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Forward

This Local Implementation Plan Delivery Plan (2019/20 to 2021/22) is the third submission made to Transport for London and the Mayor of London.

It sets out a full programme of existing schemes and projects that the City Council intends to continue delivering on its streets over the next three years. It also promises the Consultation, Design and Implementation of a wide range of new projects that all aim to make Westminster an even safer, healthier and inclusive borough to live, work and visit.

In particular we aim to lever-in as much investment that is possible in Health and Wellbeing, Air Quality and Road Danger Reduction projects across the many diverse and fast changing Wards that span this growing city.

Parallel to our onward delivery of this new LIP3 Delivery Plan:

- Our plans for the Oxford Street District Project (OSD) are also taking shape and this will be regarded as a distinctly separate programme. For more information about the Oxford Street District Project please refer to: <https://www.westminster.gov.uk/oxford-street-district> ; as are
- The many other transport and public realm schemes and projects that make up the City Council's wider and more substantial Capital Investment Plan.



Cllr Tim Mitchell
Cabinet Member for Environment and City Management



Cllr Karen Scarborough
Deputy Member for Environment and City Management

2 November 2018

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1. The new LIP3 Delivery Plan (2019/20 to 2021/22)

1.1 Background

1.1.1 A Local Implementation Plan (LIP) is a statutory document, prepared under section 145 of the Greater London Authority Act 1999 (GLA ACT 1999) which sets out how London boroughs propose to implement the Mayor's Transport Strategy (MTS) in their areas, as well as other local and sub-regionally important goals.

1.1.2 This LIP3 submission also recognises the overarching aims set out in the MTS, the London Boroughs and interested stakeholders towards a target that all trips within Central London should be undertaken on foot, cycle or by using public transport by 2041. Whilst it may not be possible to fully meet this objective it is advised that the current rate for Westminster is 82% for the period 2014/15 to 2016/17 (source TfL 2018) and that by 2041 the current projection is predicted to be 89%.

1.1.3 The:

- First City of Westminster LIP covered the period 2005/06 to 2010/11
- The second LIP (referred to as LIP1) covered the period 2011/12 to 2013/14 Please refer to: <https://www.westminster.gov.uk/westminster-local-implementation-plan>; and the subsequent
- LIP2 covered the period 2014/15 to 2016/17 - plus the two additional interim years of 2017/18 and 2018/19
Again please refer to: <https://www.westminster.gov.uk/westminster-local-implementation-plan>;

And this new;

- LIP3 submission to TfL will cover the period 2019/20 to 2021/22.

1.1.4 Building on the above, this proposed draft LIP3 Delivery Plan report therefore sets out the new:

- **Corridors and Neighbourhoods** Programme
- **Liveable Neighbourhoods** Programme
- **Principal Carriageway Renewal and Bridges and Structures** Programme
- **Cycle Network** Programme; and
- **Bus Priority** Programme

all coupled to a:

- Combined **Three Year Programme of Investment (2019/20 to 2021/22)**; and
- A supporting and updated **Performance Monitoring Plan**.

1.2 Consultation and statutory responsibilities

1.2.1 The GLA Act 1999 places a responsibility on boroughs when preparing a new LIP Delivery Plan programme submission to consult with the following organisations:

- The Metropolitan Police
- Transport for London (TfL)
- London Travelwatch (as London's main public transport users group)
- A range of transport, mobility and access interest groups
- Neighbouring London Boroughs

1.2.2 A consultation of stakeholders and interested residents through the Westminster Reporter newsletter will be conducted after the draft LIP3 Delivery Plan document has been submitted to TfL on 2 November 2018. The incorporation of responses from the consultation will be included in the final draft of the document which will be re-submitted to TfL and the Mayor on 16 February 2019.

1.2.3 A necessary Strategic Environmental Appraisal (SEA) of the draft LIP Delivery Plan document will be produced during the above consultation period.

1.3 The City of Westminster

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- 1.3.1 The City of Westminster is a truly unique borough and is at the heart of a world class city. It is home to many of London's most prestigious and famous landmarks and institutions, from the United Kingdom's Crown and Parliament, to the West End, Theatreland, national museums and galleries, broadcasters, retailers, the hospitality sector and multinational corporate headquarters.
- 1.3.2 Like other central London boroughs, Westminster comprises some very affluent areas alongside some deprived neighbourhoods. It also contains many heritage buildings of national importance as well as 56 different conservation areas, all with their own character. Notably it is characterised by a close mix of residents and businesses, many of whom have different demands from the same transport network, as well as an estate of large green spaces which when combined with the Royal Parks' Hyde Park, Green Park, St James's Park and Regents' Park all of which draw in thousands of visitors all year round.
- 1.3.3 Being a significant destination for both work and leisure Westminster benefits from a very dense public transport network that comprises:
- Fast and direct access to four international airports and the Eurostar train service
 - Four mainline railway termini at Charing Cross, Marylebone, Paddington and Victoria as well as being in close proximity to six other mainline train stations
 - Thirty one London Underground stations which enable direct access to all but one of the capital's 11 lines
 - Local, national and international bus and coach routes and termini
 - River Bus services
 - About 170 London Cycle Hire docking stations; and
 - About 450 Legible London wayfinding signs.



Source: FM Conway 2018

1.4 Meeting future challenges – 2019/20 to 2021/22 and beyond

- 1.4.1 Over the past three years the transport network across central London has steadily evolved and the Westminster LIP Delivery Plan programme had played its part by contributing significant financial support towards the delivery of a range of vital projects that the Council and TfL were then committed to deliver. Such projects have included the completion of the; Piccadilly Two Way, Baker Street Two Way and Bond Street Major Schemes: the completion of the Accessible Bus Stop Programme: the completion of the Victoria Street and Buckingham Gate Diagonal Crossing; the upgrade of key Car Club bays with Electric Vehicle charging points; a trial of a cycle hangar in a residential street and the continued upgrade of green man pedestrian crossings with pedestrian countdown units to name a small number of projects the previous LIP2 Delivery Plan programme had delivered upon.
- 1.4.2 Moving forward, the Council's reputation for delivering what are often strategically important transportation and public realm projects on time and within budget will continue into the next three years. These will be essential to meet our growing demands for a safer, more sustainable, more environmentally aware and a more economically productive transport network.
- 1.4.3 There will be some adjustment in the years to come that will take account of recent innovations in the world of transportation and policy change required by European Union, Government and the Mayor's organisations that includes TfL. Not least in respect to the recent pressures and reductions of TfL's investment plans. Such future adjustment includes the following demands:
- European Union (EU) legislation that requires the UK to set meaningful air quality reduction targets and develop programmes that reduce exceedances from motor vehicles and the encouragement of zero/ or less polluting alternatives. Then subject to the outcome of the country's exit from the EU next year (2019) it is anticipated that the above EU legislation will be adopted by the UK Government.
 - Government legislation which requires local Highway Authorities to ensure a more accessible transport system for the mobility impaired, where reasonable; and
 - The Mayor's legislation which essentially requires all London Boroughs to develop safe, environmentally sustainable and innovative transport delivery programmes that address the needs of a fast changing capital city.

1.5 National, London and City of Westminster strategy – and the impact on highways and transportation

- 1.5.1 With the above in mind it is essential that this new LIP3 Delivery Plan for the next three years and beyond takes full account of the following National, TfL and Mayor of London legislation change which has been published in recent years:

National legislation and strategy includes;

- *The National Planning Policy Framework (NPPF)* (March 2012) - this requires Local Highway Authorities to support the development of the built environment that encourages the use of the most sustainable transport modes possible, like walking.
- *The Cycling Delivery Plan* (October 2014) - is the Government's plan to encourage a vision where walking and cycling becomes the natural choice for shorter journeys regardless of age, gender, fitness or income.
- *The Cycling and Walking Investment Strategy* (July 2017) - is a supporting Government plan which sets out national funding up to 2040; and
- *The revised Air Quality Plan (2017)* - is the Government's plan to improve air quality by reducing nitrogen dioxide to within limits set by the EU.

The Mayor of London strategy includes:

- The current *London Plan* (March 2016) - The current London Plan is the strategic plan to guide development across the capital. A new draft London Plan is currently at an advanced stage of development.
- The *Mayor's Transport Strategy* (2018) (MTS) - This sets out the Mayor's transport vision for London up to 2041. It calls for the provision of 'Healthy Streets' that should encourage what is termed 'Active Travel' which essentially is walking and cycling. The MTS includes a policy which statutorily requires all of the London Boroughs to publish successive LIP Delivery Plans.
- *Clearing the Air - The Mayor's Air Quality Strategy* (December 2010) - which is the existing London air quality strategy – that in turn aligns with statutory EU and National air quality targets. In addition there is the London Environment Strategy (May 2018) which provides a good update on the London Air Quality plans.
- *Safe Streets for London - The Road Safety Action Plan for London 2020* (June 2013). This sets out how TfL, its London Borough partners, the Police etc seek to make the transport network safer and in particular to reduce the number of people killed or seriously injured by 40% by 2020.
- *The Pedestrian Safety Action Plan* (July 2014) - which was a daughter document to the above that clearly sets out how London Boroughs and partners should develop and implement meaningful road safety programmes and schemes.
- *Improving the health of Londoners - Transport Action Plan* (2014). This sets out the positive and negative impacts of transport on health in London. In particular it called for the now established concept of Healthy Streets in respect to how London Boroughs should develop and deliver its future transport projects and schemes; and

- *The Central London Sub-regional Transport Plan* (February 2014) - was a joint TfL, London Borough and Central London Forward initiative to guide the development of central London Borough LIPs and other major transport projects and schemes.

Westminster's strategy includes:

- *Westminster City for All 2018/19* - City for All is the City Council's annual pledge in how it seeks to deliver and improve the wide range of services it delivers. It sets out five objectives in how this will be achieved:

A city of opportunity

A city that offers excellent local services

A caring and fairer city

A healthier and greener city; and

A city that celebrates its communities.

Please refer to:

https://www.westminster.gov.uk/sites/default/files/city_for_all_booklet_2018_9.pdf

- *The Westminster City Plan* (2016) - the Council is currently rewriting its City Plan that will update its strategic planning policies for the next 20 years, which will include a substantive number of updated or new transportation and parking policies.

Please refer to:

<https://www.westminster.gov.uk/westminsters-city-plan-strategic-policies>

- *Greener City Action Plan 2015 - 2025* (June 2015) - sets out how a more sustainable and greener city can be achieved.

Please refer to: <https://www.westminster.gov.uk/greener-city-action-plan>

- *Sustainable Modes of Travel Strategy (SMOTS)* (latest version August 2018) - sets how schools, pupils and their parents can be encouraged to choose a safer, healthier and more environmentally conscious modes of travel.

Please refer to:

https://www.westminster.gov.uk/sites/default/files/sustainable_modes_of_travel_strategy.pdf

- *Air Quality Action Plan 2013 - 2018 (April 2013)* - sets out how the Council should address the high levels of declining air quality in central London. This is currently under review in 2018/19.

Please refer to: <https://www.westminster.gov.uk/air-pollution>

- *Westminster Cycling Strategy 2014 (November 2014)* - sets out how the Council can encourage more to cycle and what projects should be supported and developed.

Please refer to: <https://www.westminster.gov.uk/cycling-strategy-0>

- *West End Partnership Vision 2030 (June 2015)* - is a key partnership document between the City Council, the London Borough of Camden, TfL and a range of businesses and landowners across the West End.

Please refer to: <https://www.westminster.gov.uk/WEV-successful-first-year>

- *Joint Health and Wellbeing Strategy for Westminster 2017- 2022 (August 2017)*. This aims to assist in transforming health and care in Westminster by helping residents, and visitors to live healthier lives.

Please refer to: <https://www.westminster.gov.uk/your-health>

- *Westminster Walking Strategy 2017 - 2027 (December 2017)* sets out how the Council can improve conditions for the pedestrian and what projects should be supported.

