scheme for motorcycle riders. Targeted at those who commute to work or to education on a low-powered motorcycle or scooter. Free for riders to attend and available across London. Scheme to be formally launched in the summer. More details will be provided prior to launch.

Contact: communityengagement@tfl.gov.uk

'Preparing for your Compulsory Basic Training' eLearning course

A 30-minute online course for riders about to undertake Compulsory Basic Training for the first time. The course covers essential riding theory and elements of the Highway Code. The course will be free to complete and available across London. Scheme to be formally launched in the summer. More details will be provided prior to launch.

Contact: communityengagement@tfl.gov.uk

Cycling Grants London

Cycling Grants London offers grants of up to £10,000 over three years to projects that encourage London's diverse communities to cycle more often and more safely. To be eligible for the Cycling Grants London scheme, your organisation must operate within London and be one of the following groups: a community organisation, charity, third-sector or not-for-profit organisation, community interest company or social enterprise.

Projects that are suitable for funding are those that will encourage people to cycle more often and more safely for transport or leisure, particularly those who are new to cycling, those who used to cycle but no longer do so, or those who are infrequent cyclists. The focus will be on connecting with a diverse range of communities that are currently detached, for a variety of reasons, from cycling in London.

The application window is open in August–September; for full information and dates of the application window, visit <https://www.cyclinggrants.london/>

Cycle training

TfL funds Bikeability (child cycle training) and Cycle Skills (adult cycle training) through the boroughs' LIP and other funding streams. All boroughs offer free or heavily subsidised child and adult cycle training to anyone who lives, works or studies in London. The majority of child cycle training is delivered at schools. However, many boroughs also offer holiday courses and family training.

Contact: schoolsandyoungpeople@tfl.gov.uk or visit <https://tfl.gov.uk/modes/cycling/cycling-in-london/cycle-skills>

Junior Travel Ambassadors (JTA)

TfL's Junior Travel Ambassador scheme encourages peer-to-peer engagement and provides primary schools with all the resources and guidance they need to promote safer, active and independent travel within the school community.

Contact: JTA@tfl.gov.uk

Youth Travel Ambassadors (YTA)

TfL's Youth Travel Ambassador scheme is a youth-led programme for secondary schools and sixth form centres in London. Young people aged 11-19 can make a difference to the transport issues affecting their school communities by researching, developing and delivering bespoke campaigns to their peers.

Contact: YTA@tfl.gov.uk

School travel data and STARS (Sustainable Travel: Active, Responsible, Safe)

STARS is a school travel accreditation scheme run in nearly 50 per cent of schools London-wide and is delivered in partnership with the boroughs. STARS aims to inspire and motivate schools to deliver active and safer travel activities to pupils, their families, staff and the wider school community. STARS offers a framework to reward schools for their achievements at three levels (Bronze, Silver, Gold). The more activities delivered and the greater the change to sustainable travel as part of the school journey, the higher the accreditation award.

For more information on how to become STARS accredited, visit www.tfl.gov.uk/stars or contact stars@tfl.gov.uk

Children's Traffic Club London (CTC London)

TfL's Children's Traffic Club London is a free road danger education programme designed to give pre-school children aged three and four, and their parents and carers, valuable road danger skills in addition to promoting sustainable travel modes. Every child who joins the club will receive a welcome pack containing fun characters, stickers, stories and songs. Each pack has a 'magic code' that unlocks interactive games, stories and songs on an engaging website where children can track their journey using a fun route map.

Contact: schoolsandyoungpeople@tfl.gov.uk

Walk About, Talk About DVD

This multimedia resource looks at ways pedestrians can stay safer on London's roads and how parents/carers can be good role models. Six short film sections show a road safety expert taking parents/carers and their children on different journeys, and covers crossing the road, safer crossing places, travelling safely, safer journeys and journey planning.

Contact: schoolsandyoungpeople@tfl.gov.uk

Start Your Journey

A borough-specific resource designed to help Year 6 students plan their journey to secondary school safely and responsibly. This resource will provide them with important advice for travelling independently, including key messaging on responsibility and safety, travel choices, journey planning and Zip Oyster photocards.

Contact: schoolsandyoungpeople@tfl.gov.uk

Educational resources

TfL offers road safety resources to be used within schools or at home. Resources are available for Key Stage 1, 2, 3, 4 and Post 16, all of which fit into the National Curriculum.

Contact: schoolsandyoungpeople@tfl.gov.uk

D. NETWORK SPONSORSHIP CONTACTS

NETWORK SPONSORSHIP

Transport for London
Surface Transport Palestra
197 Blackfriars Road
Southwark
London SE1 8NJ

Group email box

boroughprojectsandprogrammes@tfl.gov.uk

Head of Network Sponsorship:**Penny Rees**

07854 158077
pennyrees@tfl.gov.uk

CENTRAL 1 NETWORK AREA – CAMDEN, CITY, KENSINGTON AND CHELSEA, ISLINGTON, WESTMINSTER**Lead Sponsor: Rob Edwards**

(020) 3054 1783
rob.edwards@tfl.gov.uk

CENTRAL 2 NETWORK AREA – SOUTHWARK, LAMBETH, HACKNEY, TOWER HAMLETS, WANDSWORTH**Lead Sponsor: David McKenna**

(020) 3054 0807
david.mckenna@tfl.gov.uk

EAST NETWORK AREA – BARKING AND DAGENHAM, BEXLEY, GREENWICH, HAVERING, LEWISHAM, NEWHAM, REDBRIDGE, WALTHAM FOREST**Lead Sponsor: Julie Clark**

(020) 3054 0850
julieclark@tfl.gov.uk

SOUTH NETWORK AREA – BROMLEY, CROYDON, KINGSTON, MERTON, SUTTON, RICHMOND**Lead Sponsor: Zoe Vidion**

(020) 3054 4269
zoevidion@tfl.gov.uk

NORTH AND WEST NETWORK AREA – BARNET, ENFIELD, HARINGEY, BRENT, EALING, HAMMERSMITH AND FULHAM, HARROW, HILLINGDON, HOUNSLOW**Lead Sponsor: Harun Khan**

(020) 3054 0797
harun.khan@tfl.gov.uk

E. ABBREVIATIONS

BID	Business Improvement District
CIL	Community Infrastructure Levy
CO₂	Carbon dioxide is the most significant greenhouse gas in Earth's atmosphere
LDF	Local Development Framework
DFT	Department for Transport
DLR	Docklands Light Railway
DSP	Delivery and Service Plan
EQIA	Equality Impact Assessment
EV	Electric Vehicle
GIS	Geographic Information System
GLA	Greater London Authority
GULCS	Go Ultra Low City Scheme

HMEP	Highways Maintenance Efficiency Programme
HS2	High Speed Railway planned to link London to Birmingham and the North
KSI	Road traffic casualties measured in terms of being killed or seriously injured
LDF	Local Development Framework
LEZ	Low Emission Zone
LIP	Local Implementation Plan
LoHAC	London Highways Alliance Contract
LoTAG	London Technical Advisors Group
LTDS	London Travel Demand Survey
MTS	Mayor's Transport Strategy

NO_x	NO _x is a generic atmospheric chemistry term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO ₂). These gases contribute to the formation of smog, acid rain and tropospheric ozone
NRMM	Non-Road Mobile Machinery
PHV	Private Hire Vehicle
PM₁₀ or PM_{2.5}	Subtypes of atmospheric particles include suspended particulate matter, thoracic and respirable particles, inhalable coarse particles, which are [coarse] particles with a diameter between 2.5 and 10 micrometres (µm) (PM ₁₀), fine particles with a diameter of 2.5 µm or less (PM _{2.5}), ultrafine particles and soot
SEA	Strategic Environmental Assessment

SRN	Strategic Road Network
STARS	Sustainable Travel: Active, Responsible, Safe walking to schools programme
SuDS	Sustainable Drainage Systems
TADS	Traffic Accident Diary System
TfL	Transport for London
TLRN	Transport for London Road Network
UDL	Urban Design London
ULEV	Ultra Low Emission Vehicle
VOWD	Value of Work Done
Web CAT	TfL's web-based Connectivity Assessment Toolkit
ZEC	Zero Emission Capable vehicle with a pure electric or hybrid drivetrain

Part three Appendices



APPENDICES

A.	The Mayor's Transport Strategy	165
B.	Summary of all TfL mandatory requirements	167
C.	LIP legal context	174
D.	MTS policies and proposals relevant to LIPs	178
E.	Funding and approval of LIPs	220
F.	LIP mandatory proformas	232
G.	LIP Outcome indicators and delivery indicators	247
H.	TfL's audit requirements	255

A. THE MAYOR'S TRANSPORT STRATEGY

LIPS AND THE MAYOR'S TRANSPORT STRATEGY

The following excerpt is taken from the Mayor's Transport Strategy and sets out what is required of a LIP and how each LIP is expected to contribute to the delivery of the aims, outcomes, policies and proposals of the Mayor's Transport Strategy:

'CHAPTER SIX – DELIVERING THE VISION

Local Implementation Plan guidance

The boroughs have Highway Authority powers, and play a crucial part in managing and operating London's roads. Indeed, 95 per cent of the network is under their control. They are also responsible for planning, parking controls, education, leisure and other activities that impact on transport, and bring in third-party funding for transport schemes. Within this strategy, several policies can only be delivered with substantial borough-level intervention.

At the local level, the implementation of the strategy is to be effected through a LIP that is prepared by each of the London boroughs. The GLA Act sets the requirements for boroughs to prepare a LIP that shows how they will deliver the strategy locally and to do so 'as soon as reasonably practicable' after the strategy has been published. The Mayor will issue guidance on the preparation of the next LIP when this strategy is published.

POLICY 25

The boroughs shall prepare and implement Local Implementation Plans (LIPs) containing proposals for the implementation of the Mayor's Transport Strategy in their area. Each LIP should also contain a delivery plan and a monitoring plan.

The priorities that are required to be addressed by the boroughs in their LIPs are:

- A contribution to reducing Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041
- The application of the Healthy Streets Approach across all areas of local transport and public realm policy
- The improvement of street environments for people who are walking, cycling and spending time, including the introduction of traffic reduction strategies
- The provision of a good public transport experience for those who live in, work in, or visit the borough
- The use of the transport principles of Good Growth to guide the development of new homes and jobs'

B. SUMMARY OF ALL TFL MANDATORY REQUIREMENTS

REQUIREMENT

1. Where boroughs do not use the model template and provide their submission in a different format, they must provide an index to their responses cross-referenced to all the mandatory requirements as defined in this guidance.
2. Boroughs are required to include in their LIP an explanation of the statutory background of the LIP process.
3. Boroughs are required to outline the democratic processes taken to approve the submission of the LIP at a borough level.
4. Boroughs are required to provide evidence to show that all statutory consultees and any other organisations/ groups have been engaged with during the formal statutory consultation period. They must also demonstrate how the views of their consultees have been taken into account.
5. There is a requirement to undertake a Strategic Environmental Assessment and it is recommended that an Equalities Impact Assessment is also done (which addresses the borough's Public Sector Equality Duty). The boroughs are required to consider whether it is appropriate for the LIP to be assessed against other matters, for example crime and disorder, health, economic and business issues, air quality and climate change.
6. Boroughs must meet all of the following requirements for the submission of their LIP set out below under the following headings:
 - a. Name of document
 - b. Submitting the document to TfL
 - c. Submission milestones
7. Boroughs are required to set out the local context including the geographical, demographic and other characteristics of their boroughs, cross-referencing existing policy and context documents as appropriate.
8. Boroughs are required to identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.
9. Boroughs are required to set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals.
10. Boroughs are required to set objectives that explicitly assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share.
11. Boroughs are required to identify a set of locally specific LIP objectives that contribute to achieving the nine outcomes of the Mayor's Transport Strategy, and the relevant policies and proposals.

12. Other Mayoral strategies are also relevant to LIPs, and boroughs should have regard to these as they are published.
13. Boroughs are required to outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy – including the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals – in preparing a Delivery Plan.
14. When preparing their LIPs, boroughs are required to take into account the major projects and investment in all modes of transport, as well as the investment in the road network that may impact on their borough, as set out in the TfL Business Plan.
15. Boroughs are required to identify all interventions that are intended to be wholly or partly funded using LIP funding in the borough's Programme of Investment. Boroughs should identify the proposed funding source for each of these interventions, ie how much is from LIP funding allocations and how much comes from other sources (for example, the council's own capital and revenue sources, Section 106/CIL contributions, or other sources of TfL/ GLA funding, such as Growth Areas).
16. Boroughs are required to provide a list of potential schemes up until 2041, together with a short explanation of the reasons for their inclusion in the Delivery Plan.
17. Boroughs are required to produce a costed and funded high-level indicative Programme of Investment that covers, by year, the three-year period 2019/20 to 2021/22.
18. Boroughs are required to provide supporting commentary on:
 - a. How the three-year Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation
 - b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives
 - c. How the delivery of the Mayor's priorities will be supported at a local level
19. Boroughs are required to include a concise section on risk assessment and mitigation in preparing and considering options for their Delivery Plan.
20. Boroughs are required to provide a detailed and costed programme of schemes and initiatives for the first year of the plan, with the programme to be updated in subsequent years. Boroughs should submit their Programme of Investment using Proforma A (as shown at Part three – Appendix F). Proformas will need to be uploaded to the Borough Portal.

