



Third Local Implementation Plan (LIP)

April 2019

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THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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1. Introduction and preparing a LIP

1.1. Background

- 1.1.1. A Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the Greater London Authority (GLA) Act (1999). It sets out how a London Borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. We have developed our LIP in accordance with Transport for London's (TfL) Guidance on Developing the Third Local Implementation Plan (March 2018).
- 1.1.2. This is the Royal Borough's third LIP. It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan, and other relevant Mayoral and local policies. It sets out our long-term goals and transport objectives for the next 20 years, a three-year programme of investment starting in 2019/20, delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes we are seeking to achieve.
- 1.1.3. This LIP identifies how the Royal Borough will work towards achieving the MTS goals of:
 - Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
- 1.1.4. We note that the overarching aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today, and there are different targets set for central, inner and outer London. This LIP outlines how we will set local priorities and targets in order to assist with achieving this aim.
- 1.1.5. This LIP also outlines how we will work with TfL to assist with delivering the outcomes, policies and proposals of the MTS.

1.2. Local approval process

- 1.2.1. We developed our LIP in close collaboration with the Royal Borough's Lead Member for Streets, Planning and Transport.
- 1.2.2. The Draft LIP was circulated to all councillors and was approved for consultation and for submission to TfL by the Leadership Team in November 2018.
- 1.2.3. After considering the comments received during the consultation, the Lead Member for Streets, Planning and Transport approved the resulting Draft Final LIP for submission to TfL for Mayor of London approval in February 2019.

1.3. Consultation

- 1.3.1. We carried out some early community engagement to help shape our LIP in July 2018 with two Transport Focus Workshops attended by a broad mix of people who live and/or work in the Borough.
- 1.3.2. We also ran an online map-based ‘Commonplace’ survey - <https://rbkctransport.commonplace.is/comments> - inviting people to comment on what transport-related improvements they would like to see in their local area. We alerted residents’ associations to the survey and publicised it through press releases, our website, Twitter account and other on-line channels. The survey ran from July to September 2018 and attracted nearly 700 comments.
- 1.3.3. The comments received helped inform the themes of our LIP and we will analyse all the detailed comments we received to help us identify future projects for this three-year LIP period and beyond. Many of the comments related to roads in the borough which are managed by TfL rather than the Council. We will share these with TfL.
- 1.3.4. The GLA Act 1999 requires boroughs, when preparing a LIP, to consult with the following organisations:
- The Commissioner of the Metropolitan Police
 - Transport for London
 - Such organisations representing disabled people as the boroughs consider appropriate
 - Other London boroughs whose area is likely to be affected by the plan (the London Boroughs of Hammersmith and Fulham, Brent, Wandsworth and Westminster City Council)
- 1.3.5. We carried out a full statutory and public consultation on our Consultation Draft LIP for six weeks between late November 2018 and early January 2019. We made it available on our website and contacted all statutory consultees, residents’ and amenity associations across the borough and other relevant organisations to make them aware of the consultation, explaining where they could view the document and inviting them to comment in writing.
- 1.3.6. In total, we received over 200 comments from over 30 organisations and individuals, including TfL. The consultation report, summarising the comments received and our responses, can be found on our website (insert link when available).

1.4. Statutory duties

- 1.4.1. We have taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this Draft LIP, including a Strategic Environmental Assessment (SEA) and an Equalities Impact Assessment (EqIA).

1.5. LIP approval

- 1.5.1. We submitted our Draft Final LIP to TfL for Mayor of London approval in February 2019.
- 1.5.2. The Mayor of London assessed our LIP against the provisions contained in section 146 of the GLA Act 1999 and approved it in April 2019.