Please refer to:

https://www.westminster.gov.uk/sites/default/files/wcc_walking_strategy_2018.pdf

- *West End Partnership Freight and Servicing Strategy* (May 2018) sets out the City Council and its West End Partnership (WEP) partners aim to go beyond the Mayor's target for reducing the extent of freight movements by the development of joint freight consolidation schemes, projects that reduce the extent of personal deliveries and the encouragement of alternatively fuelled vehicles etc.

Please refer to:

<https://crossriverpartnership.org/media/2018/06/WEP-Freight-and-Servicing-Strategy-Final-June-2018.pdf>

1.6 The seven established Westminster LIP Delivery Plan key objectives

- 1.6.1 In the original LIP1 Delivery Plan the City Council adopted seven key objectives. It is considered that these still broadly apply to today's demands so will continue to support the new LIP3 Delivery Plan. They are as follows:

LIP Objective 1 - Supporting economic development and growth

le to ensure the transport network ensures a growing city.

LIP Objective 2 - Improving safety and security for all road users

le to continue the considerable investment in Road Danger Reduction schemes and projects.

LIP Objective 3 – Minimising the impact of transport on the environment

le to reduce the worsening air quality that affects all Londoners.

LIP Objective 4 - Prioritising pedestrians and effectively managing allocation of highway space

le to put the needs of the pedestrian at the heart of all transport and public realm schemes.

LIP Objective 5 - Promoting healthier lifestyles and ensuring inclusivity

le to encourage and prioritise on schemes and projects that lead to more walking and cycling especially as well as promoting an overall improved health and wellbeing.

LIP Objective 6 - Improving efficiency and attractiveness of sustainable transport

le to encourage more to walk, cycle and use the bus more regularly and if the private car is used then to encourage the use of Car Club options and electric cars or other zero emission vehicles.

LIP Objective 7 - Pay for your impact principle

le to ensure that new development is closer aligned to its potential impact on the public realm by an improved reallocation of existing developer Section 106 and 278 and future Community Infrastructure Levy (CIL) funding contributions.

1.7 The Mayor's Transport Strategy and the Healthy Streets agenda

1.7.1 As highlighted above the Mayor's MTS was adopted in March 2018 and sets out his transport vision for London up to 2041 and emphasises a call that all streets should be developed as 'Healthy Streets'.

1.7.2 The MTS is structured around:

- Three main themes; which are sub divided into
- Nine expectant transport and development outcomes;

as follows:

Mayor's Transport Strategy outcomes								
Healthy Streets & healthy people				A good public transport experience			New homes & jobs	
London's streets will be healthy and more Londoners will travel actively	London's streets will be safe & secure	London's streets will be used more efficiently & have less traffic on them	London's streets will be clean and green	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	Active, efficient and sustainable travel will be the best option in new developments	Transport investment will unlock the delivery of new homes & jobs

Source: TfL June 2018

- 1.7.3 To this end the Westminster LIP3 Delivery Plan programme will seek to align to the MTS as follows:

Outcome 1: London's streets will be healthy and more Londoners will travel actively
LIP3 Delivery include: ongoing Cycle Strategy, Walking Strategy and School Travel Plan and Health Plan projects and Wellbeing supported projects.

Outcome 2: London's streets will be safe and secure
LIP3 Delivery Plan projects include: ongoing Local Safety Schemes (to be renamed Road Danger Reduction Strategy schemes), Vulnerable Local Safety Schemes, School Travel Plan and Traffic Signals (Pedestrian countdown) schemes.

Outcome 3: London's streets will be used more efficiently and have less traffic on them
LIP3 Delivery Plan projects include: ongoing Legible London pedestrian signs, Bus service accessibility and capacity improvement schemes, Sustainable transport education programmes, Traffic signals schemes, new Place shaping public realm development studies and freight retiming projects.

Outcome 4: London's streets will be clean and green
LIP3 Delivery Plan projects include: ongoing Electric vehicle infrastructure projects and Air Quality Strategy projects.

Outcome 5: The public transport network will meet the needs of a growing London
Outcome 6: Public transport will be safe, affordable and accessible to all
Outcome 7: Journeys by public transport will be pleasant, fast and reliable
LIP3 Delivery Plan projects include: ongoing Bus service accessibility and capacity improvement schemes and the Bus Reliability Programme.

Outcome 8: Active, efficient and sustainable travel will be the best option in new development
LIP3 Delivery Plan projects include: more Legible London signs being implemented on the street especially where there is new development, Place shaping area master plan studies will ensure that new development is matched with sustainable and high quality transport infrastructure, new Electric Vehicle infrastructure will be pursued as will new freight re-timing projects and freight consolidation schemes where appropriate.

Outcome 9: Transport investment will unlock the delivery of new homes and jobs
LIP3 Delivery Plan projects include: more Place shaping area master plan studies will ensure that future developments are matched with appropriate investment in the local transport network.

1.8 Healthy Streets

- 1.8.1 Healthy Streets is the latest thinking from TfL and the Mayor for all stakeholders to work towards in achieving an improved experience of using London's transport network given that some 80% of Londoner's journeys to work, education, leisure etc are all undertaken at street level rather than within a car, taxi etc. As even Tube and Rail journeys rely upon good street level access at all stations for a significant share of such journeys.

1.8.2 Therefore over the next three years the Westminster LIP3 Delivery Plan seeks to take regard of all ten indicators of the Mayor's Healthy Streets principle, please see below:



Source: TfL February 2017

1.9 The LIP3 Delivery Plan 2019/20 to 2021/22 - the programme

1.9.1 Beyond the next Section 2 of this report that outlines the planned spend over the next three years the next sections of this report concern the sub programmes that make up the LIP3 Delivery Plan 2019/20 to 2021/22, namely:

- The Corridors and Neighbourhoods Programme (2019/20 to 2021/22)
- The Liveable Neighbourhoods Programme (2019/20 to 2021/2)
- The Principal Carriageway Renewal and Bridges and Structures Programme (2019/20 to 2022)
- The Cycle Network Programme (2019/20 to 2021/2)
- The Bus Priority Programme (2019/20 to 2021/22)
- Combined Three Year Programme of Investment (2019/20 to 2021/22)
- Performance Monitoring Plan.

2. LIP3 2019/20 to 2021/22 - Anticipated funds

2.1 Known TfL funding and other funding sources

- 2.1.1 The table below summarises the expectant funding to be received from TfL for the full LIP3 Delivery Plan programme for the year 2019/20 only:

City of Westminster LIP Delivery Plan		
Summary of expectant funding from TfL for 2019/20		
Programme	Expectant TfL funding	Comments
Corridors and Neighbourhoods	£3,133,000	Which includes £100,000 of <i>Local Transport Fund</i> (LTF) allocation from TfL
Liveable Neighbourhoods	To be confirmed	Bid to be submitted to TfL 30 November 2018
Principle Carriageway Renewal and Bridges and Structures	£0	No funding available for 2018/19 and 2019/20
Cycle Schemes	To be confirmed	Discussions with TfL are ongoing in November 2018
Bus Reliability	£200,000	Indicative for 2019/20
Total	£3,333,000	Of current confirmed TfL grant. November 2018

- 2.1.2 Due to the uncertainty of future TfL funding plans beyond 2019/20, estimated funding received for the two years thereafter are not presented in this document.
- 2.1.3 The table below sets out the estimated funds for known investment in all City of Westminster proposed transport and public realm schemes and projects over the next three years 2019/20 to 2021/22, that are external to the above TfL grant funded programme.

External Potential funding for LIP3 programme delivery				
2019/20 to 2021/22				
Funding source	2019/20	2020/21	2021/22	Total
	£000	£000	£000	£000
TfL/GLA funding				
Strategic funding #	Tbc	Tbc	Tbc	Tbc
GLA funding #	Tbc	Tbc	Tbc	Tbc
Sub-total	Tbc	Tbc	Tbc	Tbc
Borough funding				
Capital funding	20,606	12,264	13,477	46,347
Revenue funding	Tbc	Tbc	Tbc	Tbc
Parking revenue	89,657	Tbc	Tbc	Tbc
Workplace parking levy	N/a	N/a	N/a	N/a
Sub-total	Tbc	Tbc	Tbc	Tbc
Other sources of funding				
S106	39,291	16,000	9,000	Tbc
CIL	2,000	Tbc	Tbc	Tbc
European funding	N/a	N/a	N/a	N/a
Sub-total				
Total	CCC	CCC	CCC	CCC

Potential additional Capital funding from the GLA or TfL over the next three years may arise for 2019/20+ but as at November 2018 this is not known, eg for Parliament Square etc

Tbc = To be confirmed

N/a = Not applicable

2.2 Known additional transport and public realm Capital investment planned in the City of Westminster

2.2.1 Whilst this LIP3 programme document only seeks to confirm the City Council's transport and public realm investment programme over the next three years, it would be useful to outline what future and ongoing transformation projects are planned across Central London's transportation network over the period of the current Mayor's Transport Strategy (MTS) up to 2041.

Project	Approximate construction date	Probable funding partners	Comments
Paddington Station surface access upgrade/ Elizabeth Line opening	Subject to Review	Network Rail, TfL and other stakeholders	Will greatly improve pedestrian, bus and Underground interchanging passengers especially
Strand/Aldwych proposed pedestrianisation, public space and traffic management scheme	Proposal stage	Land owners, TfL and other stakeholders	If developed towards approval this scheme would transform the south Strand area into a public open space
Oxford Street District	Proposed 2019 -2022	Land owners and other stakeholders	Proposed programme to be approved in October 2018
Victoria Station surface level transport access improvements	To be phased over the next five years plus	Network Rail, TfL and other stakeholders	To be advised
Crossrail 2	To be advised	To be advised	To be advised
Ultra Low Emission Zone (ULEZ) expansion. Stages 1 and 2	Stage 1 within the existing Inner Congestion Charging Zone April 2019 and Stage 2 is proposed for October 2021	TfL	The impact regarding the future management of traffic on the Inner Ring Road should also be considered
Anticipated upgrade to London Underground lines – especially the Piccadilly and Central Lines	To be advised	To be advised	Access improvements are likely at Hyde Park Corner, Oxford Circus and Marble Arch stations

2.2.2 In addition to the above it is advised that the City Council will continue to work with TfL and other stakeholders in the development of new public realm schemes associated with Crossrail right up to 2021 potentially around Tottenham Court Road, Bond Street and Paddington stations.

2.2.3 The City Council would also be seeking to work with TfL on any future review of the Inner Ring Road that has a particular impact on the movement of traffic, pedestrians and goods in and around the Victoria gyratory area.

2.3 Risk Assessment of delivering the Westminster LIP3 Delivery Plan programme 2019/20 to 2021/22

2.3.1 There will always be risk associated with the development and ultimate delivery of such complex programmes. So to help mitigate against this the Risk Assessment table below sets out known influences.