21. Boroughs are required to provide supporting commentary on:
 - a. How the annual Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation
 - b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives
 - c. How the delivery of the Mayor's priorities will be supported at a local level
22. Boroughs are required to identify any projects that have significant potential of risk within the planned programme of works and identify any mitigation measures for these high-risk projects.
23. Boroughs are required to set targets against the overarching mode share aim and the nine outcomes using their respective outcome indicators.
24. Boroughs are required to collect this information and submit it to TfL using Proforma C on at least an annual basis.

MONITORING REQUIREMENT

1. At a minimum, each borough is required to have at least an annual meeting with TfL to discuss progress on the development and delivery of LIP programmes and any issues arising.
2. If boroughs would like monitoring data to be provided by TfL for collisions (for example, in addition to the Traffic Accident Diary System (TADS) requirement) or bus journey times, or for support with press coverage for specific schemes, this should be identified using Proforma A.
3. Information on individual schemes must be uploaded onto the Borough Portal once the programme has been agreed by TfL.
4. Boroughs are required to identify aspects of their programme that may impact on TfL services or infrastructure at an early stage in a project's lifecycle. Examples include impacts on buses, bus routes, stops and terminal points/stands, strategic cycle routes or other matters. Early discussions must take place between the borough and TfL to determine any requirements for staff support, financial support and/or other resources.
5. Boroughs are required to ensure that effective public consultation and stakeholder engagement take place for any proposal likely to have an impact on TfL services or infrastructure. Boroughs are required to agree jointly with TfL the engagement strategy and communication methods.

6. Boroughs are required to prepare an estimated Value of Work Done (VOWD) profile for each scheme and to keep this up to date as the scheme progresses to delivery.
7. Boroughs are required to keep their live Programme of Investment up to date on the Borough Portal on a bi-monthly basis by the last day in May, July, September, November, January and March.
8. The borough is required to submit a summary of the measures delivered during the previous financial year by the last day of June.
9. TfL expects to see, where appropriate, London Highways Alliance Contracts (LOHAC) used for LIP programmes where this offers better value for money than individual borough contracts. Boroughs are able to continue to use their own contracts if it can be demonstrated that the contracts deliver value for money.

C. LIP LEGAL CONTEXT

This Appendix sets out the statutory framework for the LIP in The GLA Act 1999.

RESPONSIBILITIES OF THE MAYOR AND LONDON AUTHORITIES

The GLA Act 1999 requires the Mayor to produce a Transport Strategy that contains policies and proposals for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within Greater London.

The Act requires that the London authorities must implement the MTS in two ways:

- In exercising any function, a London authority must 'have regard to the transport strategy' (section 144). The Mayor may also issue Guidance about the implementation of the strategy to London authorities (section 144(2)), which they must have regard to in exercising any function (section 144(3)). It is in accordance with this power that the current Guidance has been prepared
- 'As soon as reasonably practicable' after the Mayor has published the transport strategy, each London authority is required to prepare a LIP (section 145)

A London authority may revise its LIP at any time if it considers it appropriate to do so and must consider the need to do so when the transport strategy is revised (section 148).

LIP FUNCTIONS AND REQUIREMENTS

The LIP sets out the proposals for the implementation of the transport strategy in the borough's area. In addition to such proposals, The GLA Act 1999 states that a LIP must contain:

- A timetable for implementing the different proposals in the plan
- The date by which all the proposals in the plan will be implemented (section 145(3))

The Act also provides a list of stakeholders the borough must consult. This is covered in more detail in Chapter 1. After the consultation process each London borough must submit a LIP for the Mayor's approval (section 146(1)).

TARGET SETTING

Section 41(9) of the Act states that the Mayor shall, from time to time, set such targets in respect of the implementation of any strategy as he may consider appropriate, having regard to:

- Any related targets or objectives set nationally
- Any performance indicators set by the Secretary of State, whether nationally or locally

In setting any such targets, the Mayor shall seek to ensure that they are no less demanding than any related targets or objectives set nationally.

APPROVAL OF LIPS

The Mayor cannot approve a LIP unless he considers that:

- It is consistent with the strategy
- The proposals contained in the LIP are adequate for the purposes of the implementation of the strategy
- The timetable for implementing the proposals and the end date by which the proposals will be implemented are adequate (section 146(3))

Section 153 of The GLA Act 1999 gives the Mayor powers to issue directions to the boroughs that they must comply with. A direction may cover any matter relating to how a borough exercises its LIP functions, such as:

- The timetable for completing or revising a LIP
- The bodies or persons that must be consulted in preparation of a LIP
- Timetables and dates within the LIP
- Actions to be taken to implement the proposals in the LIP
- Steps to be taken to remove the effects of an action that is incompatible with the proposals in the LIP (section 153(2))

The Mayor has powers to prepare the LIP if a borough fails to prepare one that is, in his opinion, adequate (section 147). The Mayor can recover the cost of doing so from the borough as a civil debt (section 147).

Also, where the Mayor considers that the borough has failed or is likely to fail to implement any proposal within the LIP, he can exercise the borough's powers on its behalf and recover the costs of doing so (section 152).