2. Borough Transport Objectives

2.1. Introduction

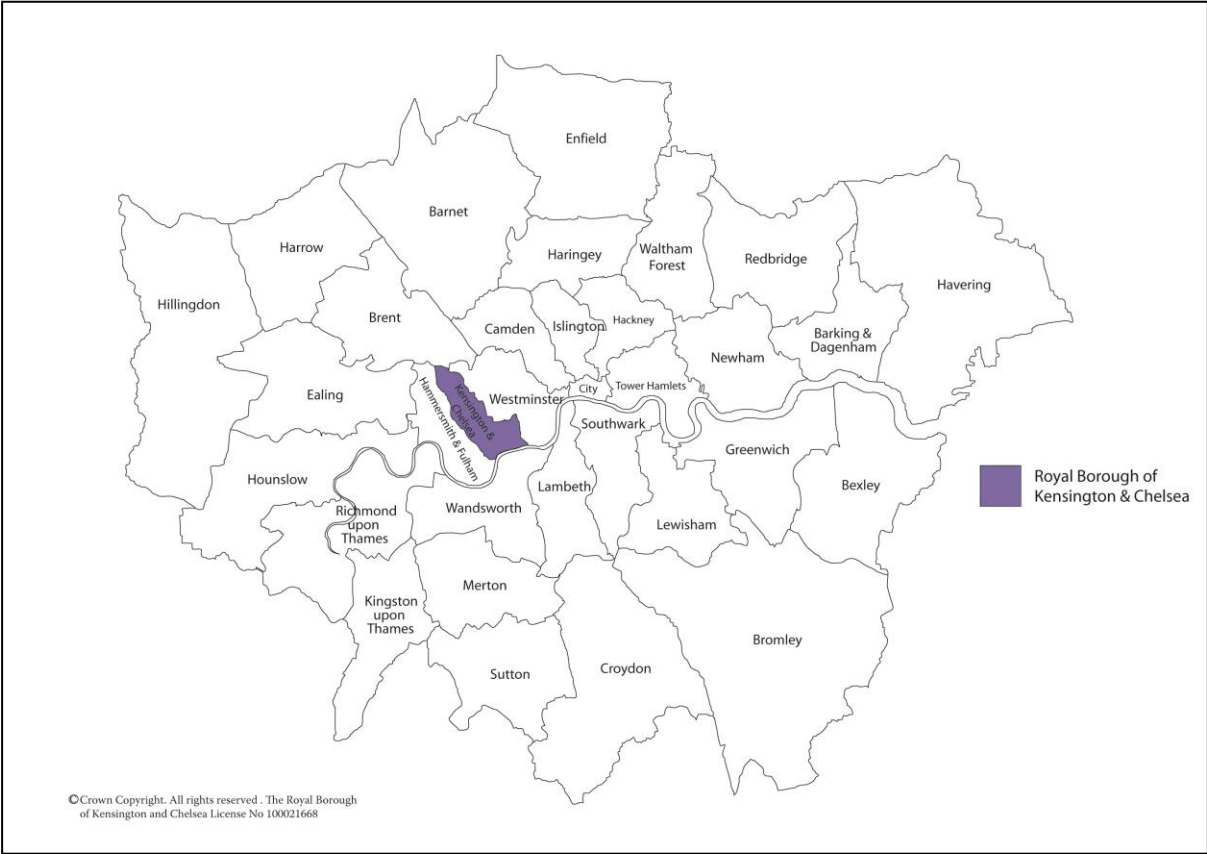
- 2.1.1. This chapter sets out the local policy context for the third round of LIPs. It describes the local context and the local policies and proposals which will help deliver the MTS in the Royal Borough. It also considers the link between the LIP and other key frameworks against which we plan and deliver local services.
- 2.1.2. It examines the local challenges and opportunities in meeting the overarching aim of the MTS of modal shift towards walking, cycling and public transport and the nine Outcomes of the MTS. It also sets out our new LIP Transport Objectives.
- 2.1.3. This LIP is informed by evidence and analysis of local needs and issues and is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.
- 2.1.4. In developing our new LIP objectives, we reviewed those in our previous LIP, taking into account the issues described below. To help confirm that our objectives reflect local needs, we developed them in consultation with the Lead Member for Streets, Planning and Transport. We aim to deliver our LIP objectives over the next 22 years - the lifetime of the current MTS.
- 2.1.5. Our six Borough Transport Objectives are to:
 - 1** Encourage more trips by walking, cycling and public transport and fewer by private car (including in new developments to support sustainable growth)
 - 2** Make our streets safer, secure and with fewer road collision casualties and work towards zero killed or seriously injured casualties by 2041
 - 3** Make our streets cleaner and greener with less transport-related pollution
 - 4** Improve accessibility and journey time reliability on public transport
 - 5** Manage on-street parking and loading to make our streets more efficient
 - 6** Improve the appearance of our streets and ensure that they are well maintained