LIP3 - Risk Assessment for three-year programme 2019/20-2021/22					
Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Reduction in TfL grant across the five Programmes of the LIP3	X			A reduction or postponing in the number of supporting schemes and projects	Delay or cancellation in the implementation of various pedestrian, cycling, road safety etc schemes
Statutory / Legal					
None as at November 2018			X	N/a	N/a
Third Party					
Typical third party risks in delivering schemes include the confirmation of TfL traffic signal 'slots', required works by UK Power Networks, Developer schemes completion etc		X		Forward project planning and full risk assessment stages being managed	Delay or redesign of proposed schemes and measures
Public / Political					
Potential policy change in London		X		Amendment to LIP3 Delivery Plan's supporting schemes and projects	Political objection to supporting schemes and projects proposed
Programme and Delivery					
None as at November 2018			X	N/a	N/a

3.0 The Corridors and Neighbourhoods programme (2019/20 to 2021/22)

The four LIP3 key areas of change

- 3.1.1 Taking account of the nine Mayor's Transport Plan (MTS) objectives set out in Section 1 (please refer to paragraph 1.7.3 in Section 1) and the key transport objectives of the recent and most relevant City Council policy documents (please refer to paragraph 1.6.1 in Section 1) the four key areas of change during this transitional period from the LIP2 to LIP3 Delivery Plan programmes are as follows:

**1. Increased investment in projects that enable an improved
Health and Wellbeing**
for all who live, work and visit the city

Which draw from the following Westminster Policies:

The Westminster City Plan (November 2016); then

Westminster Cycling Strategy 2014 (November 2014)
Greener City Action Plan 2015 - 2025 (June 2015)
The Joint Westminster Health and Wellbeing Strategy (August 2017)
Westminster Walking Strategy 2017 - 2027 (December 2017)
Sustainable Modes of Travel Strategy (SMOTS) (August 2018)
Air Quality Action Plan 2013 - 2018 (April 2013 being redrafted 2018/19)

To be delivered by the following LIP3 Delivery Plan Corridors and Neighbourhoods (C&N) projects:

The Corridors and Neighbourhoods Programme (2019/20 to 2021/22)

C&N 1 - Legible London pedestrian signs
C&N 2 - Place Shaping studies
C&N 3 - Electric Vehicle (EV) strategy schemes
C&N 4 - Road Danger Reduction strategy schemes
C&N 5 - Vulnerable Local Safety Schemes
C&N 6 - Bus Service Accessibility and Flow
C&N 7 - School Travel Plans
C&N 8 - Transport Education
C&N 9 - Air Quality strategy schemes
C&N 10 - Cycling Strategy schemes
C&N 11 - Walking Strategy schemes
C&N 12 - Traffic Signals schemes
C&N 13 - Health and Wellbeing strategy schemes
C&N 14 - School Road Safety and Air Quality schemes
C&N 15 - Freight re-timing schemes

As well as:

The Liveable Neighbourhoods Programme (2019/20 to 2021/2)
Harrow Road improvement

The Cycle Network Programme (2019/20 to 2021/2)

The Bus Priority Programme (2019/20 to 2021/22)

2. Increased investment in projects that improve Air Quality
again for all who live, work and visit the city

Which draw from the following Westminster Policies:

The Westminster City Plan (November 2016); then

Westminster Cycling Strategy 2014 (November 2014)

Greener City Action Plan 2015 – 2025 (June 2015)

The Joint Westminster Health and Wellbeing Strategy (August 2016)

Westminster Walking Strategy 2017 - 2027 (December 2017)

Sustainable Modes of Travel Strategy (SMOTS) (August 2018)

Air Quality Action Plan 2013 - 2018 (April 2013 being redrafted 2018/19)

West End Partnership Freight and Servicing Strategy (May 2018)

To be delivered by the following LIP3 Delivery Plan Corridors and Neighbourhoods (C&N) projects:

The Corridors and Neighbourhoods Programme (2019/20 to 2021/22)

C&N 1 - Legible London pedestrian signs

C&N 2 - Place Shaping studies

C&N 3 - Electric Vehicle (EV) strategy schemes

C&N 6 - Bus Service Accessibility and Flow

C&N 7 - School Travel Plans

C&N 8 - Transport Education

C&N 9 - Air Quality strategy schemes

C&N 10 - Cycling Strategy schemes

C&N 11 - Walking Strategy schemes

C&N 13 - Health and Wellbeing strategy schemes

C&N 14 - School Road Safety and Air Quality schemes

C&N 15 - Freight re-timing schemes

As well as:

The Liveable Neighbourhoods Programme (2019/20 to 2021/2)

Harrow Road improvement

The Cycle Network Programme (2019/20 to 2021/2)

The Bus Priority Programme (2019/20 to 2021/22)

3. Increased investment in projects that Reduce Road Danger

again for those who live, work and visit the city. With an emphasis on those who are most vulnerable ie pedestrians, cyclists and powered two wheelers

Which draw from the following Westminster Policies:

The Westminster City Plan (November 2016); then

Westminster Cycling Strategy 2014 (November 2014)

The Westminster Health and Wellbeing Strategy (November 2016)

Sustainable Modes of Travel Strategy (SMOTS) (August 2017)

Westminster Walking Strategy 2017 - 2027 (December 2017)

Air Quality Action Plan 2013 - 2018 (April 2013 being redrafted 2018/19)

To be delivered by the following LIP3 Delivery Plan Corridors and Neighbourhoods (C&N) projects:

The Corridors and Neighbourhoods Programme (2019/20 to 2021/22)

C&N 1 - Legible London pedestrian signs

C&N 2 - Place Shaping studies

C&N 4 - Road Danger Reduction strategy schemes

C&N 5 - Vulnerable Local Safety Schemes

C&N 6 - Bus Service Accessibility and Flow

C&N 7 - School Travel Plans

C&N 8 - Transport Education

C&N 10 - Cycling Strategy schemes

C&N 11 - Walking Strategy schemes

C&N 12 - Traffic Signals schemes

C&N 13 - Health and Wellbeing strategy schemes

C&N 14 - School Road Safety and Air Quality schemes

C&N 15 - Freight re-timing schemes

As well as:

The Liveable Neighbourhoods Programme (2019/20 to 2021/2)

Harrow Road improvement

The Cycle Network Programme (2019/20 to 2021/2)

The Bus Priority Programme (2019/20 to 2021/22)

4. A reduction of contributions towards the future LIP3 Place Shaping studies (which were Civic Streets Programme and Corridors and Neighbourhoods programme schemes in the outgoing LIP2 Delivery Plan programme)

The City Council adopted its Community Infrastructure Levy (CIL) in May 2016 and agreed the principles for a governing and allocating of its 'Strategic' and 'Neighbourhood' CIL and developer S106 contributions. Thus in the new LIP3 Delivery Plan this will result in reduced contributions towards:

C&N 2 - Place Shaping studies

3.1.2 So taking account of these four major influences the proposed new 2019/20 to 2021/22 LIP3 Corridors and Neighbourhoods Programme for the first 2019/20 year is as follows:

LIP3 Delivery Plan Proposed Corridors and Neighbourhoods Programme	2019/20 £s	The main changes in comparison the outgoing LIP2 Delivery Plan programme for 2018/19 and before
C&N 1 Legible London pedestrian signs Implementation	50,000	Increased due to commitment stressed in the Westminster Walking Strategy (December 2017)
C&N 2 Place Shaping studies Feasibility	250,000	Reduced due to a re-alignment of most Corridors and Neighbourhoods and Small Scale Projects and potential for future projects to be funded through the City Council's Community Infrastructure Levy (CIL) process
C&N 3 EV Strategy schemes Implementation	200,000	Increased due to anticipated commitment stressed in the forthcoming Westminster EV Strategy (2018/19)
C&N 4 Road Danger Reduction Strategy schemes Development and Implementation	400,000	To continue due to rising Casualties in some categories and anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20)
C&N 5 Vulnerable Local Safety schemes Development and Implementation	773,000	Increased to take account of rising Vulnerable casualty related accidents and anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20)
C&N 6 Bus service accessibility and flow Development and Implementation	200,000	This is now a combination of the old LIP2 2018/19 DDA Bus Stop Accessibility and Local Bus Challenge combined
C&N 7 School Travel Plans Development	50,000	Increased due to LIP2's strong start in delivering schemes outside of schools and the anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20)
C&N 8 Transport Education Implementation	20,000	Retained due to anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20)
C&N 9 Air Quality Strategy projects Implementation	200,000	Increased due to anticipated commitment stressed in the forthcoming Westminster Air Quality Strategy (2018/19)
C&N 10 Cycling Strategy schemes Implementation	320,000	Retained due to existing commitment to the Westminster Cycling Strategy (November 2014)
C&N 11 Walking Strategy schemes Implementation	320,000	Increased due to commitment stressed in the Westminster Walking Strategy (December 2017)

C&N 12 Traffic Signals Implementation	100,000	Increased due to commitment stressed in the Westminster Walking Strategy (December 2017) and anticipated Westminster Road Danger Reduction Strategy (2019/20)
C&N 13 Health and Wellbeing Strategy Implementation	50,000	Increased due to adoption of WCC Health and Wellbeing Strategy (August 2017)
C&N 14 School Road Safety and Air Quality schemes Implementation	50,000	Retained due to anticipated commitment stressed in the forthcoming Westminster Road Danger Reduction Strategy (2019/20) and the forthcoming Westminster Air Quality Strategy (2018/19)
C&N 15 Freight servicing, deliveries and re-timing schemes Implementation	50,000	Introduced due to the need to better manage the kerbside for deliveries and servicing needs
C&N 16 Local Transport Fund Development and Implementation	100,000	Retained due to existing commitments in the delivery and monitoring of the LIP Delivery Plan programme and the trialling of any future innovative projects
Total	£3,133,000	Allocation from TfL for 2019/20

Please note: The above project allocations are subject to continual review until 1 April 2019 as TfL evaluates its associated Business Plan and linked expenditure plans over that time. This uncertainty will also influence allocations to the other two years of this three year programme for 2020/21 and 2021/22.

3.1.3 The:

- Next pages of this Westminster LIP3 Delivery Plan Section 3
- Describe the 16 key projects and schemes of the proposed Corridors and Neighbourhoods Programme
- That will be developed and implemented in the first year 2019/20
- Together with indicative plans and expenditure for the 2020/21 to 2021/22 years; and
- As above the total allocation and individual project allocations are subject to continual review until April 2019 as TfL evaluates its associated Business Plan.

C&N 1- Legible London pedestrian signs - Implementation

2019/20 - Allocation of £50,000

2020/21 - Indicative allocation of £50,000

2021/22 - Indicative allocation of £50,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £430,000 was made into the *Legible London programme*. This was complemented by additional contributions obtained from the City Council's own Capital programme and developer funded schemes.

The Westminster Walking Strategy 2017 - 2027 (November 2017) commits the City Council to further grow the Legible London pedestrian signs network across the borough so for the LIP3 2019/20 to 2021/22 programme it is proposed that £50,000 per year will be invested

into the implementation of new signs especially across Victoria and Paddington as well as the updating and/or replacement of existing ones.

C&N 2 - Place Shaping studies - Feasibility

2019/20 - Allocation of £250,000

2020/21 - Indicative allocation of £250,000

2021/22 - Indicative allocation of £250,000

Through the outgoing LIP2 Programme 2015/16 to 2018/19 Programme an approximate investment of £7.9m was made into the following:

- *Civic Streets - Development*
- *Corridors and Neighbourhoods - Development and Implementation*
- *Transport and Streets (small scale) - Development and Implementation*

This was complemented by additional contributions obtained from the City Council's Capital Programme and s106 developer funded schemes which contributed to the following completed or near completed projects:

- Harrow Road Improvement - Implementation. This created improved access for pedestrians, bus users and local bus access to this important local retail destination
- Newport Place, Chinatown - Feasibility. This scheme contributed to a much improved pedestrian environment for the high footfall in this area
- Strand/Aldwych Feasibility - Contributions from the LIP2 programme enabled the City Council and the Northbank BID to commence their investigation into this now growing scheme proposal
- Cambridge Circus - Contributions from the LIP enabled the City Council to undertake Feasibility, Design and Implementation work of this now completed scheme

For the 2019/20 to 2021/22 LIP3 Delivery Plan the emphasis will shift from the outgoing Civic Streets Programme to a Place Shaping approach. This will consist of the commissioning of Feasibility Studies only with any ongoing Design and Implementation costs being met by future CIL or S106 contributions. Examples of projects planned for the LIP3 Delivery Plan programme are Harrow Road and Maida Hill, Strand/Aldwych and The Thames Path. In all cases there will be strong involvement and engagement with local stakeholders, developers, land owners etc

C&N 3 - EV Strategy schemes - Implementation

2019/20 - Allocation of £200,000

2020/21 - Indicative allocation of £200,000

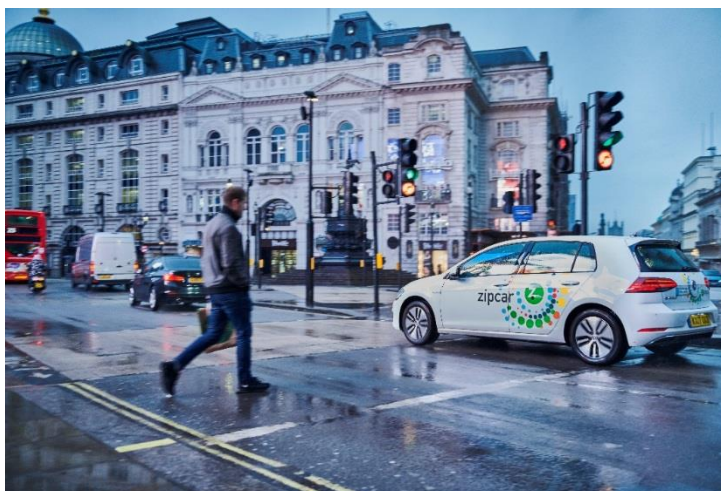
2021/22 - Indicative allocation of £300,000

Although a long standing emphasis of the ongoing Westminster LIP Delivery Plan programme has been to improve access and safety for alternatives to the private car especially by walking, cycling and using the bus there remains a need for residents, albeit an increasingly reducing need, to encourage residents and visitors who still drive to exchange their petrol and especially diesel cars for zero emission Electric Vehicle (EV) or EV hybrid alternatives. In addition there are significant levels of commercial traffic in Westminster and the City Council is committed to supporting transfer to EV power for this sector too.