D. MTS POLICIES AND PROPOSALS RELEVANT TO LIPS

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Policy 1: The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.	✓	✓	✗
Policy 2: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay healthy each day.	✓	✓	✗
Proposal 1: The Mayor, through TfL and the boroughs, will improve and manage London's streets to create a high-quality public realm that encourages walking and cycling by all Londoners by: <ul style="list-style-type: none"> a) Creating 'Liveable Neighbourhoods' to improve the public's experience of walking, cycling and using public transport and to increase opportunities to use streets as public spaces and for play, and to encourage fewer trips by car. b) Providing 'Healthy Routes' to create attractive, safe and accessible walking routes to schools and other local destinations, such as shops, health services and parks, with a particular focus on improving conditions for children, older people and disabled people. 	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 1: (continued)</p> <p>c) Providing more secure, accessible cycle parking, particularly in residential areas, town centres, public transport interchanges and at key destinations.</p> <p>d) Improving the accessibility of streets for older and disabled Londoners through measures including removing obstacles, widening pavements for wheelchair access, introducing tactile paving, raising sections of roadway to make crossing easier, providing seating, mitigating the impact of street works and, where possible, ensuring on-street cycling facilities cater for the wide range of cycles used by disabled people.</p> <p>e) Reducing the severance caused by roads and railways, which can separate people from local services and limit social interaction, community engagement and active travel.</p> <p>f) Ensuring any scheme being undertaken on London's streets for any reason improves conditions for walking and cycling.</p>	✓	✓	✗
<p>Proposal 2: The Mayor, through TfL, will work with the central London boroughs to transform the experience of the walking and cycling environment in central London by reducing the dominance of vehicular traffic, including by transforming Oxford Street and looking urgently at changes to Parliament Square.</p>	✓	✗	✓
<p>Proposal 3: The Mayor, through TfL and the boroughs, will:</p> <p>a) Deliver a London-wide strategic cycle network, with new, high-quality, safe routes and improved infrastructure to tackle barriers to cycling for both shorter and longer trips. By 2041, 70 per cent of Londoners will live within 400 metres of the strategic cycle network.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 3: (continued)</p> <p>b) Encourage additional local and neighbourhood improvements, such as using physical restrictions to prevent motorised vehicles from using certain streets, to build on and complement the strategic cycle network.</p>	✓	✓	✗
<p>Proposal 4: The Mayor, through TfL and the boroughs, and working with other stakeholders, will protect, improve and promote the Walk London Network and create new leisure walking routes.</p>	✓	✗	✓
<p>Proposal 5: The Mayor, through TfL and the boroughs, will make it easier for people to walk and cycle in London by:</p> <p>a) Maintaining, expanding and improving 'Legible London' walking wayfinding maps and ensuring that on-street cycle network signage is clear and consistent.</p> <p>b) Using new data to develop and improve online journey planning and navigation tools that will make walking and cycling trips the easiest journeys to plan.</p>	✓	✓	✗
<p>Proposal 6: The Mayor, through TfL, will seek to increase the use of TfL's Cycle Hire scheme, and explore the potential of new models of cycle hire, reinforcing the role of cycle hire as an integral part of London's cycling infrastructure and public transport network.</p>	✓	✓	✗
<p>Proposal 7: The Mayor, through TfL and the boroughs, will work with schools, employers and community and user groups to promote walking and cycling, whether for the whole journey or as part of a longer journey.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 8: The Mayor, through TfL and the boroughs, will work with local communities and cultural organisations to promote one-off, regular and trial closures of streets to some or all motorised traffic so that Londoners can see their streets differently.	✓	✓	✗
Policy 3: The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.	✓	✓	✗
Proposal 9: The Mayor, through TfL, the boroughs and policing and enforcement partners, will seek to reduce danger posed by vehicles by: <ul style="list-style-type: none"> a) Introducing lower speed limits and improving compliance with speed limits through design, enforcement, technology, information and appropriate training. Twenty miles per hour limits will continue to be implemented on London's streets, with 20mph considered as part of all new schemes on the Transport for London Road Network. TfL will look to implement 20mph limits on its streets in central London as a priority, with implementation being widened across inner and outer London as soon as is practicably possible. TfL will work with the boroughs to implement lower speed limits on their streets, prioritising designs that are self-enforcing and that do not place an additional burden on policing partners. TfL will provide data analysis, training and technical guidance to support this. b) Conducting a systematic review of all road junctions, introducing road danger reduction measures at locations that pose significant risk to vulnerable road users. 	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 9: (continued) <ul style="list-style-type: none"> c) Working to ensure that vehicles driven on London's streets adhere to the highest safety standards, starting with a new Direct Vision Standard for HGVs and including the introduction of new vehicle technologies such as Intelligent Speed Assistance and Automatic Emergency Braking. TfL will develop a new Bus Safety Standard which will be introduced across the city's entire bus fleet featuring design and technological measures to protect passengers and other road users. d) Delivering a programme of training, education and (working with the police) enforcement activities to improve the safety of vulnerable road users, including the delivery of improved and new training for motorcyclists and working with stakeholders, including the freight industry, to improve standards of professional driving. e) Working with stakeholders to improve the emergency response to collisions, support victims of road crime, improve accountability and transparency, and learn from collisions. 	✓	✓	✗
Proposal 10: The Mayor, through TfL and the boroughs, will collaboratively set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero. A joint police/TfL report will provide annual updates on progress.	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 11: The Mayor, through TfL, the boroughs, police and stakeholders, will seek to improve motorcycle safety by:</p> <p>a) Improving the safety of street design by following the guidance set out in TfL's Urban Motorcycle Design Handbook.</p> <p>b) Improving the quality of motorcycle safety training beyond the minimum required by law. A range of improved and new measures will involve:</p> <ul style="list-style-type: none"> Improving the standard of motorcycle training in London by encouraging training providers to become accredited through the Motorcycle Industry Association Improving rider skills (particularly those of young riders) by promoting a suite of voluntary training courses including BikeSafe-London, ScooterSafe-London, 121 Motorcycle Skills and through the introduction of a pre-Compulsory Basic Training theory app Raising the safety standards of motorcycle courier businesses through training and accreditation <p>c) Calling on all boroughs to allow motorcycle access to their bus lanes, to end the inconsistency between highway authorities that causes unnecessary confusion and risk to motorcyclists.</p> <p>d) Educating other road users on the shared responsibility for safer motorcycle journeys, through communications and the promotion of driver skills training.</p> <p>e) Supporting the police in targeting illegal and non-compliant behaviour that puts motorcyclists at risk, using data to focus on the streets with a higher risk of motorcyclist collisions.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Policy 4: The Mayor, through TfL and the police, will seek to ensure that crime and the fear of crime remain low on London's streets and transport system through designing secure environments and by providing dedicated specialist and integrated policing for London's transport system.</p>	✓	✓	✗
<p>Proposal 12: The Mayor, through TfL and working with other transport providers, police, local authorities and other partners, will:</p> <p>a) Prioritise the tackling of 'high-harm' crimes, such as sexual offences and hate crime, on London's streets and public transport system in order to protect and offer reassurance to those who feel most vulnerable when travelling in London.</p> <p>b) Improve the safeguarding response to protect vulnerable adults and children using the transport network in London. This includes building on the work already under way to tackle rough sleeping on the transport network, linking in to the appropriate support services.</p>	✓	✓	✗
<p>Proposal 13: The Mayor, working with the police and local authorities, will take action to reverse the rise in motorcycle theft and motorcycle-enabled crime, especially that carried out using mopeds. Measures could include improving security by designing out crime, such as through the provision of secure parking both on street and in developments; targeted crime prevention messaging; and working with manufacturers to reduce the risk of theft. The police will maintain their focus on disrupting the criminal gangs involved in motorcycle theft and enabled crime.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 14: The Mayor, through TfL, will work with Government, the boroughs, law enforcement and security agencies, transport providers and other relevant organisations to respond to, and counter, current and future terrorist threats to London. Together, these organisations will develop an approach to protecting public spaces in identified sites across London that is proportionate to the risk. This could include removing traffic from some public spaces and, where appropriate, the use of hostile vehicle mitigation in a way that supports the Healthy Streets Approach and maintains the character and appeal of public places.</p>	✓	✓	✗
<p>Policy 5: The Mayor, through TfL and the boroughs, and working with stakeholders, will prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels by 10-15 per cent by 2041.</p>	✓	✓	✗
<p>Proposal 15: The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.</p>	✓	✓	✗
<p>Proposal 16: The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:</p> <p>a) Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 16: (continued)</p> <p>b) Increasing the proportion of freight moved on London's waterways.</p> <p>c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.</p>	✓	✓	✗
<p>Proposal 17: The Mayor, through TfL, working with the boroughs and the Freight Forum, will work with landlords and all parts of the supply chain, including the freight industry, Business Improvement Districts (BIDs) and individual businesses, to improve the efficiency of last mile deliveries and servicing. This will be achieved by:</p> <p>a) Supporting BIDs and other clusters of businesses to jointly procure goods and services.</p> <p>b) Establishing a network of micro-distribution services and facilities served by zero emission vehicles and walking and cycling deliveries.</p> <p>c) Re-timing goods and services to the times where they will have least impact on streets.</p> <p>d) Using local access and loading restrictions to support more efficient freight practices.</p> <p>e) Improving the design and management of loading and servicing activities at the kerbside and off-street.</p> <p>f) Developing an online tool, incorporating a 'London lorry standard', to simplify the regulatory environment for HGVs operating in London.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 18: The Mayor, through TfL, will work to encourage the DfT and Network Rail to upgrade rail freight routes outside London so that non-London rail freight can be taken around London, thereby freeing up rail paths through the capital for additional passenger services and freight trains that serve London.	✓	✗	✗
Proposal 19: The Mayor, through TfL and the boroughs, will support the provision of car clubs for residents when paired with a reduction in the availability of private parking, to enable more Londoners to give up their cars while allowing for infrequent car travel in inner and outer London.	✓	✓	✗
Proposal 20: The Mayor, through TfL, will keep existing and planned road user charging schemes, including the Congestion Charge, Low Emission Zone, Ultra Low Emission Zone and the Silvertown Tunnel schemes, under review to ensure they prove effective in furthering or delivering the policies and proposals of this strategy.	✓	✗	✗
Proposal 21: The Mayor, through TfL, will investigate proposals for the next generation of road user charging systems. These could replace schemes such as the Congestion Charge, Low Emission Zone and Ultra Low Emission Zone. More sophisticated road user charging and/or workplace parking levy schemes could be used to contribute to the achievement of the policies and proposals in this strategy, including mode share, road danger reduction and environmental objectives, and to help reduce congestion on the road network and support efficient traffic movement. In doing so, the Mayor will consider the appropriate technology for any future schemes, and the potential for a future scheme that reflects distance, time, emissions, road danger and other factors in an integrated way. TfL will develop the design, operation and technical elements of these proposals in consultation with road users and stakeholders.	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 22: The Mayor, through TfL, will support borough traffic-reduction strategies, including through the Local Implementation Plan funding process, where they are consistent with the policies and proposals set out in this strategy.	✓	✓	✗
Proposal 23: The Mayor, through TfL, will work with those boroughs who wish to develop and implement appropriate traffic demand management measures, for example local (TfL or borough) road user charging or workplace parking levy schemes, as part of traffic reduction strategies where they are consistent with the policies and proposals set out in this strategy.	✓	✗	✓
Policy 6: The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions – in particular diesel emissions – from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU legal limits as soon as possible. Measures may include retrofitting vehicles with equipment to reduce emissions, promoting electrification, road charging, the imposition of parking charges/levies, responsible procurement, making traffic restrictions/regulations and local actions.	✓	✓	✗
Proposal 24: The Mayor, through TfL, will seek to introduce the central London Ultra Low Emission Zone (ULEZ) standards and charges in 2019, tighter emissions standards London-wide for heavy vehicles in 2020, and an expanded ULEZ covering inner London in 2021.	✓	✗	✗
Proposal 25: The Mayor, through TfL, will ensure all TfL buses meet the Euro VI diesel standards for NO _x and particulate matter by 2020 by accelerating the switch to new vehicles, installing proven retrofit technology and creating priority Low Emission Bus Zones.	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 26: The Mayor, through TfL and the boroughs, will create a comprehensive alert system to inform Londoners about air pollution episodes and, where appropriate, will implement additional emergency measures to reduce or restrict vehicle use when forecast or actual periods of very high air pollution risk have the potential to cause immediate adverse health effects.	✓	✓	✗
Proposal 27: The Mayor, through TfL and the boroughs, will tackle pollution from transport in local air quality hotspots and at sensitive locations (such as around schools) including through the Mayor's Air Quality Fund and other funding.	✓	✓	✗
Proposal 28: The Mayor proposes that Government amends fiscal incentives, including vehicle excise duty, so that only the cleanest vehicles are incentivised for purchase; and implements a national diesel vehicle scrappage fund to enable cities to take the most polluting vehicles off their streets.	✓	✗	✗
Policy 7: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London's transport network zero emission by 2050, contributing towards the creation of a zero carbon city, and also to deliver further improvements in air quality to help meet tighter air quality standards, including achieving a health-based target of 10µg/m ³ for PM _{2.5} by 2030. London's streets and transport infrastructure will be transformed to enable zero emission operation, and the switch to ultra low and zero emission technologies will be supported and accelerated.	✓	✓	✗
Proposal 29: The Mayor, through TfL, will seek to ensure that, from 2018, all new double-deck buses will be hybrid, electric or hydrogen. In central London, all double-deck buses will be hybrid by 2019 and all single-deck buses will emit zero exhaust emissions by 2020. The aim is for the whole TfL bus fleet to emit zero exhaust emissions as soon as practicable, and by 2037 at the latest.	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 30: The Mayor, through TfL, will work with stakeholders to produce and implement a comprehensive plan to encourage and accelerate the transition from diesel-powered taxis to Zero Emission Capable vehicles by providing financial incentives, the necessary infrastructure and regulation (including maintaining a taxi age limit, currently set at 15 years) with the objective of achieving a minimum of 9,000 such vehicles in the fleet by 2020.	✓	✗	✗
Proposal 31: The Mayor, through TfL, will require all newly licensed private hire vehicles (PHVs) to meet continually improving minimum emission standards. Currently, there is a ten-year age limit for PHVs, all new PHVs younger than 18 months need to be Zero Emission Capable (ZEC) from 2020, and PHVs older than 18 months at time of first registration will have to be ZEC from 2023.	✓	✗	✗
Proposal 32: The Mayor will seek to ensure that the GLA and its functional bodies lead by example in the use of Ultra Low Emission Vehicles (ULEVs) in their own vehicle fleets and will also encourage the boroughs to adopt the use of ULEVs. The GLA group will work towards: all cars in GLA group support fleets being Zero Emission Capable (ZEC) by 2025 at the latest; all newly purchased or leased cars and vans (less than 3.5 tonnes) in GLA group fleets, including emergency response vehicles, being ZEC from 2025; all heavy vehicles in GLA group fleets being fossil fuel-free from 2030; and entire GLA fleets being zero emission by 2050.	✓	✓	✗
Proposal 33: The Mayor, through TfL and the boroughs, will introduce regulatory and pricing incentives to support the transition to the usage of Ultra Low Emission Vehicles in London.	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 34: The Mayor, through TfL and the boroughs, will work with Government and stakeholders across London to ensure that sufficient and appropriate charging and refuelling infrastructure is put in place to support the transition from diesel- and petrol-powered vehicles to Ultra Low Emission Vehicles, including ensuring that London's energy-generating and supply system can accommodate and manage the increased demand associated with this transition.	✓	✓	✗
Proposal 35: The Mayor, through TfL and the boroughs, and working with Government, will seek to implement zero emission zones in town centres from 2020 and aim to deliver a zero emission zone in central London from 2025, as well as broader congestion reduction measures to facilitate the implementation of larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest.	✓	✓	✗
Proposal 36: The Mayor, through TfL, and working with Government, manufacturers and other relevant organisations, will work to reduce PM levels and support and accelerate the development and uptake of technologies to tackle tyre and brake wear and auxiliary engine emissions.	✓	✗	✗
Proposal 37: The Mayor, through TfL, will seek to ensure that the energy impact of increased provision of transport services in London is minimised.	✓	✗	✗
Proposal 38: The Mayor, through TfL, will contribute to London's overall emissions reductions by: a) Continuing to monitor, report and reduce operational CO ₂ and other air pollutant emissions from all of TfL's assets and infrastructure, including stations, buildings and street lighting.	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 38: (continued) b) Seeking to work with stakeholders such as Network Rail to undertake measures to ensure that CO ₂ and other air pollutant emissions from the construction and operation of transport infrastructure are minimised.	✓	✗	✗
Proposal 39: The Mayor, through TfL, will work with the Port of London Authority to publish an emissions strategy for the River Thames to reduce air pollutant and CO ₂ emissions from all river vessels and urges Government to introduce new legislation to ensure that emissions from vessels can be effectively reduced.	✓	✗	✗
Proposal 40: The Mayor, through TfL, will seek to deliver a package of measures both to increase the level of low-carbon energy generation on TfL's land and for supply to its assets.	✓	✗	✗
Proposal 41: The Mayor, through TfL, will meet or exceed the emissions standards set out by the Non-Road Mobile Machinery (NRMM) Low Emission Zone for Transport for London Road Network construction and maintenance activities and urges Government to introduce new legislation to ensure that all emissions from NRMM can be effectively reduced.	✓	✗	✗
Proposal 42: The Mayor, through TfL, will conduct further research into the health risks of particulate matter on the London Underground network and take appropriate measures to mitigate the adverse effects of any risks found where practicable.	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Policy 8: The Mayor, through TfL and the boroughs, and working with stakeholders, will enhance London's natural and built environment by:</p> <p>a) Ensuring that transport schemes protect existing green infrastructure where possible, or – if there is a loss – providing new green infrastructure in order to deliver a net gain in biodiversity.</p> <p>b) Seeking additional opportunities to build new green infrastructure into the existing transport estate.</p> <p>c) Monitoring and protecting designated spaces on transport land, such as Sites of Importance for Nature Conservation.</p> <p>d) Maximising opportunities to protect, promote and enhance London's built heritage and sites of cultural importance that are affected by transport development.</p>			
<p>Proposal 43: The Mayor, through TfL and the boroughs, will retain existing trees and plant new ones on the Transport for London Road Network (TLRN) and borough roads to protect tree canopy cover. Street tree numbers on the TLRN will be increased by 1 per cent every year between 2016 and 2025; and the Mayor will encourage boroughs to increase the number of trees along their streets.</p>	✓	✓	✗
<p>Proposal 44: The Mayor, through TfL and the boroughs, will create Sustainable Drainage Systems (SuDS) to enable, each year, an additional effective surface area of 50,000m² to first drain into SuDS features rather than conventional drains and sewers. Other non-road transport projects should be designed to achieve appropriate greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible (in accordance with the drainage hierarchy set out in the London Plan).</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 44: (continued)</p> <p>In all cases, drainage should be designed and implemented in ways that deliver other Mayoral priorities, including improvements to the water quality, biodiversity and amenity of the highway network.</p>	✓	✓	✗
<p>Proposal 45: The Mayor, through TfL, will support London's transition to a circular economy by encouraging transport providers to follow GLA Group Responsible Procurement Policy guidance.</p>	✓	✓	✗
<p>Policy 9: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure that London's transport is resilient to the impacts of severe weather and climate change, so that services can respond effectively to extreme weather events while continuing to operate safely, reliably and with a good level of passenger comfort.</p>	✓	✓	✗
<p>Proposal 46: The Mayor, through TfL, will work with transport and other infrastructure providers in London to undertake a dedicated programme of research to understand and prioritise the risk of severe weather and climate change adversely affecting the operation of London's transport network and to minimise any such impacts on the most vulnerable user groups. TfL will lead this work for the transport sector in London.</p>	✓	✗	✗
<p>Proposal 47: The Mayor, through TfL, will seek to undertake and implement an evidence-based programme of measures to adapt existing, and to design and build new, transport infrastructure to make it resilient to severe weather conditions and the effects of climate change.</p>	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 48: The Mayor, through TfL and working with the boroughs, will reduce the number of Londoners exposed to excessive noise and vibration levels from road transport in London by:</p> <p>a) Reducing traffic volumes by encouraging mode shift from travelling by car to walking, cycling and using public transport.</p> <p>b) Minimising the noise impacts of vehicular traffic on streets by encouraging the use of quieter vehicles, reducing vehicle speeds and discouraging poor driver behaviours such as rapid acceleration and braking.</p> <p>c) Ensuring high levels of carriageway maintenance, installing low-noise road surfacing, and minimising the noise impacts from road and street works.</p> <p>d) Monitoring noise levels close to major road corridors to measure the adverse impacts of road transport on affected communities.</p> <p>e) Seeking to reduce the noise impacts of servicing and deliveries through appropriate design and management of delivery areas, promoting responsible behaviours, adopting best practice and encouraging the use of quieter vehicles and equipment.</p> <p>f) Working with the Department for Transport to investigate ways of reducing noise from the loudest vehicles such as some types of motorcycle and supercars.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 49: The Mayor, through TfL and working with Network Rail and train operating companies, will mitigate the effects of noise and vibration caused by Tube, DLR, Overground, tram and rail services in London where reasonably practicable, and thereby minimise their adverse impact on the health and quality of life of Londoners. Key measures will include:</p> <p>a) Addressing noise issues as part of all planned railway works and taking steps to minimise their impact on neighbours.</p> <p>b) Specifying and procuring quieter trains.</p> <p>c) Ensuring new rail infrastructure incorporates technology that is effective in reducing noise and vibration, such as shock-absorbent track fastenings.</p> <p>d) Investigating complaints of noise and vibration disturbance from railway construction and/or operations and endeavouring to eliminate the disturbance at source or otherwise mitigate its adverse effects.</p> <p>e) Maintaining open communication with residents before and during construction works, where levels of noise may be above what is normally expected and/or heard at unusual times.</p> <p>f) Continuing to reduce the impact of night services by reducing noise and vibration at their source and taking a robust approach to responding to complaints.</p>	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Policy 10: The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver co-ordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.	✓	✓	✗
Proposal 50: The Mayor, through TfL and the boroughs, will make improvements measured and prioritised against the Healthy Streets Indicators to transform the design and layout of street space and transport facilities around bus, rail, Underground, London Overground, DLR and other stations, and around river piers, as far as practicable, to create safe, secure, accessible, inclusive, welcoming, well-designed gateways and routes to and from public transport, including provision of: <ul style="list-style-type: none"> a) Sufficient space and desire-line connectivity for current and future volumes of people arriving and leaving on foot. b) High-quality provision for cycling, consistent with London Cycling Design Standards, including secure and well-located cycle parking. 	✓	✓	✗
Policy 11: The Mayor, through TfL and the boroughs, and with the DfT, Network Rail, train operating companies and other transport infrastructure providers and service operators, will work to eliminate deaths and serious injuries from London's rail, Tube, London Overground, DLR, tram, river and cable car services by: <ul style="list-style-type: none"> a) Ensuring that assets and infrastructure are maintained to the required safety standards and that all new assets and infrastructure are designed with Vision Zero in mind. 	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Policy 11: (continued) <ul style="list-style-type: none"> b) Identifying and implementing new approaches to reduce or eliminate injuries. c) Training staff on their role in helping customers and users stay safe. d) Developing new and more innovative ways of communicating safety messages to customers and users. e) Applying appropriate arrangements for maintenance and other supporting services that are contracted or licensed. f) Working closely with the emergency services to ensure rapid response to incidents. 	✓	✓	✗
Policy 12: The Mayor will ensure public transport fare levels are set to enable access to affordable travel for all Londoners.	✓	✗	✗
Proposal 51: While a Government decision on further devolution of rail to London has not been forthcoming, the Mayor will press the Government to match TfL's fares freeze in London until 2020, and to prioritise affordability beyond then.	✗	✗	✗
Policy 13: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make the public transport network easier and more pleasant to use, enabling customers to enjoy comfortable, confident, safe and secure, informed and stress-free travel.	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 52: The Mayor, through TfL and the boroughs, and working with other transport operators, will improve customer service across the transport system with a focus on:</p> <p>a) Improved staff training, including the training of bus drivers.</p> <p>b) Providing a more consistent level of service across all transport modes (including rail services where devolved from the DfT).</p> <p>c) Making the most of new technology and innovations in customer service, including provision of mobile phone access underground.</p>	✓	✓	✗
<p>Policy 14: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to enhance London's streets and public transport network to enable disabled and older people to more easily travel spontaneously and independently, making the transport system navigable and accessible to all and reducing the additional journey time that disabled and older users can experience.</p>	✓	✓	✗
<p>Proposal 53: The Mayor, through TfL and working with transport operators, will enable spontaneous and independent travel for disabled and older people by:</p> <p>a) Improving journey planning tools, ensuring advances in technology make the tools more accessible and easier to use; and guiding people to the most accessible journey options.</p> <p>b) Providing travel mentoring and other opportunities to help Londoners gain confidence to use public transport.</p>	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 53: (continued)</p> <p>c) Continuing to provide the current 'turn-up-and-go' service at all TfL-operated stations, and providing it at additional stations where national rail services are devolved to TfL.</p> <p>d) Continuing to seek and act on feedback from disabled and older Londoners regarding public transport services.</p>	✓	✗	✗
<p>Proposal 54: The Mayor, through TfL and the boroughs, will improve bus accessibility by:</p> <p>a) Continuing to provide improved accessibility training to all bus drivers and working with operators to ensure they are meeting their requirements for the level of service that their drivers provide.</p> <p>b) Reviewing existing bus design, including opportunities for increasing wheelchair space and internal layout to ease movement and improve safety.</p> <p>c) Ensuring that new buses provide better accessibility for all users, including more on-board space for wheelchair users, improved boarding ramps, induction loops and consistent signage and messages regarding priority seating.</p> <p>d) Continuing to upgrade existing bus stops, including hail and ride route sections, so that they meet the wheelchair accessible standard, and ensuring that all new and amended bus stops will be wheelchair accessible as a minimum.</p> <p>e) Delivering a higher level of bus stop accessibility at key locations, such as major transport interchanges and key health and education hubs.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 55: The Mayor, through TfL and working with the DfT, Network Rail and other stakeholders, will make the transport network more accessible and inclusive by:</p> <p>a) Using Inclusive Design, for example for station and train layout and facilities, including signing, information and seating, giving consideration to those with visible and invisible disabilities.</p> <p>b) Providing step-free access at selected rail and Underground stations and on all new infrastructure, to halve the additional journey time required by those using the step-free network only, so that journey times on the step-free network become comparable to those on the wider public transport network.</p> <p>c) Providing step-free access at further national rail stations in London.</p> <p>d) Improving the accessibility of taxi ranks, river piers and services, and Victoria Coach Station (and its potential replacement).</p>			
<p>Proposal 56: The Mayor, through TfL and the boroughs, will design Assisted Transport Services around the principles of safe and reliable journeys, convenience, flexibility and choice, integration and innovation, delivering the Roadmap by 2021, and continuing to provide the service to those who need it.</p>	✓	✓	✗
<p>Policy 15: The Mayor, through TfL and the boroughs, and working with stakeholders, will transform the quality of bus services so that they offer faster, more reliable, accessible, comfortable and convenient travel by public transport, while being integrated with, and complementing, the rail and Tube networks.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 57: The Mayor, through TfL, will adjust bus service volumes, and consider new types of bus service, to support measures to reduce car use in conjunction with improvements to rail services and walking and cycling environments.</p>	✓	✗	✗
<p>Proposal 58: The Mayor, through TfL and working with the boroughs, will protect buses from congestion by:</p> <p>a) Putting people walking, cycling and using public transport at the heart of street network design, with the needs of bus passengers considered alongside those of people walking and cycling at the earliest stages of scheme design.</p> <p>b) Prioritising buses alongside walking and cycling provision in day-to-day management of disruption on the street network.</p>	✓	✓	✗
<p>Proposal 59: The Mayor, through TfL and the boroughs, will seek to improve bus journey times and reliability by:</p> <p>a) Developing a core network of reliable bus services in central London, through the provision of bus priority corridors.</p> <p>b) Delivering bus priority to support the low emission buses being rolled out in the 12 Low Emission Bus Zones. Improvements will include signal schemes and reviewing bus lane hours.</p> <p>c) Delivering bus priority on the busiest passenger links, including working with the boroughs to undertake a data-led review of all bus lane hours and to fill the gaps in bus priority on the busiest bus routes. These bus lanes represent a valuable transport asset and they must be utilised when bus passengers and people cycling need them most.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 59: (continued)			
d) Improving conditions for buses serving inner and outer London town centres and providing orbital links.			
e) Delivering bus priority in areas of growth to support frequency increases, for example to new developments, and for bus services providing links to new rail services, such as the Elizabeth line.	✓	✓	✗
Policy 16: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to transform London's rail-based services to provide safer, modern, reliable, integrated, accessible and user-friendly services, with improved journey times and an increase in capacity of at least 80 per cent by 2041 to tackle crowding and facilitate mode shift to rail.	✓	✓	✗
Proposal 60: The Mayor, through TfL, will seek to consistently deliver real-time data, information and visualisations for the Tube, rail, buses and streets via multiple customer channels. TfL will develop real-time tools for operational staff to improve the communication of overcrowding and congestion information to customers.	✓	✗	✗
Proposal 61: The Mayor, through TfL, will work with Government and stakeholders to finalise the Crossrail 2 route alignment and stations, ensuring the project progresses through the detailed design phase to gain powers to enable construction to start in the early 2020s, with the line opening by the early 2030s in time for the opening of Phase 2b of High Speed Two.	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 62: The Mayor, through TfL, will work with the DfT to open the Elizabeth line in 2019, with services initially providing 24 trains per hour through central London and increasing in frequency during the 2020s as demand requires.	✓	✗	✓
Proposal 63: The Mayor, through TfL, will invest in the Tube network to improve the capacity and reliability of its train services.	✓	✗	✗
Proposal 64: The Mayor, through TfL, will work with Network Rail and the DfT on schemes that will increase the capacity and reliability of the national rail network to and within London, managing crowding on both local and longer-distance services.	✓	✗	✗
Proposal 65: The Mayor, through TfL, will work with Network Rail, train operating companies and stakeholders to seek the modification of the planning of local train services from Moorgate, Victoria and London Bridge to create a London suburban metro, offering improved frequencies, journey times and interchange opportunities by the late 2020s.	✓	✗	✗
Proposal 66: The Mayor, through TfL, will continue to seek the devolution from DfT to the Mayor/TfL of the responsibility for local stopping rail services in London in the interest of providing improved customer services more efficiently and more quickly, and to enable better integration with London's wider transport system.	✓	✓	✗
Proposal 67: The Mayor, through TfL, will work to encourage the development and integration of inner and outer London rail services and multi-modal interchange hubs to create 'mini-radial' public transport links to town centres and to provide improved 'orbital' public transport connectivity.	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 68: The Mayor, through TfL, will work with the DfT to increase the capacity of the London Overground network by 45 per cent by 2030.	✓	✗	✗
Proposal 69: The Mayor, through TfL, will increase the capacity of the existing Docklands Light Railway network by 120 per cent by 2041 through the introduction of a new higher-capacity train fleet and improved frequencies (towards 30 trains per hour across more of the network), accompanied by greater station capacity at major development sites and transport interchanges.	✓	✗	✗
Proposal 70: The Mayor, through TfL, will upgrade the tram system to improve its reliability and to increase its capacity by 85 per cent to/from Croydon by 2030.	✓	✗	✗
Proposal 71: The Mayor, through TfL and working with Network Rail and the boroughs, will deliver a programme of station capacity improvements to complement line capacity enhancements and to improve the overall public transport journey experience in London.	✓	✗	✓
Policy 17: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek the use of the full potential of the Thames to carry passengers, to integrate river services with the public transport system, walking and cycling networks, and to enable the transfer of freight from road to river in the interests of reducing traffic levels and the creation of Healthy Streets.	✓	✗	✓