2.2. Local context

The Royal Borough

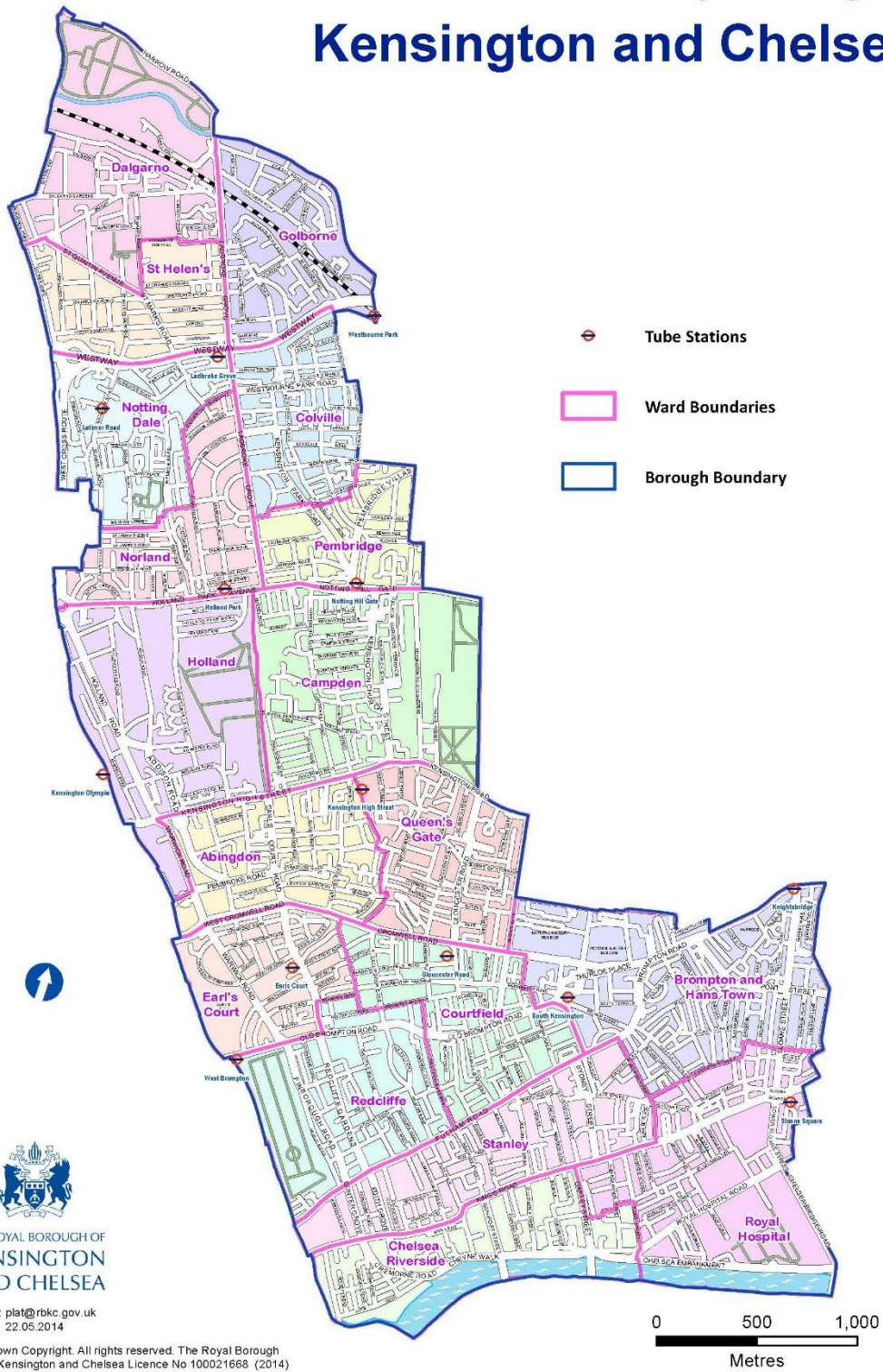
- 2.2.1. The Royal Borough of Kensington and Chelsea is primarily residential but is also an internationally recognised destination, hosts world renowned arts and cultural facilities, events and institutions and is home to some of London’s most visited parks and outdoor spaces. Excluding the City of London, Kensington and Chelsea is the smallest London borough being 1,213 hectares (five square miles) in area.
- 2.2.2. It is categorised as a Central London Borough in the London Plan. It lies west of Central London and is bounded by the City of Westminster to the east, the London Borough of Hammersmith and Fulham to the west and the London Borough of Brent to the north.
- 2.2.3. The borough extends from Chelsea Embankment in the south, through Kensington, Notting Hill and Ladbroke Grove up to Harrow Road in the north. Map 1 shows the location of the Royal Borough within London. Map 2 shows the borough in detail.