To this end and since as long ago as 2004 the City Council has consistently developed an on-street offer to the then fledgling EV driver through the implementation of early EV charging points on the street at select locations of existing demand. Since these early days the EV market in London, and to a lesser extent across the UK, has grown and developed into a complex mix of independent suppliers, charging point designs and payment options. At the same time the direction of TfL and interested London Boroughs in respect to EV on-street infrastructure has taken many turns of late.

Despite the above in recent years the scope of the City Council to reach out to the EV driver has widened and the outgoing LIP2 programme had enabled the successful implementation of 25 new charge points across the City serving 44 dedicated Westminster Car Club bays where its partner Zipcar have introduced a fleet of EV Volkswagen Golfs for use across central London and beyond.

Furthermore, Westminster has recently started to introduce flexible car sharing into the City with a staggered introduction across the summer. This will double the number of Car Club vehicles available to residents and business which in turn should further reduce their reliance on individual private vehicles. Through the procurement of this service a target was set to ensure that as a minimum 25% of the fleets would be Ultra Low Emission Vehicles to ensure the City Council's continued ambition towards operating a cleaner fleet.



Sources: Zipcar and DriveNow 2018

Another innovative development achieved through the LIP2 programme and the proposed future LIP3 funded *EV Strategy Schemes – Implementation* programme has been to equip 62 existing lamp columns with EV charger sockets. This development has the scope to enable a much faster deployment of new EV points across Westminster alongside the implementation of further conventional stand alone EV points on the street.

In time before the new LIP3 delivery programme commences a new Westminster EV strategy is being drafted. When published later this year a new, uplifted and intentionally more future proofed delivery programme will be adopted which will potentially draw upon £300,000 of LIP3 funding per year complemented by other sources such as from Developer paid, Mayor of London, TfL and National Government granted contributions. This includes the Government Go Ultra Low Cities Scheme funding for residents charging infrastructure that will enable the City Council to significantly expand upon the lamp column charging option for residents in the City as well as allowing the City Council to introduce rapid chargers both alongside Taxi Rest Ranks and at bays for public use.

The City Council will also be seeking to work with TfL Taxi and Private Hire and London Buses colleagues, commercial freight and logistics operators and drivers of light goods vans etc to see how On or Off-street Fast Charge Point solutions can be found.

C&N 4 - Road Danger Reduction Strategy schemes - Development and Implementation

2019/20 - Allocation of £400,000

2020/21 - Indicative allocation of £500,000

2021/22 - Indicative allocation of £500,000

The reality regarding the high levels of casualty related accidents across Westminster is complex, often contradictory to most other parts of London and indeed the rest of the country. As a result it is often misunderstood by several stakeholder groups who attribute such high levels of casualties to proposed limited attention of the Police, TfL and the City Council.

This complex situation is strongly influenced by the extraordinary and ever growing pressures that prevail upon the Westminster Highway Network, the interconnecting strategic Transport for London Road Network (TLRN), The Royal Parks Network and private land where unrestricted access for pedestrians and vehicles are permitted access. Such growing pressures can be summarised as follows:

- A substantial and unrelenting influx of up to 1.1m visitors stepping into Westminster each day by Foot, Cycle, Car, London Bus, Express Coach, Tour Coach, Underground, Overground, National Rail, Taxi, Private Hire Vehicle, Riverbus etc all of which greatly eclipses the pressure on any London Borough or British central business district
- Substantial rises in those who are described as Vulnerable Road Users namely Pedestrians, Cyclists and to a much lesser extent the riders of Motorbikes and Scooters
- The rise in some disruptive technologies where there are in short distance and kerbside 'multi-drop' 'gig economy' enthused modes where there is limited regulation and kerbside enforcement. These include App enabled demand responsive Private Hire Vehicles, Light Goods Vehicles that service the rising On-line door to door deliveries sector and the rejuvenated Fast food Cycle and Scooter couriers
- A substantial number of the disruptive and unregulated Pedicab trade where riders often park their vehicles across the footway accesses to key tourist destinations where footfall is already at high levels

- The substantial number of incoming tourists and business visitors from overseas countries who are not immediately familiar with approaching traffic from the left side of the road as well as the increasing number of pedestrians viewing and texting etc on smart phones whilst crossing roads without properly sighting approaching traffic; and
- The fact that many of streets in the West End at night are busier at night and during the earlier hours of the morning that they are in the morning and inter-peak periods.

So taking account of the above growing trends and influences the map below illustrates the great extent of casualty related accidents across the City of Westminster (define it on map) and the vital need to greatly build upon the achievements of the outgoing LIP2 programme and the much needed increased investment necessary for the new LIP3 programme, moving forward.

Insert the TfL London map which shows the high levels of WCC casualties compared to other London Boroughs

Taking the above concerns into account this is why back in 2014/15 the now outgoing LIP2 Programme considerably increased its investment in the implementation of more *Local Safety Schemes – Development and Implementation* schemes than ever before, which included:

- The completion of the Victoria Street/ Buckingham Gate Diagonal Crossing scheme where there is a high level of daytime footfall combined with a heavy through traffic flow
- The completion of Millbank raised zebra crossing, encouraging reduced speeds through a location with high footfall
- Introduction of all around pedestrian Greenman facilities at the junction with Maida Vale and Carlton Avenue
- Introduction of all around pedestrian Greenman facilities at the junction with Elgin Avenue and Shirland Road
- Junction improvements to the Warwick Avenue junction with Clifton Gardens, realigning zebra crossing and other geometry modifications to improve indivisibility.

In respect to the forthcoming LIP3 Delivery Programme for *Local Safety Schemes - Development and Implementation* and *Vulnerable Local Safety Schemes - Development and Implementation* as well as the supporting 20mph Limit, School Travel Plan etc programmes these will all consist of future projects and schemes that result from the proposed 2019/20 Westminster Road Danger Reduction Strategy which in turn will take full account of:

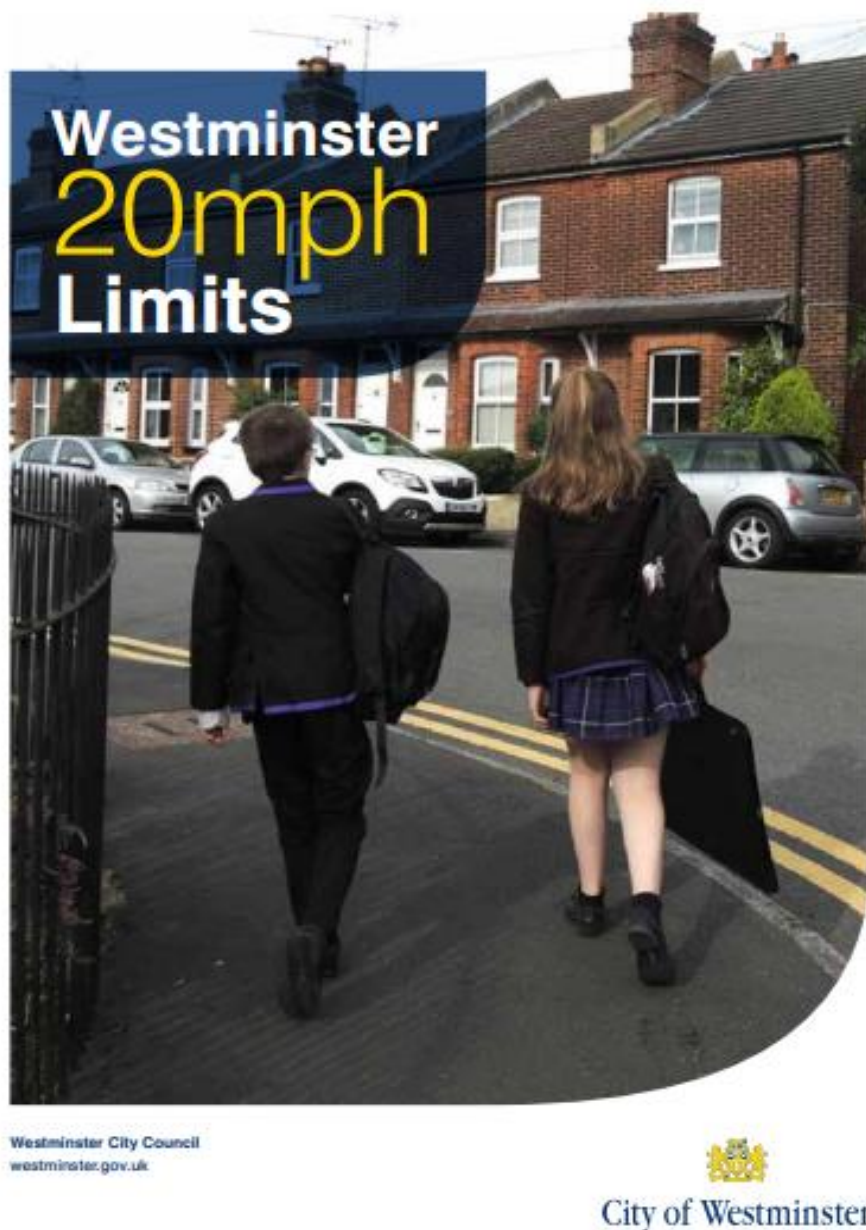
- Westminster's historic and projected future casualty related accident trends
- The above new or growing 21st Century influences on a modern day central London streetscape
- What the Mayor and TfL will require partner London Boroughs to deliver upon from a new London Road Safety Action Plan that will be published later in 2018.

Case Study 1 : TfL's Vision Zero

To follow

So taking account of all of the above it is the intention that the future LIP3 Programme should allocate £500,000 per year towards the Development and Implementation of yet more Local Safety Schemes across the borough where there is evidenced casualty related accident history or where there is a call from local communities to make their areas safer through such schemes as the trialled 'Virtual Zebra crossing' on St George's Drive Pimlico.

Outside of the LIP3 Delivery Plan programme yet part of the forthcoming Westminster Road Danger Reduction strategy the City Council will review its current trial of 39 20mph Limits that were implemented in September 2017. This review will determine how this well supported scheme can be expanded across the borough in partnership with TfL, the Police, local residents associations, community groups and other future stakeholders.



C&N 5 - Vulnerable Local Safety schemes - Development and Implementation

2019/20 - Allocation of £773,000

2020/21 - Indicative allocation of £1,000,000

2021/22 - Indicative allocation of £1,000,000

Through the LIP2 2015/16 to 2018/19 Programme some £2.08m was invested on the delivery of vital Vulnerable Local Safety Schemes across the borough. The word vulnerable relates to those sections of the network where there are higher incidents of casualty related accidents that include Pedestrians, Cyclists and to a much lesser extent Powered Two Wheelers, ie those who ride a motorbike, scooter etc.