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 72: The Mayor, through TfL, will work with the Port of London Authority to produce a London Passenger Pier Strategy which will promote new piers and additional capacity at strategic piers. TfL will also investigate the feasibility of new cross-river ferry services, including services between the Isle of Dogs and North Greenwich to enhance resilience in the busy Jubilee line corridor.	✓	✗	✓
Proposal 73: The Mayor, through TfL, will work with host boroughs and river service operators to investigate the potential for an extension of river transport services to Barking Riverside by the early 2020s to connect key growth areas with Canary Wharf and other new developments in east London.	✓	✗	✓
Policy 18: The Mayor, through TfL and the boroughs, and working with stakeholders, will support improvements to public transport to enhance travel between London, the rest of the UK and international destinations, and will require regional, national and international transport schemes to be integrated into London's public transport system wherever possible.	✓	✗	✓
Proposal 74: The Mayor, through the GLA and TfL, will work with relevant stakeholders to seek to ensure that transport investment in the Wider South East supports the realisation of any associated economic and housing growth potential.	✓	✗	✓
Proposal 75: The Mayor, through TfL, will work to encourage the DfT to ensure the delivery of High Speed Two is complemented by Crossrail 2, new gateway stations at Euston and Old Oak Common and other improvements to London's transport system, so that people are able to reach their final destination efficiently and in a timely manner by public transport, cycling or walking.	✓	✗	✓