Map 1 - Location of the Royal Borough of Kensington and Chelsea in London



Map 2 - Borough Map

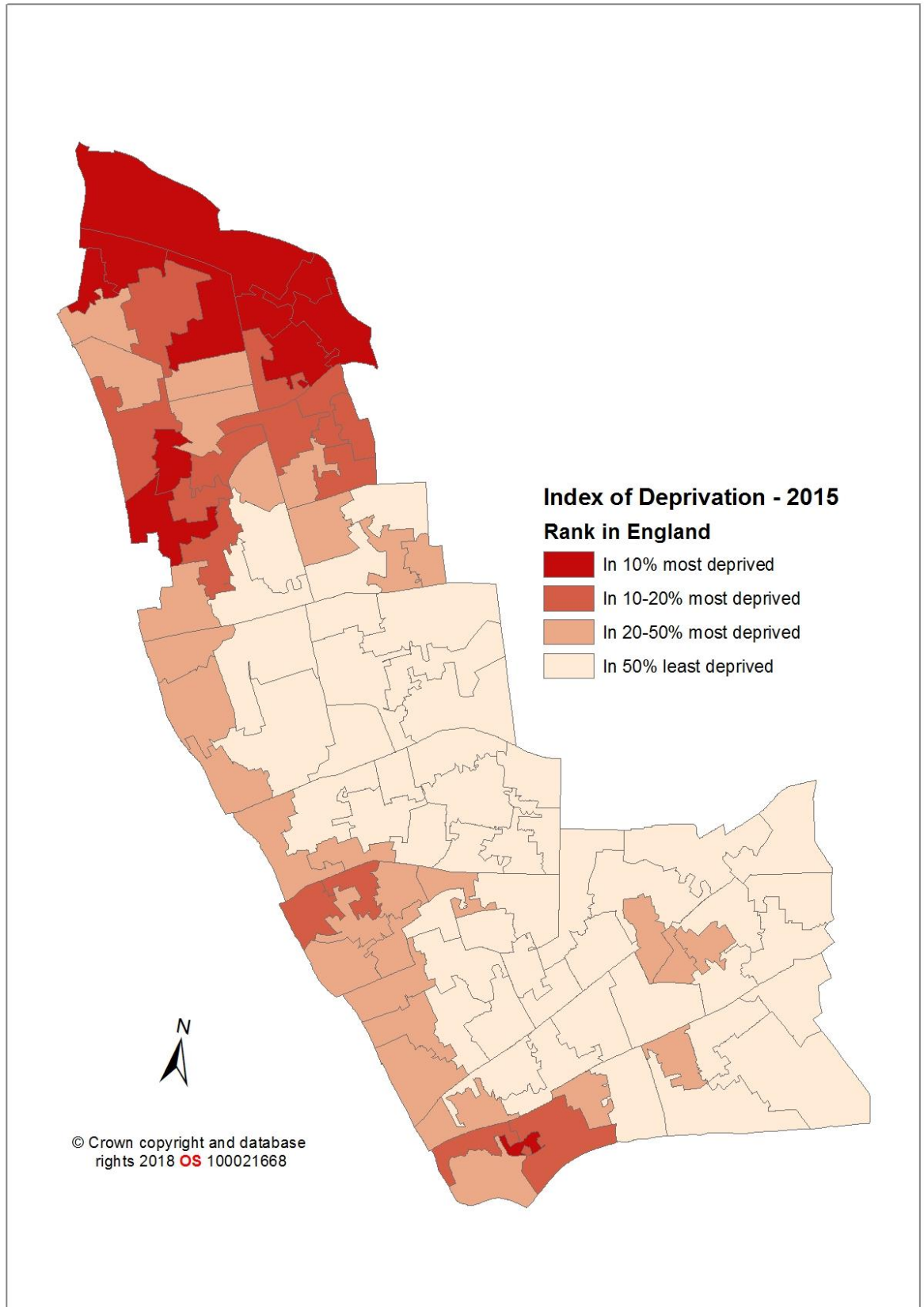
The Royal Borough of Kensington and Chelsea