And for the new LIP3 programme, as with C&N 4 above, the schemes recommended for the new *C&N 5 Vulnerable Local Safety Schemes* will be drawn down from the forthcoming 2019/20 Westminster Road Danger Reduction Strategy. This will comprehensively analyse all recorded casualties across the borough, concerns raised by residents, schools and other educational establishments, Residents' Associations, Business Improvement Districts, Land Owners, TfL and all other transport interest groups.

But onward progress in the implementation of vital C&N 5 schemes cannot wait until the publication of a future Road Danger Reduction Strategy next year, so in the meantime the following schemes have been earmarked for development from 2019/20 onwards:

- Coventry Street / Haymarket junction
- Thayer Street / George Street junction
- Carlton Vale / Randolph Avenue junction
- Lupus Street – various junctions junction
- Knightsbridge / Trevor Street/Place junctions
- Firth Street / Old Compton Street junction
- Greek Street / Old Compton Street junction

C&N 6 - Bus service accessibility and flow - Development and Implementation

2019/20 - Allocation of £200,000

2020/21 - Indicative allocation of £200,000

2021/22 - Indicative allocation of £200,000

Through the LIP2 2015/16 to 2018/19 Programme about £1m was invested in making the London Bus network operate more timely, be more accessible for all passengers especially the mobility impaired and for parents with buggies and be less obstructive to other road users at tight spots across the highway network. A notable achievement of such work has been the achieved ambition to ensure that every Bus Stop in Westminster is now to the Easy Access standard for all passengers boarding and alighting.

However with rising congestion on some of the strategic roads of central London that in many ways is the result of recent trends of increased Cycle, Private Hire Vehicle (PHV) and Light Goods Vehicle traffic on the streets the resilience of the London Bus Network has notably worsened on some of TfL's most important routes, such as the East - West route 11 from Fulham Broadway to Liverpool Street which serves vital communities and key destinations across Westminster. Therefore it is the intention that LIP3 will continue to support the need for improving journey times on the London Bus Network by liaising with colleagues at TfL, the bus operators and hopefully with the drivers on their break, as these are the best placed to advise where long standing pinch points exist and where small but effective changes to the road layout can be made.

At this present time the following schemes are proposed for 2019/20:

- Chepstow Road junction with Westbourne Grove
- Rudolph Road junction with Kilburn Park Road
- Maida Vale bus lane extensions, island positioning, surface and drainage condition works and a review of traffic signal timing
- Shirland Road junction with Kilburn Park Road



The London Bus Priority Programme is separate to this LIP3 Delivery Programme and is outlined in Section 7 of this report.

C&N 7 - School Travel Plans - Development

2019/20 - Allocation of £50,000

2020/21 - Indicative allocation of £50,000

2021/22 - Indicative allocation of £50,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £100,000 was made into the *School Travel Plans – Development* programme. This enabled a thorough engagement with all known 92 schools and other educational establishments across the borough and the adoption of some 96% completed School Travel Plans (STPs).

STPs aim to encourage healthier and sustainable travel to and from school for all pupils, parents, staff etc with an emphasis on walking, cycling, the bus, underground etc and at the same time the discouragement of car journeys, where appropriate.

A completed school's STP is an on-line document which is produced by in-house in partnership with the City Council, and each one aims to respond to their own needs and issues, with stated benefits that go beyond the school gates as follows:

- The need to reduce local congestion and vehicle pollution at the school's start and finish times

- The need to improve travel awareness and road user skills
- The desire for a more healthier and more active school environment
- The creation of dedicated on-street pedestrian, cycling and scooter riding infrastructure proximate to the school or on key routes to and from; and
- The overall encouragement of an improved independence and responsibility for all pupils.

The City Council's LIP2 supported STP programme also ensures that it fully conforms with its statutory duty, under the Education and Inspections Act 2006, to promote sustainable travel options through the publication of a Sustainable Modes of Travel Strategy (SMoTs). For the 2017 report please refer to:
https://www.westminster.gov.uk/sites/default/files/sustainable_modes_of_travel_strategy_2017_0.pdf

For the LIP3 programme and 2019/20 onwards it's advised that this vital schools engagement work will continue. And to ensure that a growing number of local schemes are implemented at/ or near to schools the *C&N 16 – School Road Safety and Air Quality Schemes – Implementation* project (please see below) has been introduced of which a sum of £71,000 per year has been allocated.

For more information regarding the City Council's STP programme please refer to:
<https://www.westminster.gov.uk/school-travel-plans>

C&N 8 - Transport Education - Implementation

2019/20 - Allocation of £20,000
 2020/21 - Indicative allocation of £20,000
 2021/22 - Indicative allocation of £20,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £40,000 was made into the *C&N 9 - School Travel Plans - Development* programme. These included education, training and publicity such as; road safety theatre education programmes for years 6/7/8, cycle maps and activity packs, walking challenges with badges and wallcharts, pedestrian training delivered by cycling officers, Bike It Plus Officer activities, school bike markets, resources with a road safety message eg pen sets, water bottles, bike lights, shoe lights, high visibility jackets for schools and so on so forth.

In addition to the latter there are also plans to produce a road safety/active travel activity pack that will be sent to schools at appropriate times in the year for them to deliver. To support the distribution of the activity packs there will be continued City Council engagement which will ensure the delivery of the activities during carefully themed weeks.

And finally Road Safety guidance on risk assessments compilation, planned routes and cleaner air routes will be developed and sent to schools.

C&N 9 - Air Quality Strategy projects - Implementation

2019/20 - Allocation of £200,000
 2020/21 - Indicative allocation of £200,000
 2021/22 - Indicative allocation of £200,000

According to our annual residents survey, air quality is now the number one concern for Westminster's residents. Thus creating a healthier and greener city is one of the City's five key priorities, as set out in our *City For All 2018/19* strategy. Within that, air quality is a key focus of activity.

To reflect the above an Air Quality Manifesto was published in Spring 2018 and this set out 10 key priorities for action:

1. To extend the scope of the current successful trial of an additional surcharge on diesel vehicles that park in pay to park bays
2. To explore the options to discourage car ownership and usage through amended resident parking permit policies
3. To continue to invest in low emission Electric Vehicle charging infrastructure
4. To place the tackling of emissions from existing buildings and new developments at the forefront of planning policy and decision making
5. To develop low emission zones around our schools
6. To support community air quality monitoring
7. To encourage recycling and explore the interplay between waste, recycling and pollution
8. To continue the successful campaign against engine idling
9. To welcome and trial new and innovative technologies that tackle pollution; and
10. To provide leadership for London and nationally on this issue.

In April 2013 the City Council published its Air Quality Action Plan 2013-2018 which neatly aligned with the outgoing LIP2 Delivery Plan for the same timeframe. And now to support the aims of the Air Quality Manifesto, in 2018 the City Council is developing a new Air Quality Strategy of which this new LIP3 Delivery Plan 2019/20 to 2021/22 programme will again closely align with.

Therefore some of the key projects and schemes in the new Air Quality Strategy may well be delivered under this new LIP3 Delivery Plan programme, and include:

- The funding of public realm and highways improvements around schools that reduce levels and especially pupil's exposure to pollution. The City Council has already allocated £1m of funding to its primary schools and this work will continue. LIP3 funding may also be used as match funding for some larger projects being implemented through the Schools Air Quality Fund, linking it with C&N 14 below
- The expansion of the award winning *#DontBeldle* project. Since its launch this campaign has seen over 10,000 residents and businesses pledge to reduce emissions from unnecessary engine idling. The next stage seeks to engage with and capture the pledges of 1,000 businesses and fleet operators
- The trialling of new technologies that relate to low and zero emission vehicles and charging infrastructure within the city. Westminster has the UK's largest electric vehicle charging network and the City Council is committed to promoting the uptake of these vehicles through additional projects following its forthcoming adoption of a new EV Strategy 2018/19, please see above; and
- The developing and trialling of new greening technologies that reduce pedestrian exposure to pollution on Westminster's streets.

Case Study 2 : #DontBeIdle



Text to follow

Other air quality awareness projects include the Marylebone Low Emission Neighbourhood (LEN) that was established in 2016 after a successful bid was submitted by the City Council to the Mayor's Air Quality Fund. Since then a range of projects have been delivered and for more information please refer to: www.marylebonelen.org. The project's lifespan will end on April 2019 but its legacy will continue across the Marylebone area and many of its initiatives are being implemented across the whole of Westminster, eg the current diesel surcharge scheme for Visitor Parking bays, please refer to: <https://www.westminster.gov.uk/diesel>.

Also the Northbank Business Improvement District (BID) represents the interests of many stakeholders around The Strand, Aldwych and Trafalgar Square areas and it too has

recently been granted Mayor of London LEN funding. For more information regarding this project please refer to: <https://thenorthbank.london/making-progress/clean-air/>. This makes Westminster the only borough to have received funding for two Low Emission Neighbourhood projects.

C&N 10 - Cycling Strategy schemes - Implementation

2019/20 - Allocation of £320,000

2020/21 - Indicative allocation of £320,000

2021/22 - Indicative allocation of £320,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £1.6m was made into the previous *Cycling Strategy Schemes - Implementation* programme. In the main this was enabled through a range of projects identified by the Westminster Cycling Strategy of 2014 which in turn was developed to ensure that the City Council endeavours to meet the objectives set out by the previous Mayor of London in his 'Vision for Cycling', March 2013. To learn more about the Westminster Cycling Strategy please refer to: <https://www.westminster.gov.uk/sites/www.westminster.gov.uk/files/cycling-strategy.pdf>

The LIP2 Cycling programme included a blend of existing and new cycle projects and schemes including:

- Support for the existing and comprehensive Westminster Cycling Training programme where any resident, worker, student or visitor can receive training
- Ongoing support for the cross borough Dr Bike and Cyclestation events on the street
- The trial of two residential Cycle hangers in Queen's Park
- The trial of two Westminster Cycle festivals in 2017 and 2018.

At the same time the City Council has been working with TfL, The Royal Parks and other partners in the development of sections of the Mayor's Cycle Superhighways and Quietways on the Westminster Highway Network where viable. This work has primarily been managed through the separate TfL Central London Cycling Grid Programme, which sits alongside the TfL LIP Corridors and Neighbourhoods programme (please refer to Section 6 of this document) However given that a typical street in Westminster needs to take account of up to 36 individual highway and kerbside uses, the viability of implementing all routes that TfL and others have proposed has not been possible in some areas.