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 76: The Mayor, through TfL and the boroughs and other stakeholders, will ensure new coach facilities are well connected with London's public transport system while, at the same time, seeking to reduce coach kilometres travelled in central London. This will include:</p> <p>a) Working with stakeholders to identify and deliver replacement facilities for Victoria Coach Station through the provision of one or more hubs.</p> <p>b) Continuing to work with the coach industry to enable the provision of adequate on-street and off-street coach infrastructure in appropriate locations across London for scheduled and tourist coach services, and to allow for their safe and efficient operation.</p> <p>c) Working with delivery partners including the coach and tourism industries to include coaches in the Fleet Operator Recognition Scheme (FORS).</p>	✓	✓	✓
<p>Policy 19: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek the development of London's public transport services to support the growth of the night-time economy.</p>	✓	✓	✗
<p>Policy 20: The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to ensure London has a safe, secure, accessible, world-class taxi and private hire service with opportunity for all providers to flourish.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 77: The Mayor, through TfL, will seek:</p> <p>a) Powers to limit the overall number of private hire vehicles licensed for use in London so as to manage their contribution to overall congestion, particularly in central London.</p> <p>b) Powers to introduce a requirement to ensure that taxi and private hire journeys by TfL-licensed drivers must either start or end in the Greater London area</p>	✓	✗	✗
<p>Proposal 78: The Mayor, through TfL, will raise the safety standards for all customers travelling by taxi and private hire vehicles through effective and transparent regulation and enforcement.</p>	✓	✗	✗
<p>Policy 21: The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:</p> <p>a) Create high-density, mixed-use places, and</p> <p>b) Unlock growth potential in underdeveloped parts of the city.</p>	✓	✓	✗
<p>Proposal 79: The Mayor, through TfL and the boroughs, will seek opportunities for densification of development supported by the public transport network, in particular around public transport stations and stops. Investment in improving station environments, interchanges and local walking and cycling networks, including third-party investment in the redevelopment of surrounding lower-density sites, will act as a catalyst to create wider growth.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 80: The Mayor, through TfL and the boroughs, will:</p> <p>a) Impose high expectations on developers to deliver transport solutions that will promote a shift to active, efficient and sustainable modes, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.</p> <p>b) Restrict car parking provision within new developments, with those locations more accessible to public transport expected to be car-free. New developments should contain high levels of cycle parking and storage, and contribute to the provision of on-street cycle parking in town centres and other places of high demand.</p>	✓	✓	✗
<p>Proposal 81: The Mayor, through TfL and the boroughs, and working with stakeholders, will embed efficient freight and servicing in new development by:</p> <p>a) Ensuring that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more active, efficient and sustainable modes of delivery, including cargo cycles and electric vehicles where practicable.</p> <p>b) Ensuring that large-scale developments and area-wide plans include a local freight and servicing strategy (consisting of measures such as shared procurement for consumables, co-ordinated waste and recycling collection, timetabled deliveries, 'click and collect' for residents and flexible loading bays).</p> <p>c) Piloting ambitious plans in Opportunity Areas and around major developments such as High Speed Two to reduce the impact of freight and construction trips.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 82: The Mayor, through TfL and the boroughs, will support growth through transport investment and planning in the Central Activities Zone, in and around town centres, in close proximity to stations and in Opportunity Areas. The Mayor expects planning frameworks in these areas to set mode share targets that are significantly more ambitious than elsewhere in London and will require boroughs and other stakeholders to demonstrate how development plans will contribute to mode shift away from car use towards walking, cycling and public transport.</p>	✓	✓	✗
<p>Proposal 83: The Mayor, through TfL and the boroughs, will seek to ensure that full advantage is taken of the opportunity presented by Crossrail 2 to maximise housing delivery and the creation of healthy new places that are fully integrated with their surroundings.</p>	✓	✗	✓
<p>Proposal 84: The Mayor, through TfL and the relevant boroughs, will seek to encourage Network Rail to proceed with enhancements to the West Anglia Main Line to help create and support new homes and jobs in the Lee Valley.</p>	✓	✗	✓
<p>Proposal 85: The Mayor, through TfL, the relevant boroughs and Network Rail, will seek to extend the Bakerloo line to Lewisham and beyond in order to improve public transport connectivity in this part of London and enable the provision of new homes and jobs. The extension will be designed to facilitate the creation of an attractive, dense area in inner London, with active, efficient and sustainable travel behaviours and a mix of uses.</p>	✓	✗	✓

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 86: The Mayor, through TfL and relevant boroughs, will support a Government-led extension of the Elizabeth line eastwards from Abbey Wood to provide up to 12 trains per hour, enabling Good Growth in the Thames Gateway corridor within and beyond London.	✓	✗	✓
Proposal 87: The Mayor, through TfL and the boroughs, will make the most of the transport network in London by identifying opportunities for new rail stations that will unlock the potential for significant number of homes and jobs to be created.	✓	✓	✗
Proposal 88: The Mayor, through TfL, the West London Alliance boroughs and Network Rail, will work towards the delivery of a new London Overground 'West London Orbital' line connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross.	✓	✗	✓
Proposal 89: The Mayor, through TfL and the boroughs, will use the tram network to enable Good Growth by: <ul style="list-style-type: none"> a) Considering opportunities to extend the network where they would enable the provision of new homes and jobs, are supported by Local Plans and can be funded primarily through locally derived sources, and b) Exploring opportunities, with the London Boroughs of Sutton and Merton, for an extension to Sutton and potentially beyond, including exploring innovative funding mechanisms. 	✓	✗	✓

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
Proposal 90: The Mayor, through TfL and working with the boroughs, will complement major transport infrastructure investment with improvements to local bus services, bus priority and bus infrastructure in order to enable high-density development over a larger area and thus spread the benefits of the infrastructure investment further.	✓	✓	✗
Proposal 91: The Mayor, through TfL and the boroughs, will pilot bus transit networks in outer London Opportunity Areas with the aim of bringing forward development, either ahead of rail investment or to support growth in places without planned rail access. Consideration will be given to pilots at locations including Bexley/Greenwich, Enfield, Havering and Hounslow.	✓	✗	✓
Proposal 92: The Mayor, through TfL and the boroughs, will explore the role for demand-responsive bus services to enable Good Growth, particularly in otherwise difficult-to-serve areas of outer London.	✓	✓	✗
Proposal 93: The Mayor, through TfL, will continue to support the construction and operation of the Silvertown Tunnel, together with the introduction of user charges on the Blackwall and Silvertown tunnels (once the latter is opened), to address the problems of traffic congestion and associated air pollution, frequent closures and consequential delays, and the lack of network resilience and reliability at the Blackwall Crossing.	✓	✗	✗
Proposal 94: The Mayor, through TfL, will promote new walking, cycling and public transport river crossings where such infrastructure would accord with the policies and proposals of this strategy.	✓	✗	✓

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 95: Following the delivery of the Silvertown Tunnel, the Government's Lower Thames Crossing and the Docklands Light Railway (DLR) extension to Thamesmead, the Mayor will give consideration to the case for further road crossings of the river in east London where the following criteria are met:</p> <p>a) The proposal is shown to meet a growth and development need that cannot be met through the provision of a public transport-only crossing.</p> <p>b) The proposal has been developed through engagement with all affected boroughs, and its location and utility are determined by reference to demand and growth modelling.</p> <p>c) The proposal is consistent with the Mayor's overall vision for a healthy city, and includes provision for a mechanism to ensure that any negative impacts of the likely volume of traffic carried can be managed within relevant environmental limits.</p> <p>d) In conjunction with the Silvertown Tunnel, the Government's Lower Thames Crossing and the DLR to Thamesmead, the proposal would support Good Growth and reduce barriers to trade and employment between east and south east London.</p> <p>e) The proposal includes appropriate provision for people walking, people cycling and public transport services (unless there is already alternative provision for these users nearby).</p> <p>f) Legal limits for air quality are met, and there would be no significant adverse air quality impacts at sensitive receptors, including schools.</p> <p>g) The use of the river for the movement of freight will be maintained and protected.</p>	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 96: The Mayor, through TfL, will consider, when surplus transport land becomes available, its accessibility to the transport network and its potential for the development of sustainable, affordable housing. Any capital receipts generated from the sale of TfL surplus land shall be allocated to TfL's transport investment programme.</p>	✓	✗	✗
<p>Proposal 97: The Mayor, through TfL, will pursue opportunities for mixed-use development and redevelopment in and around operational sites such as rail or bus stations to deliver much-needed housing and regeneration, while continuing to protect, and enhance where practicably possible, transport operations.</p>	✓	✗	✗
<p>Proposal 98: The Mayor, through TfL and working with the relevant boroughs, will examine the feasibility of decking over the A13 at Barking and assess the case for its potential to support new homes and jobs, and to improve the character of the surrounding environment for the benefit of existing communities.</p>	✓	✗	✓
<p>Proposal 99: The Mayor, through TfL, the boroughs, planning authorities beyond London and other delivery agencies, will:</p> <p>a) Develop mechanisms for co-ordinating planning and investment along transport growth corridors, building on approaches such as the London Stansted Cambridge Corridor and Old Kent Road.</p> <p>b) Develop Opportunity Area Planning Frameworks with ambitious mode shares for walking, cycling and public transport, maximising the use of investment in transport infrastructure and services.</p>	✓	✓	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 99: (continued)</p> <p>c) Use public sector funding, such as TfL's Growth Fund, for smaller scale transport schemes that help directly unlock the creation of new homes and jobs, and leverage funding for such purposes from other sources.</p> <p>d) Embed Good Growth principles in TfL assessment of development proposals and Transport Assessment requirements, and then use and apply them.</p> <p>e) Update TfL's Travel Plan guidance to ensure developments encourage active, efficient and sustainable travel, apply the Healthy Streets Approach and help deliver carbon-free transport.</p>			
<p>Proposal 100: The Mayor will promote the improvement of surface links to London's airports, with airport operators contributing a fair share of the funding required.</p>	✓	✗	✗
<p>Policy 22: The Mayor will continue to oppose expansion of Heathrow airport unless it can be shown that no new noise or air quality harm would result and the benefits of future regulatory and technology improvements would be fairly shared with affected communities. Any such expansion must also demonstrate how the surface access networks will be invested in to accommodate the resultant additional demand alongside background growth.</p>	✓	✗	✗
<p>Proposal 101: The Mayor will:</p> <p>a) Work with industry partners and stakeholders to assess options for surface access to Heathrow, and</p>	✓	✗	✓