Our people

- 2.2.4. The total population in Kensington and Chelsea in 2001 was 158,919, however, the population had decreased by 0.2 per cent to 158,649 by the time of the 2011 Census. Population projection figures produced by the Office for National Statistics (ONS) suggest that the estimated population in Kensington and Chelsea in 2018 is approximately 158,700, which is expected to rise to 162,400 by 2023. We also expect the population to become older over time though the vast majority of residents will be of working age. The 2011 Census showed that the Borough has the second highest population density in England and Wales. Our population is relatively transient with an estimated turnover of around 20 per cent every year.
- 2.2.5. Our population is very diverse with only 55 per cent of our population born in the UK. Twenty per cent come from other parts of Europe. Approximately 29 per cent of our residents belong to a black and minority ethnic group.
- 2.2.6. A disproportionate number of our residents have professional and managerial occupations. Incomes are therefore higher than average. However, it is also a borough of extremes, with some of the wealthiest neighbourhoods in the country as well as some of the most deprived.
- 2.2.7. The Index of Multiple Deprivation (IMD 2015) combines a number of indicators chosen to cover a range of economic, social and physical issues into a single deprivation score for each small area in England called lower layer super output areas (LSOAs). Kensington and Chelsea has 103 LSOAs. Overall, Kensington and Chelsea is ranked 104th out of 326 local authorities in England and 19th out of the 33 London boroughs (where 1 is the most deprived).
- 2.2.8. Kensington and Chelsea has 24 LSOAs in the 20 per cent most deprived LSOAs across England. Of these, 11 are in the ten per cent most deprived. These pockets of deprivation are focused in the north of the borough and to a lesser extent in the south-west, as shown in Map 3 below.

Map 3 - Index of Multiple Deprivation 2015



Our economy

- 2.2.9. A large proportion of jobs in the borough are in the service industry and are relatively low paid - this is in contrast to the occupations of our residents. The largest employment sectors are retail, real estate, business activities, hotels and restaurants. People commuting into the borough raise the daytime population on an average weekday to some 253,000 (The estimated number of people in a borough in the daytime during an average day, including tourists).
- 2.2.10. With the exception of the Council and some of our hospitals there are relatively few large employers in the borough. Instead, we have a wealth of small businesses (over 12,300). Over three quarters of businesses in the borough have fewer than five employees.