Nonetheless for the incoming LIP3 programme it is proposed that alongside the continued development of suitable sections of Cycle Superhighways and Quietways the following projects will be developed further:

- Dr Bike and Cyclestation
- Cycle promotion displays at already well established community events
- Adult and Child Cycle Training
- Cycle parking schemes on and off-street

For more information regarding the Westminster Cycle Training offer please refer to: <https://www.westminster.gov.uk/city-cycling-courses>



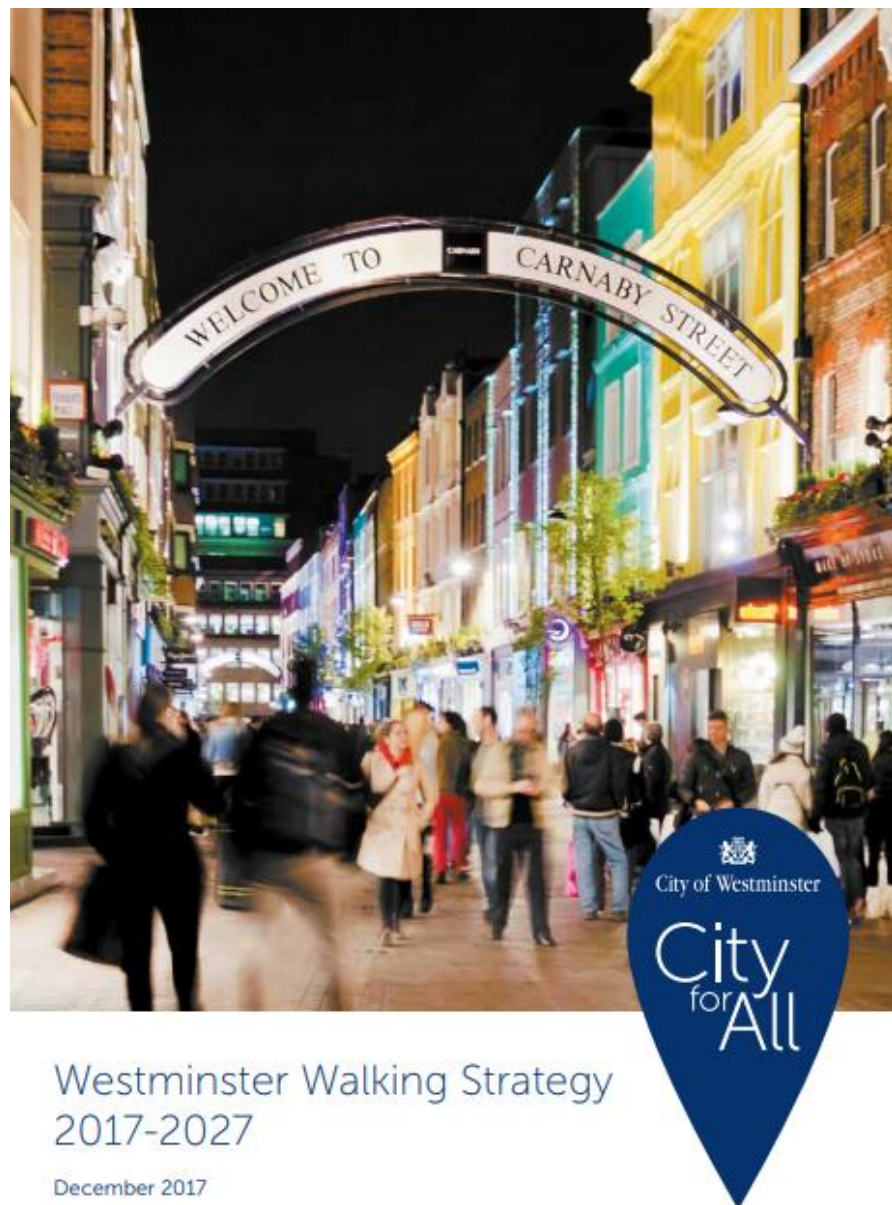
C&N 11 - Walking Strategy schemes - Implementation

2019/20 - Allocation of £320,000

2020/21 - Indicative allocation of £320,000

2021/22 - Indicative allocation of £320,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £582,000 was made into the previous *Walking Strategy Schemes - Implementation* programme. In the main this enabled the creation of the Strategy itself which included a significant consultation period. Thereafter a start on the delivery of strategy projects was made and this has included a Neat Streets Two commission which entails the systematic evaluation of every non West End street across Westminster to be followed by the removal of any surplus posts, sections of guard rail and various other items of street furniture as a means to improve access for all who walk the street each day. For more information regarding the strategy please refer to: https://www.westminster.gov.uk/sites/www.westminster.gov.uk/files/13.11_-_wcc_walking_strategy_screen_aw_2-web-corrected.pdf



Westminster Walking Strategy 2017-2027

December 2017

For LIP3 and taking forward the key objectives of the Westminster Walking Strategy it is advised that the following schemes and projects are proposed for delivery:

- The continuation of the above Neat Streets Two project
- The introduction of a dedicated Dropped Kerb project as a means to improve access for all pedestrians at various informal crossing points across the borough
- The Five Underground Station access project. This is another new project for LIP3 where station access provision for those seeking unrestricted passage to their local stations is improved starting with Warwick Avenue and St James's Park stations; and
- 'The Young and the Old' pedestrian improvement project. This seeks to work with older persons, mobility interest and parents groups, TfL, Health colleagues etc to determine where additional improvements to pedestrian environments and footways can be made.

The C&N 3 Walking Strategy Schemes - Implementation programme will also ensure that the City Council supports TfL in the delivery of its first Walking Action Plan, July 2018, which is also supported by Public Health England (PHE). It maps out the Mayor's vision to make London the most walkable city in the world, with a million extra walking trips each day by 2024, and in Westminster it is advised that 82% of residents already walk, cycle or use public transport for their average range of daily trips and so it is not unreasonable to expect that this could rise to 89% by 2041 as more pedestrian and Public Realm schemes are implemented on the street that increasingly prioritise the pedestrian over other modes.

Walking, cycling and public transport percentage modal share of City of Westminster resident – based on the average daily number of trips					
Observed				Trajectory	
	2012/13 to 2014/15	2013/14 to 2015/16	2014/15 to 2016/17	2021/22	2041/42
City of Westminster	83	82	82	85	89

Source: TfL June 2018

C&N 12 - Traffic Signals - Implementation

2019/20 - Allocation of £100,000

2020/21 - Indicative allocation of £100,000

2021/22 - Indicative allocation of £100,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £650,000 was made into the then *Traffic Signals - Implementation* programme. This enabled the development of a joint rolling three year TfL Pedestrian Countdown at Traffic Signals (PCaTS) programme where 46 existing signalised pedestrian crossings at strategic corridor sites including Piccadilly, Shaftesbury Avenue and Bayswater Road, have been upgraded so far. The 2018/19 programme includes a further 15 sites in design and production scheduled to complete by April 2019.

The joint City Council and TfL PCaT programme will certainly continue into the new 2019/20 to 2021/22 period which means that an estimated further 30 signalised pedestrian crossings will be upgraded to what is progressively becoming a Westminster standard for all formal pedestrian crossings across the borough.

C&N 13 - Health and Wellbeing Strategy - Implementation

2019/20 - Allocation of £50,000

2020/21 - Indicative allocation of £50,000

2021/22 - Indicative allocation of £50,000

Through the LIP3 2019/20 to 2021/22 Programme £150,000 will be allocated towards the *Health and Wellbeing - Implementation* programme. This will support two projects; one of which is a continuation of the Westminster Cycle Loan scheme in two areas of the borough with a strong emphasis on being community based. This entails the holding of promotional events at which residents and visitors who do not currently cycle or own their own bike to try one out free of charge and if they are hooked, then one is sold to them at a discounted price. The location of Paddington Recreation ground 'Rec' will be continued and a new location at Thamesbank Centre will be trailed due to its links to the Churchill Gardens community.

The purpose of the scheme is to encourage as many residents over the age of 18 to take up cycling. It works by enabling the resident to borrow a sized-up bike and lock for four weeks free of charge, though subject to the payment of £10 for membership of the London Cycling Campaign which provides many benefits in return, such as liability insurance cover and the opportunity to learn more about cycling opportunities across London.

The second project is currently being scoped out and will focus on engaging hard to reach groups who will experience the most health benefits from traveling actively. 'Ride Side by Side' is a cycling project that enables older people and people with mobility issues make short trips of their choice. Customers ride with a trained 'Pilot' on a unique and accessible Side by Side Cycle. Benefits of this project include: participants achieving the minimum recommended exercise; increased road confidence; reduced social isolation and a reduced dependency on motorised transport. Additionally the City Council will also look to increase the Westminster Cycle Loan scheme cycle fleet to include cargo bikes to widen the offering to families.

C&N 14 - School Road Safety and Air Quality schemes - Implementation

2019/20 - Allocation of £50,000

2020/21 - Indicative allocation of £50,000

2021/22 - Indicative allocation of £50,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £50,000 was made into the then School Travel Plans schemes - Implementation programme. This was newly established for the 2018/19 year to enable the delivery of more road safety, pedestrian, cycling and air quality schemes outside of schools which have had approved School Travel Plans (STPs). Examples of such progress include: School Streets, School keep clear review, Cycle parking on school sites, Double yellow and single yellow line review outside schools, School warning sign replacement and installation for new schools, Guardrail removal, Feasibility studies for safer crossing points eg Zebra crossings and pedestrian phased on traffic lights.

For LIP3 it is proposed that an increased allocation to this programme is made and that its scope is widened to include the delivery of air quality schemes at schools in line with the Mayor's Schools Air Quality Fund (SAQF) where measures at some four schools are already being developed.

C&N 15 - Freight re-timing schemes - Implementation

2019/20 - Allocation of £50,000

2020/21 - Indicative allocation of £50,000

2021/22 - Indicative allocation of £50,000

This is a new LIP project and has been established to give greater emphasis to this growing area of Mayoral and TfL policy. It will enable the City Council to continue work with local businesses, retailers and freight and logistics companies to review and reconfigure how freight, servicing and deliveries are managed in terms of their use of the kerbside and that their local impacts are minimised.

Approximately a third of central London traffic during the morning peak is estimated to be from freight. The Mayor's MTS aims to reduce this by 10% by 2026. Projected growth in

Westminster and across central London as a whole means that the volume of freight, servicing and delivery traffic is likely to increase unless changes are made. The high concentration of mixed commercial activity interspersed with residential development is a particular characteristic of Westminster's dense urban fabric especially within the West End.

The West End Partnership (WEP) has recently adopted a Freight and Servicing Strategy (May 2018) that seeks to go beyond the Mayor's target by aiming by 2030 to reduce the numbers of delivery and servicing vehicle interventions as well as supporting other partnerships like the Cross River Partnership (CRP) and other stakeholders such as The Crown Estate, The New West End Company and the Victoria Business Improvement District in their efforts to develop new freight consolidation schemes, manage personal deliveries and review their supply chains etc

Initially this new LIP3 Delivery Plan project will pilot a project outside of the WEP where local residents, retailers, businesses and freight and logistics operators can explore the potential for remodelling and retiming. An annual funding allocation of £50,000 will enable the City Council to trial working with operators, especially those who wish to introduce EV, EV Hybrid, portage schemes, Direct Vision cabbed HGVs and quieter goods handling equipment. It is anticipated that this new area of LIP Delivery Plan work will rapidly evolve over the next three years.

C&N 16 - Local Transport Fund - Development

2019/20 - Allocation of £100,000

2020/21 - Indicative allocation of £100,000

2021/22 - Indicative allocation of £100,000

Through the LIP2 2015/16 to 2018/19 Programme an approximate investment of £500,000 was made into the schemes that made up the then Local Transport Fund - Development programme. Unlike all other Westminster LIP projects the Local Transport Fund has been supported to:

- Enable the trial or support of new, one-off or innovative projects eg a past review of all London Lorry Control Scheme signage, the trial of residential cycle hangars etc
- Enable the City Council to manage the TfL claims management system; and
- Fund the delivery of an annual automatic traffic counts programme that now includes the monitoring of pedestrian flows at key locations.

For the LIP3 Delivery Programme the above principles of the Local Transport Fund will continue, ie to ensure that the City Council delivers an effective LIP for all concerned and that innovative or un-expectant projects that come to the fray can be addressed and resourced. This may even include the investigation or responding to the burgeoning Autonomous and Connected Vehicles sector that is rapidly developing.

4. The Liveable Neighbourhoods Programme (2019/20 to 2021/22)

Harrow Road project submission

- 4.1** This section is an outline of the forthcoming City of Westminster 2019/20 Liveable Neighbourhoods funding bid that will be submitted to TfL by 30 November 2018. The submission will include all full cost estimates of the project together with delivery time scales.