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 101: (continued)</p> <p>b) Seek a commitment from Government to fund and deliver within an appropriate timescale the extensive transport measures required to support the expansion of Heathrow.</p>	✓	✗	✓
<p>Policy 23: The Mayor, through TfL, will explore, influence and manage new transport services in London so that they support the Healthy Streets Approach, guided by the following principles:</p> <p>a) Supporting mode shift away from car travel: new transport services should not encourage more car journeys, especially where there are good walking, cycling or public transport options.</p> <p>b) Complementing the public transport system: new services should help more people who would otherwise complete their journey by car to access the public transport network, while not reducing walking and cycling to and from stops and stations. They should also provide a means of travel in areas where public transport connectivity is currently poor (especially in outer London).</p> <p>c) Opening travel to all: new services should be accessible to all Londoners and should not contribute to the creation of social, economic or digital divides in which some Londoners would have better travel options than others.</p> <p>d) Cleaning London's air and reducing carbon emissions: new services should achieve the very best emissions standards to reduce emissions of carbon dioxide, nitrogen oxides and particulate matter in London, and enable faster switching to cleaner technologies.</p>	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Policy 23: (continued)</p> <p>e) Creating a safe, attractive environment on our streets: new services and technology should help create a safer, quieter and more pleasant environment on London's streets, where it is more attractive to walk or cycle, and should not lead to existing active trips being made by non-active modes. There must always be an emphasis on the safety of passengers, people walking and cycling, and other road users. Where this involves introducing technology directly into the street, it should be done in a co-ordinated way that enhances the overall character of the street, reduces clutter, and does not prevent future potential re-allocation of space for walking, cycling and public transport.</p> <p>f) Using space efficiently: new services must make efficient use of road and kerb space, be appropriate for the area of London in which they operate and support opportunities to re-allocate space for walking, cycling and public transport.</p> <p>g) Sharing data and knowledge: where possible, data and knowledge should be shared with TfL and the GLA to enable improved monitoring, operating and planning of the transport network.</p>	✓	✗	✗
<p>Proposal 102: The Mayor, through TfL, will work to ensure its information systems and payment platforms take account of technological advances and evolve to remain fit for purpose.</p>	✓	✗	✗
<p>Proposal 103: The Mayor, through TfL, will explore and monitor the relationship between access to kerb space, including for car parking, and the level of demand for all forms of car use to inform assessment of how demand management measures should evolve over time.</p>	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 104: The Mayor, through TfL, will explore and trial demand-responsive bus services as a possible complement to 'conventional' public transport services in London. This will include consideration of trials that could unlock otherwise difficult-to-serve areas of outer London.</p>	✓	✗	✗
<p>Proposal 105: The Mayor, through TfL, will take part in trials of new vehicle technology, adopting a safety-first approach, and will consider the application of new vehicle technology in support of the Healthy Streets Approach.</p>	✓	✗	✗
<p>Proposal 106: The Mayor, through TfL and working with the DfT and other stakeholders, will adopt an appropriate mix of policy and regulation to ensure connected and autonomous vehicles develop and are used in a way that is consistent with the policies and proposals of this strategy.</p>	✓	✗	✗
<p>Policy 24: The Mayor will seek to ensure that London's transport system is adequately and fairly funded to deliver the aims of the transport strategy. Additional powers should be devolved to the Mayor, the GLA or TfL to enable the Mayor and his agencies to respond effectively to economic, social and environmental change. These should include financial, regulatory and other powers to enable London's challenges to be met, and emerging opportunities to be optimised.</p>	✓	✗	✗
<p>Proposal 107: The Mayor, through TfL and working with Government, will fund the delivery of the strategy by:</p> <p>a) Maximising any available efficiencies, subsidising services at appropriate levels and ensuring that value for money is otherwise achieved from the existing and planned transport network.</p>	✓	✗	✗

Mayor's Transport Strategy	TfL	All boroughs	Relevant boroughs
<p>Proposal 107: (continued)</p> <p>b) Seeking to ensure a sustained level of funding from fares, Business Rate Retention and other existing sources of income.</p> <p>c) Seeking additional taxes, financial powers or other similar mechanisms, including Vehicle Excise Duty in London, to create a fairer way of funding the delivery of transport schemes and services, to better capture and conserve the benefits they create and to enable the delivery of the transport and community benefits that the pursuit of this strategy will bring to London, the Wider South East and the UK as a whole.</p>	✓	✗	✗
<p>Policy 25: The boroughs shall prepare and implement Local Implementation Plans (LIPs) containing proposals for the implementation of the Mayor's Transport Strategy in their area. Each LIP should also contain a delivery plan and a monitoring plan.</p>	✓	✓	✗
<p>Policy 26: The Mayor, through TfL and the boroughs, and working with stakeholders, will review their delivery plans to ensure the expected transport outcomes of this strategy are achieved as far as practicable should monitoring show that otherwise they would be unlikely to be achieved.</p>	✓	✓	✗
<p>Proposal 108: The Mayor, through TfL, will offer support and guidance to ensure that local transport schemes and initiatives as set out in boroughs' Local Implementation Plans are supported by monitoring plans that demonstrate delivery against the policies, proposals and expected outcomes of this strategy.</p>	✓	✓	✗

E. FUNDING AND APPROVAL OF LIPS

TFL LIP FUNDING

- E.1 TfL will continue to provide funding to support delivery of the third round of LIPs. This funding will continue to be provided in line with Section 159 of the GLA Act 1999, which enables TfL to provide financial assistance for initiatives that contribute to the fulfilment of the Mayor's transport duty.
- E.2 TfL will now provide LIP funding as part of a wider Healthy Streets funding portfolio designed to support delivery of the Mayor's Transport Strategy aims and outcomes, including mode shift and traffic reduction across the capital.
- E.3 Under this approach, borough funding will be targeted towards the effective delivery of the Mayor's Transport Strategy. The distribution of LIP funding within the wider portfolio can be summarised as follows:

Mayor's Transport Strategy outcomes	
Formula	Supporting delivery of the boroughs' LIP work programmes; reflecting borough priorities while also demonstrating delivery of Mayor's Transport Strategy and Healthy Streets outcomes.
Discretionary	<p>Additional LIP scheme funding that boroughs will bid for, including Liveable Neighbourhoods, which will replace Major Schemes. This funding will be directed towards defined and agreed projects, based on spatial priorities and clear expectations of what outputs and/or outcomes boroughs will deliver through such schemes.</p> <p>This funding stream also includes investment in maintaining borough assets – principal roads and bridges – and will continue to be allocated on the basis of surveys and identified needs.</p>
Strategic	Additional funding to improve bus priority, borough cycling, air quality and other outcomes as needs arise London-wide. TfL research and analysis has identified what London needs and where; this funding is linked to the delivery of specific agreed outputs, ie specific projects in specific locations.

E.4 The table opposite sets out more detail on the borough funding portfolio. It shows different LIP funding categories, the individual programme activities that fall under each category and what each is now expected to deliver.

TABLE E.1: BOROUGH FUNDING PORTFOLIO BY CATEGORY

Category	Programme	Status	Expectations
Formula	LIP-funded Corridors, Neighbourhoods and Supporting measures	Consistent overall allocation across the five-year Business Plan	<p>Borough investment programmes to support delivery of the Mayor's Transport Strategy, including the following priorities:</p> <ul style="list-style-type: none"> • Healthy Streets and healthy people • A good public transport experience • New homes and jobs
	LIPs top-slice funding	Partnership funding only	Sub-regional partnerships add value to delivery
Discretionary	LIP Major Schemes	Will deliver only existing 'in-flight' projects to closure	Where possible, incorporate the Healthy Streets Approach
	Liveable Neighbourhoods	<p>Replaces Major Schemes, applies lessons from Mini-Hollands</p> <p>Bids to TfL should be consistent with the 'Liveable Neighbourhoods guidance'</p>	Delivery of MTS priority of 'Healthy Streets and healthy people', including focus on walking, cycling, safety, and encouraging and enabling sustainable mode shift and traffic reduction, to deliver Healthy Streets and neighbourhoods
	Borough Assets	By condition survey	Maintaining key highways assets over time

TABLE E.1: BOROUGH FUNDING PORTFOLIO BY CATEGORY (continued)

Category	Programme	Status	Expectations
Strategic	Quietways and Grid	Targeted at routes suggested by TfL Strategic Cycling Analysis and key links identified with boroughs	Key strategic routes delivered, with cycle parking at key sites; Healthy Streets Approach should consider benefits to walking and also public transport
	Mini-Hollands	Complete the existing three	Complete existing three projects and share analysis of impacts and lessons
	Pedestrian town centres	Complete the existing two	Complete existing two projects and share analysis of impacts and lessons
	Mayor's Air Quality Fund and Low Emission Neighbourhoods	Complete the existing projects	Progress existing projects with analysis of impacts and sharing of lessons into borough and TfL programmes as relevant
	Crossrail complementary measures	Complete existing projects	Progress existing projects with analysis of impacts and sharing of lessons into borough and TfL programmes as relevant
	Bus Priority, Low Emission Bus Zones and enabling works	Identified and targeted by TfL analysis and in agreement with relevant boroughs	Bus journey time savings are a key outcome; Healthy Streets Approach should also see walking and cycling benefits where possible

E.5 LIP funding over the life of the current TfL Business Plan, within the wider Healthy Streets funding portfolio, is set out in Table E.2.

TABLE E.2: BOROUGH FUNDING PORTFOLIO

Funding type	Programme	2018/19 £m	2019/20 £m	2020/21 £m	2021/22 £m
Formula	Corridors	63.3	63.3	63.3	63.3
	Mayor's additional funding	11.6	-	-	-
	Local Transport Fund	4.0	4.0	4.0	4.0
Discretionary	Major Schemes / Liveable Neighbourhoods	23.0	34.0	38.0	32.0
	Borough Assets	11.0	11.0	26.7	50.3
Strategic	Bus Priority	15.1	17.9	18.6	18.6
	Borough Cycling	44.2	66.9	64.3	37.7
	Oxford Street	51.5	26.1	0.1	0.1
	Other Healthy Streets	13.5	8.0	2.1	2.0
Total		237.2	231.2	217.2	208.0

Note that this is an indicative four-year programme that may be subject to change

E.6 TfL will continue to pay boroughs for LIP projects in arrears once the boroughs have provided evidence of completed works. Boroughs should contact TfL to discuss any proposed changes to their programme over the course of the financial year. The different LIP funding programmes are set out in more detail on the following pages.

- E.7 Boroughs are encouraged to maximise the contribution that other funding sources can make to the delivery of their LIP programmes, particularly given the constraints on budgets.
- E.8 Funding must be used for LIP-related projects that deliver against the Mayor's Transport Strategy aims, outcomes, policies and proposals. However, it is for the boroughs to propose which schemes they take forward.
- E.9 Allocations under this programme are calculated using a needs-based formula designed to ensure specified objectives and outcomes are achieved. The formula is based on a set of transport, social and environmental metrics weighted in line with Mayoral priorities and was developed and agreed with the boroughs under the second LIP process in 2010. See Table E.3 for further details.

TABLE E.3: THE LIP CORRIDORS, NEIGHBOURHOODS AND SUPPORTING MEASURES FUNDING FORMULA

Funding formula for Corridors, Neighbourhoods and Supporting Measures

The formula is structured around need-based indicators relating to four transport themes:

- Public transport – bus reliability, bus patronage
- Road danger – monetary value of all casualties (killed, serious and slight) on all streets in the borough
- Congestion and environment – vehicle delay, CO₂ emissions from transport
- Accessibility – residential population weighted by index of deprivation

These themes were identified under LIP2 and remain representative of the transport outcomes that boroughs will need to deliver to achieve the MTS goals. The four themes will be weighted as follows:

- Public transport (10 per cent)
- Road safety (26 per cent)
- Congestion and environment (41 per cent)
- Accessibility (23 per cent)

Weightings reflect historic levels of spend and current priorities. The corresponding split between corridors and neighbourhood programmes and smarter travel programmes is 87:13 per cent. The indicators included in the formula are intended to reflect both:

- The scale of the borough and its transport demand/network (number of bus users, residential population etc.) to ensure that bigger boroughs with larger networks and more users get extra funding
- Policy outcomes or severity of transport problems (casualties, bus reliability etc.) to ensure funding is directed to the boroughs where it is needed most, or where it could make most difference

DISCRETIONARY FUNDING

Major Schemes

- E.10 The Major Schemes programme of transformational public realm improvement projects will be replaced from 2018/19 by the Liveable Neighbourhoods programme following the adoption of the Healthy Streets Approach. No new Major Scheme submissions will be accepted on to the programme although schemes already on the programme will be funded to completion.
- E.11 Major Schemes to be completed must continue to be progressed in accordance with the requirements set out in TfL's Major Schemes Guidance (May 2012), and any subsequent updates of the document or the programme requirements. TfL retains the right to withhold or reduce Major Schemes funding to schemes that do not meet the key requirements or objectives set out in guidance.
- E.12 For schemes worth more than £2m over the whole life of the project, a business case must also be submitted as part of the scheme design stage in accordance with TfL's Business Case Development Manual.

Liveable Neighbourhoods

- E.13 Under the Healthy Streets funding portfolio there is a new Liveable Neighbourhoods programme that replaces Major Schemes from 2018/19. The new programme funds area-based schemes to deliver the Healthy Streets Approach in and around London's town centres and in residential areas. Investment is focused on transformational improvements in walking and cycling provision, and road danger reduction and mode shift from private car use to walking, cycling and public transport.