4.2 Project Background

- 4.2.1** The Harrow Road District Centre, a lively shopping street on a key route running from Paddington to Harrow, is recognised by Westminster City Council as a priority area for change and improvement. The Council are producing a 'Place Plan' to describe the existing issues and priorities, establish an overarching vision for the area and give details on a range of realistic projects that will help deliver immediate and longer-term change.
- 4.2.2** The 'Place Plan' forms the foundation of our Liveable Neighbourhood Bid and has a handle on a vast array of factors, including the social, economic and planning context, helping ensure improvements to individual streets or junctions are not considered in isolation and overarching objectives, such as the delivery of healthy streets, form part of a coordinated strategy across a wide geographic area and Council departments.
- 4.2.3** Whilst the 'Place Plan' identifies a broad range of projects that encourage positive investment, vitality and change, the Liveable Neighbourhood Bid takes forward the specific components that will help to deliver healthier, safer, attractive and more accessible streets and public spaces to the Harrow Road.

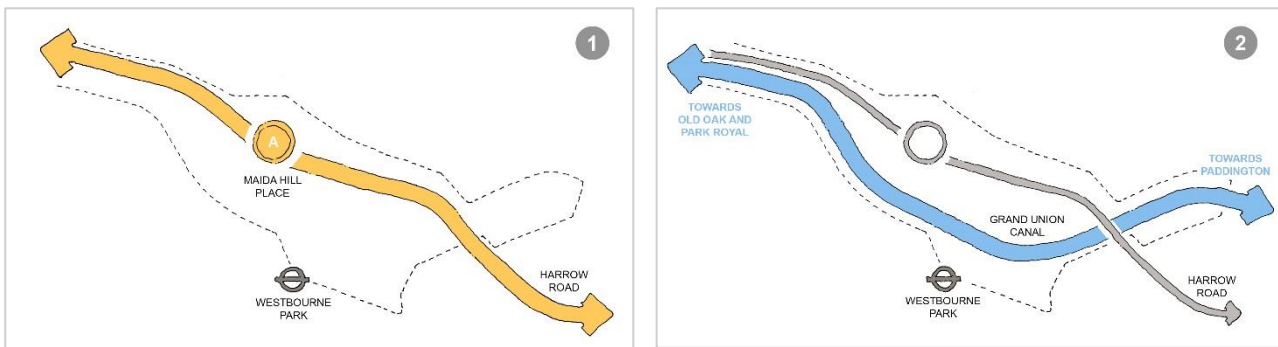
4.3 The need for a Liveable Neighbourhood

- 4.3.1** The Harrow Road is a great area on which to focus the Liveable Neighbourhood Fund. It is home to a diverse and well established community and its location within the North West Economic Development Area means there is a demand for regeneration, growth and improved employment and social opportunities.
- 4.3.2** The area faces a number of complex socio-economic and environmental challenges. The three wards that make up the Harrow Road are among the most diverse in London and fall within the top 10% most deprived wards in England. The high deprivation levels impact on the health and well-being of the population with only 47% of people living locally considered in very good health and 12.7% of reception children and 26% of year 6 pupils regarded as obese, above the London average of 11% and 22% respectively. These issues are not helped by the tired and vehicle dominated public realm, lack of access to green or open space, perceptions of crime and by the severance and environmental impacts arising from the Westway (A40), Harrow Road, railway line and canal.
- 4.3.3** Our Liveable Neighbourhoods Bid recognises that the transport infrastructure in this area requires a suite of holistically developed improvements to enable the Harrow Road to live up to its potential. Making walking and cycling a safe, enjoyable and

convenient option will help to design physical activity and healthy living back into the everyday lives of Harrow Road residents, whilst a high street that is more varied in its offer and an enjoyable place to spend time will pay dividends for existing small businesses and encourage inward investment.

4.4 Opportunities Presented by the Funding

- 4.4.1 Liveable Neighbourhood Funding will help design and deliver a range of interconnected projects including new and improved open space, public realm enhancements and junction redesign to facilitate better pedestrian and cycle accessibility. Proposals will also introduce greenery, address air quality issues and help to inform and encourage more active travel.
- 4.4.2 The following text and diagrams provide a high-level overview of our Liveable Neighbourhood Plan, outlining the core actions that will enable Harrow Road to fulfil its potential and become a healthy, prosperous and sustainable place to live, work or visit.



All images in this section are sourced from City of Westminster 2018

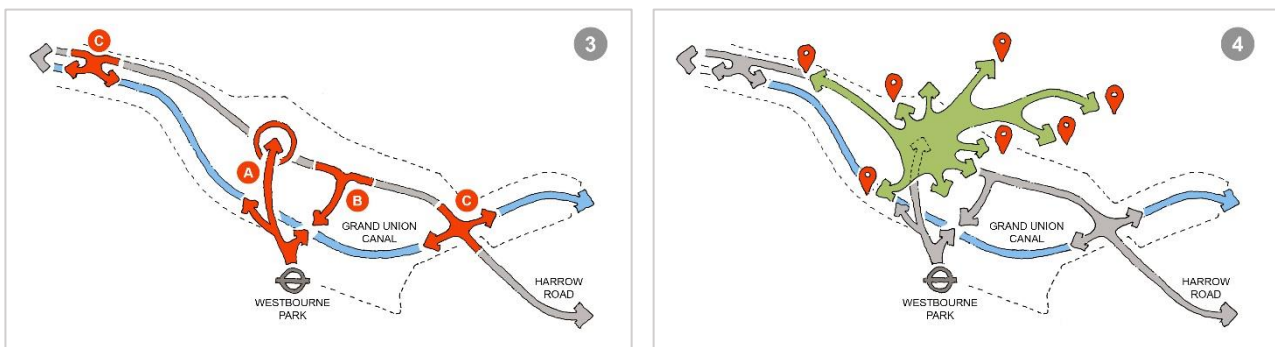
1 - Improvements to the core high street

The High Street is an important local resource with high footfall and vehicular traffic. A core ambition is to improve the overall street experience, concentrating activity and footfall around an improved market and complementary new uses at Maida Hill Place (A) to bring greater economic diversity and social vibrancy. WCC have commissioned a movement strategy that will provide technical support to the Harrow Road Liveable Neighbourhood bid; providing detailed knowledge of the existing conditions and allowing projects to be identified, that mitigate any unforeseen impacts, ahead of the final Liveable Neighbourhood submission. The primary function of these projects will be to deliver improvements in line with TfL's Healthy Streets criteria, creating a place that encourages activity by ensuring the high street is easier and safer for pedestrians to move through, making the road easier to cross and finding ways of expanding the available public space whilst also improving the environment for cyclists.

2 - Improvements to the Grand Union Canal path

There is a huge opportunity to not only establish the canal as a better connected resource for the Town Centre, a place for leisure or culture, but also as an east-west pedestrian and cyclist link that serves a large swathe of area and addresses severance caused by the Westway. Locally, it is anticipated these improvements will reduce short-distance car journeys that originate in areas with poorer transport links, such as around Golborne Road, before filtering through to the town centre. On a larger scale, the canal can form valuable links to Paddington Opportunity Area and Old Oak and Park Royal; a huge area of growth that recognises the role of the canal as a cycle Quiet Way and its value as a connection to neighbouring areas.

WCC are working with landowners to shape future developments on the canal and are developing projects to introduce new activity, including an enterprise space under the Westway. This will challenge the uninviting environment that limits the canals use as a transport route and provide a catalyst for creative development by others. The Liveable Neighbourhood plan will extend these ambitions; increasing access to the towpath, creating a range of open spaces to improve local air quality and introducing measures such as lighting to address security concerns.



3 - Improved connectivity with the high street

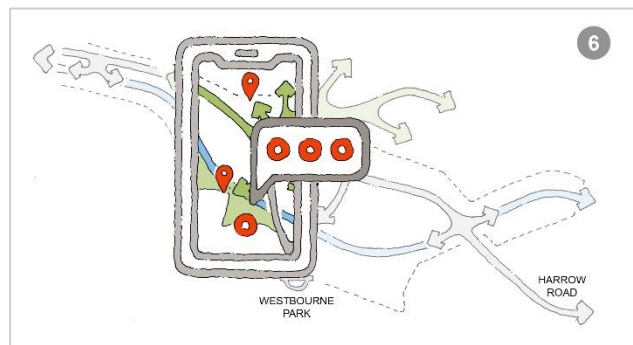
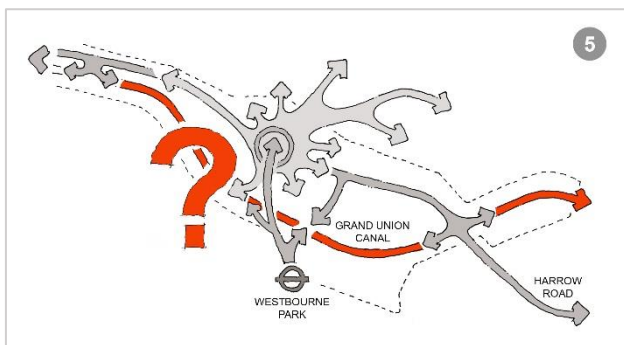
Whilst the Grand Union Canal and Harrow Road will be strengthened as destinations in their own right, it is crucial to address the disconnection between the two areas. Great Western Road (A) which runs north-south from Westbourne Park Station is a prominent area for attention as it can provide a central axis for footfall between Westbourne Park, the high street and canal. The prioritisation of space for pedestrians close to the station, and positive gateways between the canal and town centre, can be achieved through upgraded wayfinding and station environs, intuitive connections through existing greenspaces and the introduction of traffic management orders that open up opportunities along forgotten stretches of WCC owned land. The provision of cycle parking and storage lockers can further establish the canal and adjacent streets as a functional first leg of a longer journey.

Engagement with landowners looking to bring forward development opportunities that further increase permeability and canal frontage is on-going (B) and two key nodal points where the Harrow Road and canal converge (C) are also identified for improvement.

4 - A local network of safe streets

Laid on top of these more functional or strategic actions, will be a series of softer measures that serve the existing community and more immediate residential streets. With the Maida Hill Market again acting as a focal point; a core ambition is to increase levels of physical activity and design healthy living back into the everyday lives of Harrow Road residents.

Design work is progressing on 'quick-win' projects including a new 1,000m² public open space for sport and recreation and the transformation of an underused space into a community food growing programme at the heart of the town centre. Alongside existing schools, community centres, sports clubs and other local services and amenities, a network of wellbeing and leisure focused uses are emerging. The movement strategy is helping identify a suite of projects that create truly healthy streets - safer, less congested, green and playful - embedding this as a walkable network within established residential areas. Streets frequented by young people will be prioritised with measures such as traffic-calming being considered to promote not only active travel but greater engagement and enjoyment of the outside space, maximising the associated positive impacts on general health.



5 - Trialling and testing ideas with stakeholders

Work carried out over the past few years has helped secure political and stakeholder support. This has included establishing a steering group to oversee the Place Plan process and inform strategic decision making, and hosting Stakeholder Workshops to provide opportunity for the community to shape the vision and objectives for the town centre. WCC are now setting up Working Groups focusing on work-streams such as the canal path. The group is made up of the spaces' end users and associated stakeholders, with local demographics used to inform the groups' representation.

Working Groups are used to test ideas and are informing questions such as how residents, parents, school children and local employees use local streets and spaces, what barriers they face and what improvements could encourage a more active engagement with the Harrow Road. The groups will help identify specific projects and measures that can be taken forward to feasibility design as part of the Liveable Neighbourhoods programme.

6 - Initiatives to encourage behavioural change

Whilst improved infrastructure is important to creating a more liveable and sustainable Harrow Road, WCC recognise the importance of encouraging behaviour change through non-infrastructure activities. A range of initiatives are being considered that encourage such change. A bid for Marathon Trust Funding has recently been submitted to help deliver a new public space and outdoor gym that is complemented by a free to use mobile app that generates personalised exercised routines in the space. Whilst catering for experienced users, this will also build upon initiatives such as the NHS's Couch-to-5K to offer varied 'workouts' that meet the needs of those currently inactive. The remit of this can be extended, setting out the benefits of changing your daily routine to walk or cycle, using newly improved streets or networks such as the canal, as the first or last leg of a journey to work or school.

Training initiatives such as cycle lessons to help increase confidence and ability to use such modes and other means of advertising and promoting local opportunities will be discussed with local schools, sports or social clubs and health providers, valuable channels for engaging a key demographic.

4.5 Three Year Programme

- 4.5.1 2019/20 - Primary focus will be on the two key movement routes through the area, east-west via Harrow Road between Chippenham Road and First Avenue as well as north-south via Great Western Road between the station and Maida Hill Market Place; a focal point for public realm enhancement. WCC will look to take forward projects identified through the commissioned Movement Strategy such as new pedestrian crossings alongside other urban realm enhancements to improve the overall street experience. More complex projects will be trailed at this stage to better understand their impact.
- 4.5.2 2020/21 to 2021/22 - From 2020 there will be a focus on the trial and delivery of projects in two areas. Along the Canal to establish it as an active and welcoming space, better connected to the high street, that encourages cycling and walking and on the residential streets feeding into the high street. These more localised projects will look to make streets and walking routes safer and less congested with routes between schools, green spaces and residential areas prioritised. In the final year of the programme, the enhanced infrastructure will form the basis of a push on establishing behavioural change using local networks and platforms to advertise, promote, educate and encourage more people to adopt more active lives and means of travel.

4.6 TfL Engagement

- 4.6.1 Following an initial meeting with TfL to discuss prospective Liveable Neighbourhood projects across the borough, WCC received encouragement on the potential and appropriateness of the Harrow Road project. An officer level meeting has also taken place focusing on project detail. Whilst the ambition and potential of the bid was again supported, it was advised that further quantitative evidence was needed to measure the impact of items such as improved local connections on the propensity to

use more sustainable methods of travel or improved levels of wellbeing as a result of public realm enhancements.

- 4.6.2 WCC now have access to TfL's City Planner Database and this is being used as the foundation for the commissioned Movement Strategy that will address these comments and offer the bid a robust evidence base and justification. An internal working group for the project has also been established as part of the wider Place Plan, with input from colleagues in Public Health and Planning. Once this work has progressed, a further meeting will be arranged with TfL to ensure the strategy remains consistent with the outcomes of the Liveable Neighbourhood programme prior to WCC's submission in late November 2018.

5. The Principal Carriageway Renewal and Bridges and Structures Programme (2019/20 to 2021/22)

5.1 Background

- 5.1.1 Up until 2018/19 the City Council received grant funding from the TfL LIP programme to resurface key 'Principal Roads' on the Westminster Highway Network. A Principal Road is typically a designated Strategic Road Network (SRN) route where there are substantial flows of through traffic which constantly services London's needs and in particular consists of a much higher than average flow of Light and Heavy Goods Vehicles and London Bus traffic. Principal Roads in Westminster include Victoria Street which links the growing Victoria interchange area, the Harrow Road corridor which links sizable residential and employment centres of West London, Piccadilly which is a major bus corridor into the West End etc. Over the past ten years the City Council has received annual grant funding from TfL in the region of £500,000 to £1m in support of this programme.
- 5.1.2 As a result of the substantial traffic flows and the heavier vehicles on the Westminster Principal Road Network the surface condition deteriorates at a much faster pace. So to address this planned maintenance management is essential to ensure that this concern does not worsen to a point where there is much deeper damage caused to the sub surface layers of the road or there is disruptive and costly damage to underground utility installations, basements under buildings etc
- 5.1.3 As advised above up until the current 2018/19 year the City Council received an annual settlement from TfL to re-surface sections of the Westminster Principal Road Network where evidenced inspection data stresses the need. However for 2018/19 and 2019/20 at least TfL have/ and will be unable to routinely fund such a programme that is allocated to all 32 London Boroughs and the City of London. Save a reserve £2m account set aside for agreed emergency works. This position will greatly impact on the surface condition of Westminster's Principal Roads in the years to come and this unwelcome impact will need to be carefully evaluated.
- 5.1.4 So in the meantime this report:
- Acknowledges that £0 will be granted to the City Council for the remaining part of 2018/19; but
 - This document is taking the opportunity to submit a combined three year programme for the three year LIP3 period of 2019/20 to 2021/22 for TfL's consideration now and over the years to come
 - On the basis that further deterioration of its Principal Road Network surface condition will grow and grow;
 - Unless a future funding stream is identified and re-instated in the near future.

5.1.5 To this end the proposed three year programme is presented as follows:

Road name	Proposed scheme description	Year	Approx. m2	Estimated Cost £
Bishop's Bridge Road	A4206 from Queensway to Eastbourne Terrace	2019/20	2,500	156,250
Great Western Road	A4207 from Harrow Road to Westbourne Park Road	2019/20	1,300	81,250
Harrow Road	Harrow Road from Chippenham Road to Alfred road	2019/20	2,200	137,500
Kensington Road	A315 from Exhibition Road to Trevor Place	2019/20	1,750	109,375
Portland Place	Portland Place from Langham Street to Park Crescent	2019/20	3,200	200,000
Whitehall	A3212 from Horse Guards Avenue to Earl Haig Memorial	2019/20	640	40,000
Estimated total for a 2019/20 programme			11,590	724,375
Piccadilly	A4 from Hyde Park Corner to section of dual carriageway	2020/21	1040	65,000
Charing Cross Road	From junction with Shaftesbury Avenue to Oxford Street	2020/21	1550	96,875
Park Crescent	Park Crescent from Portland Place to Marylebone Road	2020/21	1750	109,375
Portland Place	From Park Crescent to Portland Place	2020/21	1800	112,500
Prince Albert Road	From Albert Terrace to Parkway	2020/21	4000	250,000
St Margaret Street	From Bridge Street to Abingdon Street	2020/21	430	26,875
Drummond Gate	A3213 from Drummond Gate to Vauxhall Bridge Road	2020/21	1040	65,000
Estimated total for a 2020/21 programme			10,610	725,625
Cliveden Place	From Bourne Street to Eaton Terrace	2021-22	900	56,250
Orchard Street	From Wigmore Street to Oxford Street	2021-22	1350	84,375
Estimated total for a 2020/21 programme			2,250	140,625

5.1.6 The City Council's Bridges and Structures programme for 2019/20 to 2021/22 will be evaluated as part of the forthcoming liaison within the London Bridges Engineering Group (LOBEG) and will be confirmed by 1 April 2019.

6. The Cycle Network Programme 2019/20 to 2021/22

6.1 The Cycle Network

- 6.1.1 In Westminster the London Cycle Network (Central London Cycle Grid) mainly consists of existing, approved or proposed sections of Cycle 'Superhighways' and 'Quietways' on Borough roads, the Transport for London Road Network (TLRN) and certain roads and paths within the Royal Parks and the Canals eg in Hyde Park.
- 6.1.2 In recent years TfL had analysed census data, cycle count data, survey data, usage of its Santander Cycle Hire scheme, casualty related accident history and future development growth and had identified a network of 25 corridors across London which could be Superhighways or Quietways.

6.2 Cycle Superhighways

- 6.2.1 The East – West Cycle Superhighway is now open to cyclists in both directions along the route from Tower Hill to Lancaster Gate, please refer to: <https://tfl.gov.uk/travel-information/improvements-and-projects/cycle-superhighway-east-west>. And within Westminster this includes many sections of improved route infrastructure in areas such as Victoria Embankment, St James's Park, Parliament Square, Green Park, Hyde park and Lancaster Gate.

The East West Cycle Superhighway was proposed to extend from Lancaster Gate to Wood Lane via the Westway, but TfL have since confirmed that this section will not proceed due to planned engineering works:

<https://consultations.tfl.gov.uk/cycling/east-west-phase-2/?cid=east-west-consult>

- 6.2.2 Over the next three years 2019/20 to 2021/22 the City Council will work with TfL and other stakeholders to undertake careful and inclusive local community Feasibility, Design and Consultation of three proposed routes namely:
- Superhighway route 11 from Swiss Cottage to the West End. Where further Design work and resident and stakeholder approval will be required in 2019/20 before potential Implementation of agreed route sections is delivered in 2020/21 to 2021/22
 - Superhighway route 5 extension from Pimlico to Belgravia. Subject to the outcome of further scheme justification work being undertaken by TfL it is expected that further development of this route may recommence over the 2019/20 to 2021/22 period; and
 - Superhighway route 3 (East - West). Again, any future extension to this route will require further scheme justification work to be undertaken by TfL before engagement in the development of this route will re-commence.

6.3 Cycle Quietways

6.3.1 Potential delivery of TfL's proposed Quietways in Westminster include:

- Of the 14 Quietways already Consulted upon five have / will be implemented by 2019/20:
 - Central London Cycle Grid Route Link in Bayswater
 - Quietway Bayswaer to Edgware Road
 - Quietway Hyde Park to South Kensington
 - Quietway Hyde Park to Belgravia
 - Quietway Southbank to Bloomsbury
- The proposed Quietway Edgware Road to Fitzrovia will continue to be implemented in 2019/20
- Development / implementation of the reaming routes to be confirmed via funding allocations from TfL and approvals within Westminster.

6.4 Cycle Permeability

- 6.4.1 In addition to the development of fully evaluated and approved Cycle Superhighway and Quietways across Westminster the City Council will continue to develop what are termed Cycle Permeability Schemes. To this end there is a renewed aim to develop a series of 'quick fix' schemes that will instantly improve greater safety, access and permeability for the rider and of these some will be funded by TfL and others from the City Council's own Capital funds.

7. The Bus Priority Programme 2019/20 to 2021/22

7.1 Bus Priority Programme funding

- 7.1.1 The table below summarises the anticipated TfL Bus Reliability programme funding to be granted by TfL over the next three years 2019/20 to 2021/22. This is in addition to the Section 3 The Corridors and Neighbourhoods Programme (2019/20 to 2021/22) of this document where there is further support for Bus Priority measures.

Source	£ 2019/20	£ 2020/21	£ 2021/22	£ Total
Anticipated TfL Bus Priority Programme funding	200,000	200,000	200,000	600,000

- 7.1.2 Buses have been an iconic sight across London for over a century now since the first omnibus entered service in 1902. Since then the London Bus Network has remained to be a primary mode of travel for a whole range of able and less able bodied residents, workers and visitors across Westminster and across central London at large. It is understood that in Westminster some 157 routes currently access the borough and across the whole of London some 6.5m passengers are carried each day.
- 7.1.3 However as demand for access to the Westminster highway network increases and as other modes are growing in choice eg the Cycle, Private Hire Vehicle and Light Goods Vehicles delivering packages ordered on-line existing road users face greater congestion and longer journey times on some of Westminster's strategic roads. For example TfL Bus Route 11 from Fulham Broadway to Liverpool Street station via much of southern Westminster is the second slowest route in London and is reported to have an average speed of just 4.7 mph these days. Therefore to address this trend of slower bus services and the millions of Londoners who depend on the service daily in recent years TfL have worked with London Boroughs to deliver selected schemes through the London Bus Priority Fund.

Insert image of bus

- 7.1.4 To this end the City Council will continue to support TfL and its bus operating companies in identifying areas of concern across Westminster that give rise to frequent and unnecessary delays or impediment to bus movement. This programme expands upon works already identified and completed and include;
- The review, installation or modification of existing kerbside operation and parking controls
 - The review of existing Bus Lane hours of operation
 - Modifications to the highway network to improve the movement of buses through the communities that are served; and
 - Closer coordination with new scheme development as a means to identify where access for bus services can be improved upon or to help mitigate any negative impact that bus services could impose upon any affected residents.
- 7.1.5 At present there are London Bus Priority Fund supported schemes being developed in Strand, Maida Vale, Regent Street and Shirland Road. More schemes will be identified as the programme expands over the next three years.

7.2 Approach to Scheme Identification

- 7.2.1 Issues on the bus networks are made known via TfL, Bus users and residents, Council Members and other colleagues. Moving forward the City Council is also interested to hear from the bus drivers themselves given that they face problems across the network each day. Potential schemes are then considered with TfL colleagues and where necessary Feasibility Studies are commissioned before London Bus Fund schemes are developed and implemented onto the street.

Sections 8 and 9 are under development