E.14 Liveable Neighbourhoods differs from Major Schemes by:

- Embedding the Healthy Streets Approach, Vision Zero and the need for mode shift and traffic reduction. This could include non-infrastructure proposals to be funded together with any infrastructure delivery
- Broadening the remit of town centre schemes to include improvements to key walking and cycling routes to town centres, and linkages to strategic routes (for example, Quietways) and to public transport (such as stations)
- Including an explicit potential to focus on residential areas (neighbourhoods) and local streets, as well as town centres
- Being subject to clearer expectations from TfL in relation to the outcomes that will be delivered and data-led prioritisation of locations for investment
- Engaging communities in the development of proposals and using innovative approaches, such as trials and open streets events, to deliver early results and build support for schemes
- Integrating more closely with other Mayoral commitments such as:
 - o Prioritising Quietways cycling routes that complement Mini-Hollands
 - o Establishing safe walking routes to schools
 - o Encouraging the roll-out of 20mph zones

E.15 Liveable Neighbourhoods projects fall into one of the following categories:

Smaller projects, ie less than £2m estimated full cost

E.16 These schemes will be characterised by a limited set of interventions based on the Healthy Streets Indicators, to ensure routes are safe, comfortable, accessible and green. Schemes will be in areas where latent demand for increasing walking and cycling is identified and achievable, for example by unlocking walking or cycling links to public transport interchanges, stations and town centres to wider walking environments and/or cycling networks. These types of schemes will form a small proportion of the overall supported programme.

Larger projects, ie from £2m estimated full cost

E.17 These types of schemes will consist of an area-wide set of improvements with a wide set of interventions and impacts across modes, and will deliver significant increases in walking, cycling, and public transport use. Measures will also need to encourage modal shift and traffic reduction by reducing road danger and traffic dominance, and linking to wider cycling and public transport networks.

E.18 Schemes will also need to encourage behaviour change through measures such as promotion, provision of journey information, and overcoming perceived barriers and bottlenecks to more active travel. Schemes should support the use of streets as public space and so support local businesses by increasing the attractiveness of town and local centres, and encourage greater use of public transport through improved accessibility and information provision.

E.19 Funding for Liveable Neighbourhoods projects is awarded through a competitive bidding process. This follows a four-stage process described in detail in the 'Liveable Neighbourhoods guidance' issued in summer 2017:

- Justification based on the Mayor's Transport Strategy outcomes that will be delivered and the alignment of the schemes to areas with the most potential for delivering the objectives of the Liveable Neighbourhoods programme
- Scheme development including consultation, detailed design and assurance requirements
- Implementation of project and roll-out of measures
- Post-implementation monitoring and mitigation

E.20 For schemes worth more than £2m over the whole life of the project, an initial business case must be submitted as part of the bid and kept updated as the scheme progresses. In addition, to ensure a high standard of urban design, all projects will be specifically assessed through a light-touch 'design surgery' process.

E.21 Boroughs are encouraged to consider how funding from other sources can contribute to the costs of Liveable Neighbourhoods schemes as part of the funding strategy. In certain locations, it may be possible for boroughs to obtain contributions from local businesses, landowners and developers. Where appropriate, boroughs are advised to demonstrate that they have attempted to do so.

Strategic funding

E.22 This funding will enable TfL to work with the boroughs to determine and deliver measures at specific locations or in areas where TfL's analytical and research tools have identified intervention is most needed and/or would be of most benefit. It will be managed in the same way as Formula and Discretionary funding and, as it is intended to support the delivery of the Healthy Streets Approach, particularly with regard to cycling, bus priority and air quality, will complement investment made through these programmes.

Other sources of funding

E.23 It is expected that boroughs will look to a wider range of funding sources in addition to the LIP to support the development and delivery of their LIP Programme of Investment, for example:

- For LIP schemes: a borough's own resources, government grant, developer contributions (S.106/CIL)
- For LIP Major Schemes: funding sources in addition to the LIP as identified in original scheme bids will need to be maintained
- For Liveable Neighbourhoods: a borough's own resources, government grant, developer contributions (S.106/CIL)
- For non-LIP schemes that contribute to the delivery of a borough's LIP objectives: revenue funding that supports Supporting Measures programmes

F. LIP MANDATORY PROFORMAS

GUIDE TO PROFORMA A

Information required	
Programme	This refers to the programme that the scheme falls under. Programme options are either 'Corridors, Neighbourhoods and Supporting Measures' or 'Major Schemes / Liveable Neighbourhoods'. Please pick the appropriate programme type from the drop down menu.
Scheme title	Enter the name of the scheme in this field. The name should be self-explanatory, it should include site location (town centre or road name) and works type. For example, Winston Road with Churchill Street junction improvement works.
Scheme description	Use this field to provide a very brief description of the scheme. Description should be simple and should contain project duration, funding sources if there is more than one funder, primary objective and high-level scope of works. It should be no longer than 1,000 characters. When using abbreviations, please ensure to use widely known abbreviations. For example, Junction improvement works at Winston Road / Churchill Street are scheduled to commence on 10/05/19 and finish on 03/07/19. Works includes traffic signal removal, kerb realignment, informal crossings, provision of accessible bus stops and guardrail removal.
Funding source (list multiple)	The first cell is for LIPs funding (the blue cell). Use the other cells to identify complementary funding sources (eg Section 106 funding). If there are more than two funding sources, please insert additional rows after the LIPs funding row – this will preserve the total calculations.
Portal ID of an ongoing scheme	This field should contain the existing Portal Scheme ID if the scheme is ongoing from the previous year. Leave blank if this is a new scheme.
Scheme location and extent	Please provide a co-ordinate and/or description of the location of schemes. Lines with multiple small interventions at dispersed locations should indicate as such and provide a description of distribution, ie 'new wayfinding signage along A street and B street' or 'provision of dropped kerbs at SRN junctions'.
Funding £000s	Enter the forecast spend profile across the years.

Information required	
Outcome mapping	Identify which MTS outcomes the scheme will contribute towards. Indicate the appropriate outcomes using the drop down menu. The outcomes are described at the document head.
Street type	<p>Select the street type from the list below:</p> <p>M3/P1 (Core Road): Reliable major routes for large volumes of traffic that mitigate the impact on adjacent communities.</p> <p>M3/P2 (High Road): Reliable major routes through London that provide vibrant, safe, secure and well-maintained urban environments and make shops and services easily accessible.</p> <p>M3/P3 (City Hub): Vibrant focal points for business and culture. They reduce the impact of high traffic volumes while accommodating high pedestrian flows, bus access and essential traffic.</p> <p>M2/P1 (Connector): Reliable routes for medium-distance and local road journeys, comfortable roads for cyclists and safe and secure routes for pedestrians.</p> <p>M2/P2 (High Street): Provide access by all modes to shops and services, and ensure a high-quality public realm and strong focus for community life.</p> <p>M2/P3 (City Street): Provide a world-class, pedestrian-friendly environment while ensuring excellent connections with the wider transport network.</p> <p>M1/P1 (Local Street): Quiet, safe and desirable residential streets that foster community spirit and local pride.</p> <p>M1/P2 (Town Square): A focus for community activity and services (retail, leisure, public, etc.) with ease of pedestrian movement a priority.</p> <p>M1/P3 (City Place): World-class, pedestrian-friendly environments to support their role as places of major significance and encourage high levels of street activity and vibrancy.</p> <p>Not applicable: This applies to entries that are campaigns, strategies and resources only.</p>
Does the scheme impact the TLRN or other TfL infrastructure?	For schemes in the 2019/20 programme, please provide details if the scheme has an impact on the TLRN or other TfL infrastructure such as bus stops/stands/shelter. Options are 'No', 'TLRN', 'Infrastructure' or 'Both'. Please do not leave blank.

Information required	
Does the scheme involve bus route diversions, either permanent or temporary?	For schemes in the 2019/20 programme, answer Perm or Temp if the scheme involves either a permanent or temporary change to bus routes. Temporary diversions are those that will last more than two weeks. Please do not leave blank.
Is the scheme LCDS compliant?	For schemes in the 2019/20 programme that involve improvements for cyclists, please indicate 'Yes' or 'No' as appropriate if the scheme is compliant with London Cycle Design Standards (LCDS). Please do not leave blank.
Would you like the following to be carried out by TfL?	The LIP funding guidance requires that at least three schemes are entered into TfL's Traffic Accident Diary System (TADS) database, to record the number and severity of collisions before and after the introduction of measures. A quarterly update will be sent to you showing the schemes' performance. If you would like any non-LIP funded schemes monitored, these can also be added to the TADS. TfL will issue a TADS form at the end of the financial year for boroughs to complete their schemes. Please enter 'Yes' or 'No' as appropriate. Please do not leave blank.
Casualty data monitoring (TADS)	The LIP funding guidance requires that at least three schemes are entered into TfL's Traffic Accident Diary System (TADS) database, to record the number and severity of collisions before and after the introduction of measures. A quarterly update will be sent to you showing the schemes' performance. If you would like any non-LIP funded schemes monitored, these can also be added to the TADS. TfL will issue a TADS form at the end of the financial year for boroughs to complete their schemes. Please enter 'Yes' or 'No' as appropriate. Please do not leave blank.
Bus Journey Time monitoring	For schemes in the 2019/20 programme, if you would like TfL to undertake Bus Journey Time monitoring at intervals of three, six and 12 months after completion of the scheme, please answer 'Yes' or 'No' as appropriate. Please do not leave blank.
Press coverage	For schemes in the 2019/20 programme, if you would like TfL to help maximise press coverage around any of your key projects being launched, completed or at key milestones, please answer 'Yes' or 'No' as appropriate. Please do not leave blank.

PROFORMA A: ANNUAL SPENDING SUBMISSION

(Please note: Proforma A is provided to the boroughs as an Excel spreadsheet. This document has been reformatted and restructured into Word to ensure that every section is legible in the Guidance Document. Please refer to the Excel document for the correct format.)

London Borough of XXXXX	
LIP 2019/20 Annual Spending Submission and Programme of Investment Form	
Borough Officer contact details:	
Name	
Contact number	
Email	

FINANCIAL SUMMARY INFORMATION

Year		Corridors, Neighbourhoods and Supporting Measures	Major Schemes / Liveable Neighbourhoods	Total
2019/20	Confirmed allocation £k	0	0	0
	Submission £k	0	0	0
2020/21	Indicative allocation £k	0	0	0
	Submission £k	0	0	0
2021/22	Indicative allocation £k	0	0	0
	Submission £k	0	0	0

Mayoral priority	No.	Mayoral outcomes
Healthy Streets and healthy people	1	Active: London's streets will be healthy and more Londoners will travel actively
	2	Safe: London's streets will be safe and secure
	3	Efficient: London's streets will be used more efficiently and have less traffic on them
	4	Green: London's streets will be clean and green
A good public transport experience	5	Connected: The public transport network will meet the needs of a growing London
	6	Accessible: Public transport will be safe, affordable and accessible to all
	7	Quality: Journeys by public transport will be pleasant, fast and reliable
New homes and jobs	8	Good Growth: Active, efficient and sustainable travel will be the best outcome in new developments
	9	Unlocking: Transport investment will unlock the delivery of new homes and jobs

COLUMNS 'B' THROUGH 'I' INCLUSIVE – SOME COLUMNS HAVE BEEN REPEATED TO ILLUSTRATE THE CORRECT SEQUENCE

	Programme	Scheme title	Scheme description	Funding source (list multiple)	Portal ID of an ongoing scheme	Scheme location and extent, coordinates and/or description
Example	Corridors, Neighbourhoods and Supporting Measures	Winston Road with Churchill Street junction improvement works	Junction improvement works at Winston Road / Churchill Street are scheduled to commence on 10/05/19 and finish on 03/07/19. Works include traffic signal removal, kerb realignment, informal crossings, provision of accessible bus stops and guardrail removal.	LIP allocation S106 Council capital		Easting
						Northing
						Winston Road with Churchill Street junction

COLUMNS 'I' THROUGH 'X' INCLUSIVE – SOME COLUMNS HAVE BEEN REPEATED TO ILLUSTRATE THE CORRECT SEQUENCE

Scheme location and extent, coordinates and/or description	Funding £000s					Outcome mapping – please indicate which (inc. combinations) MTS Outcomes each scheme delivers										Street type
	FY 19/20	FY 20/21	FY 21/22	Sub-total	Grand total	Active	Safe	Efficient	Green	Connected PT	Accessible PT	Quality PT	Good Growth	Unlocking		
Easting	200	100		300	600	yes	yes	yes	yes	-	-	-	-	-	High Streets (M2/P2)	
Northing	50	100		150												
Winston Road with Churchill Street junction	75	75		150												
				0	0	-	-	-	-	-	-	-	-	-		
				0												
				0												
				0	0	-	-	-	-	-	-	-	-	-		
				0												
				0												

COLUMNS 'X' THROUGH 'AD' INCLUSIVE – SOME COLUMNS HAVE BEEN REPEATED TO ILLUSTRATE THE CORRECT SEQUENCE

Street type	Does the scheme impact the TLRN or other TfL infrastructure?	Does the scheme involve bus route diversions, permanent or temporary?	Is the scheme LCDS compliant?	Would you like the following to be carried out by TfL?		
				Casualty data monitoring (TADS)	Bus Journey Time monitoring	Press coverage
High Streets (M2/P2)	Infrastructure	Temporary	Yes	Yes	No	Yes

PROFORMA C (REVISED 2018) DELIVERY INDICATORS

London Borough of	<input type="text"/>
LIP 2019/20 Annual Report on Delivery Indicators	
Borough Officer contact details:	
Name	<input type="text"/>
Contact number	<input type="text"/>
Email	<input type="text"/>
Submission date	<input type="text"/>

Guidance note: Boroughs should complete all fields identified with a red border and where the owner is identified as the borough's responsibility. TfL will provide the output for the metrics for which it is responsible. Only outputs from individual LIP-funded schemes or packages of LIP-funded schemes delivered during the course of the previous financial year should be reported using this form. Where applicable, values reported should relate to the net number of interventions (for example, if 25 cycle parking spaces were removed, but 75 added, the value reported should be 50 spaces). This also applies to interventions where values are required for distances (for example, if 1km of bus lane is removed, but 3km added, then the net value will be 2km).

Description	Unit of data	Numerical output	Additional commentary (if required)
Example: Increase in cycle parking facilities	On-street spaces	50	20 stands installed at North Ham station; 15 stands outside Eastgate Shopping Centre; 15 stands outside Leisure Centre
Outcome 1: London's streets will be healthy and more Londoners will travel actively			
Increase in cycle parking facilities	On-street spaces		
	Off-street spaces		
Improved facilities for pedestrians and cyclists	Number of new or upgraded pedestrian / cycle crossing facilities provided		
Outcome 2: London's streets will be safe and secure			
Lower speed limits	% of borough road network with 20mph limit		
Deliver safety improvements to the highway network and ensure robust monitoring of road safety infrastructure schemes	Number of completed infrastructure schemes and % entered into Traffic Accident Diary System (TADS)		

Description	Unit of data	Numerical output	Additional commentary (if required)
Deliver a programme of training and education to improve the safety of vulnerable road users	Number of people delivered training (eg BikeSafe-London, 121 Motorcycle skills)		
Deliver a programme of training and education to improve the safety of vulnerable road users – adults	Trained to Basic cycle skills		
	Trained to Urban cycle skills		
	Trained to Advanced cycle skills		
Deliver a programme of training and education to improve the safety of vulnerable road users – children	Trained to Bikeability level 1		
	Trained to Bikeability level 2		
	Trained to Bikeability level 3		
Deliver a programme of training and education to improve the safety of vulnerable road users	Number of children who received pedestrian skills training		

Description	Unit of data	Numerical output	Additional commentary (if required)
Deliver a programme of training and education to improve the safety of vulnerable road users	Number and proportion of STARS schools – bronze, silver and gold		
Outcome 3: London's streets will be used more efficiently and have less traffic on them			
Support the provision of car clubs where it reduces car use and ownership	Number of car club bays implemented or secured by the borough		
Deliver a London-wide strategic cycle network, with new, high-quality, safe routes and improved infrastructure	Kilometres of new or upgraded cycle routes		
Outcome 4: London's streets will be clean and green			
Increase number of publicly accessible electric vehicle charging points	Number implemented		
Incorporate sustainable drainage infrastructure into schemes	The effective area (m ²) of impermeable surface (carriageway/footway/cycle lane/car park, etc.) which drains into the SuDS feature		

Description	Unit of data	Numerical output	Additional commentary (if required)
Outcome 5: The public transport network will meet the needs of a growing London			
No delivery indicators			
Outcome 6: The public transport network will be safe, affordable and accessible to all			
Upgrade and maintain network of accessible bus stops	% of stops accessible in borough		
Outcome 7: Journeys by public transport will be pleasant, fast and reliable			
No delivery indicators to be monitored by boroughs			
Outcome 8: Active, efficient and sustainable travel will be the best option in new developments			
Outcome 9: Transport investment will unlock the delivery of new homes and jobs			
No delivery indicators to be monitored by boroughs			

G. LIP OUTCOME INDICATORS AND DELIVERY INDICATORS

Overarching mode share aim – changing the transport mix				
Indicator type	Objective	Policy / Proposal	Metric	Data
Outcome	Londoners' trips to be on foot, by cycle or by public transport	Pol 1	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 – 2015/16	TfL

Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Indicator type	Objective	Policy / Proposal	Metric	Data
Outcome	Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Pol 2	Proportion of London residents doing at least two x ten minutes of active travel a day (or a single block of 20 minutes or more)	TfL
Outcome	Londoners have access to a safe and pleasant cycle network	Pr 3	Proportion of Londoners living within 400m of the London-wide strategic cycle network	TfL

Indicator type	Objective	Policy / Proposal	Metric	Data
Delivery indicators				
Delivery	Increase in cycle parking facilities <ul style="list-style-type: none"> on-street off-street 	Pr 1	Number of spaces added in given year – differentiate between on-street and off-street spaces added. Note that a single stand (eg Sheffield) counts as two spaces	Borough
Delivery	Improved facilities for walking and cycling	Pr 1	Number of new or upgraded pedestrian / cycle crossing facilities provided	Borough
Outcome 2: London's streets will be safe and secure				
Outcome	Deaths and serious injuries from all road collisions to be eliminated from our streets	Pol 3	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target) moving to 2010/14 (for 2030 target)	TfL
Delivery indicators				
Delivery	Lower speed limits	Pr 9	% of borough road network with 20mph limit	Borough
Delivery	Deliver danger reduction improvements to the highway network and ensure robust monitoring of road safety infrastructure schemes	Pr 9	Number of completed infrastructure schemes and % entered into Traffic Accident Diary System (TADS)	Borough

Indicator type	Objective	Policy / Proposal	Metric	Data
Delivery	Deliver a programme of training and education to improve the safety of vulnerable road users	Pr 9	Number of people delivered training (e.g BikeSafe-London, 121 Motorcycle skills)	Borough
Delivery	Deliver a programme of training and education to improve the safety of vulnerable road users	Pr 9	Number of adults receiving cycle training: <ul style="list-style-type: none"> Trained to Basic cycle skills level Trained to Urban cycle skills level Trained to Advanced cycle skills level 	Borough
Delivery	Deliver a programme of training and education to improve the safety of vulnerable road users	Pr 9	Number of children receiving cycle training: <ul style="list-style-type: none"> Trained to Bikeability level 1 Trained to Bikeability level 2 Trained to Bikeability level 3 	Borough
Delivery	Deliver a programme of training and education to improve the safety of vulnerable road users	Pr 9	Number of children who received pedestrian skills training	Borough

Indicator type	Objective	Policy / Proposal	Metric	Data
Delivery	Deliver a programme of training and education to improve the safety of vulnerable road users	Pr 9	Number and proportion of STARS schools – bronze, silver and gold	Borough
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Outcome	Reduce the volume of traffic in London	Pol 5	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15%	TfL
Outcome	Reduce the number of freight trips in the central London morning peak	Pr 15	10% reduction in number of freight vehicles crossing into central London in the morning peak period (7-10 am) by 2026 ¹²	TfL
Outcome	Reduce car ownership in London	Pol 1	Total cars owned and car ownership per household, borough residents. Base period 2013/14 – 2015/16	TfL
Delivery indicators				
Delivery	Support the provision of car clubs, where it reduces car use and ownership	Pr 19	Number of car club bays provided or secured by the borough	Borough

¹² This is a central London measure and borough-level targets are not required

Indicator type	Objective	Policy / Proposal	Metric	Data
Delivery	Deliver a London-wide strategic cycle network, with new, high-quality, safe routes and improved infrastructure	Pr 3	Kilometres of new or upgraded cycle routes	Borough
Outcome 4: London's streets will be clean and green				
Outcome	Reduced CO ₂ emissions	Pol 7	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2015/16	TfL
Outcome	Reduced NO _x emissions	Pol 6	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013	TfL
Outcome	Reduced particulate emissions	Pol 6	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013	TfL
Delivery indicators				
Delivery	Increase number of publicly accessible electric vehicle charging points	Pr 34	Number implemented	Borough
Delivery	Incorporate sustainable drainage infrastructure into schemes	Pr 44	The effective area (m ²) of impermeable surface (carriageway/footway/cycle lane/car park, etc.) that drains into the SuDS feature	Borough

A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
Indicator type	Objective	Policy / Proposal	Metric	Data
Outcome	More trips by public transport – 14-15 million trips made by public transport every day by 2041	Pol 1	Trips per day by trip origin. Reported as three-year moving average. Base year 2013/14 – 2015/16	TfL
Outcome 6: Public transport will be safe, affordable and accessible to all				
Outcome	Everyone will be able to travel spontaneously and independently	Pr 55	Reduce the difference between total public transport network journey time and total step-free public transport network journey time by 50% by 2041	TfL
Delivery	Upgrade and maintain network of accessible bus stops	Pr 54	% of stops accessible in borough	Borough
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Outcome	Bus journeys will be quick and reliable, an attractive alternative to the car	Pr 59	Annualised average bus speeds, base year 2015/16	TfL
Delivery	Improve bus journey time reliability with bus priority improvement projects	Pr 59	Number completed Minutes saved by schemes completed	TfL

New homes and jobs				
Outcome 8: Active, efficient and sustainable travel will be the best option in new developments				
Outcome 9: Transport investment will unlock the delivery of new homes and jobs				
Indicator type	Objective	Policy / Proposal	Metric	Data
Delivery	Proportion of housing units in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary: <ul style="list-style-type: none"> Approved Started on-site Completed 	Pr 79	Number of units	GLA
Delivery	Proportion of new A1, A2 and B1 development in areas within PTALs 3-6 or within 800m of a Tube station, rail station or town centre boundary: <ul style="list-style-type: none"> Approved Started on-site Completed 	Pr 79	Gross floor area m ²	GLA
Delivery	Proportion of referred applications: <ul style="list-style-type: none"> Above London Plan car parking standard At London Plan car parking standard Below London Plan car parking standard 	Pr 80	% of referred applications in each category (at Stage 2 or 3)	GLA

Indicator type	Objective	Policy / Proposal	Metric	Data
Delivery	Proportion of referred applications: <ul style="list-style-type: none"> Above London Plan parking standard At London Plan parking standard Below London Plan parking standard 	Pr 80	% of referred applications in each category (at Stage 2 or 3)	TfL / GLA

H. TFL'S AUDIT REQUIREMENTS

AUDITS

TfL has the right to carry out audits in respect of financial assistance provided by TfL. In practice, an audit of one representative scheme per borough will be undertaken at the end of each financial year. It is recognised that authorities will have their own requirements for auditing. In addition, boroughs are required, when requested, to provide TfL with records and other information relating to the provision of financial assistance for the purpose of conducting an audit. This may include access to documents and interviews with relevant personnel.

To comply with general audit requirements, boroughs must ensure that invoices can be linked to the programmes they relate to. Charges for work carried out by in-house borough organisations and staff time spent on approved projects must be supported by documentation certifying the amounts claimed and identifying the relevant schemes or interventions.

OBJECTIVES

TfL will adopt a risk-based approach to audits and use them to develop both best practice and to confirm whether:

- Funds paid are used for the programmes of schemes or purposes intended, as agreed by TfL
- Invoice Claim Statement payments for funds are supported by the necessary certified invoices and/or statements of in-house resource expenditure

- Works or infrastructure installed with the benefit of TfL funding have been removed or substantially altered without TfL's prior written consent
- Borough transport activities are conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within London. They must also lead to the implementation of proposals contained in an approved LIP

SCOPE

Most audits will be limited to the first two objectives above and will cover only financial aspects. Full audits covering all of the objectives may be performed when, in the opinion of TfL, circumstances warrant it. A financial audit may be extended to a full audit on the discovery of relevant findings or exceptions. An audit may cover all or part of a borough's funding. Audits may review current and/or recently completed projects or be in response to particular circumstances or information obtained by TfL.

FREQUENCY

TfL audits may be performed in response to identified risks or significant potential exceptions. In line with the LIP Finance and Reporting Guidance, an audit of one representative scheme per borough is undertaken each financial year. From time to time, TfL will continue to ask boroughs about the extent of checks that are made on TfL-funded activity, including the submission of claims. Boroughs must also inform TfL of significant exceptions or findings relevant to their funding.

TfL asks that boroughs bring this section, together with the Finance and Reporting Guidance referred to earlier, to the attention of their internal and external auditors.