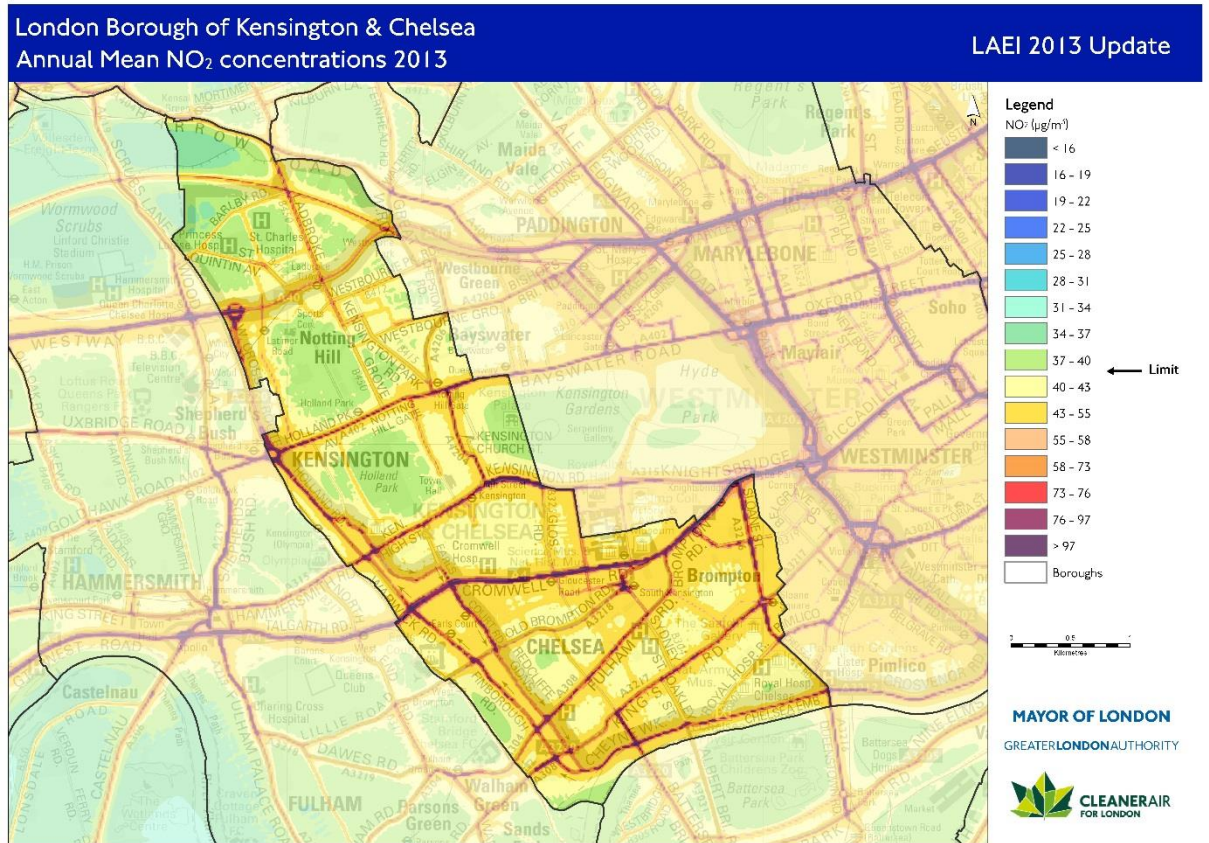
Our housing

- 2.2.11. Land prices in the Royal Borough are very high, resulting in the highest house prices in England. Owner occupation across the borough is generally low and the private rented sector is unusually large, with a very high demand for private sector housing.
- 2.2.12. There are over 78,000 households in the borough, of which around 80 per cent are in flats. Eighty per cent of households contain either one or two people.

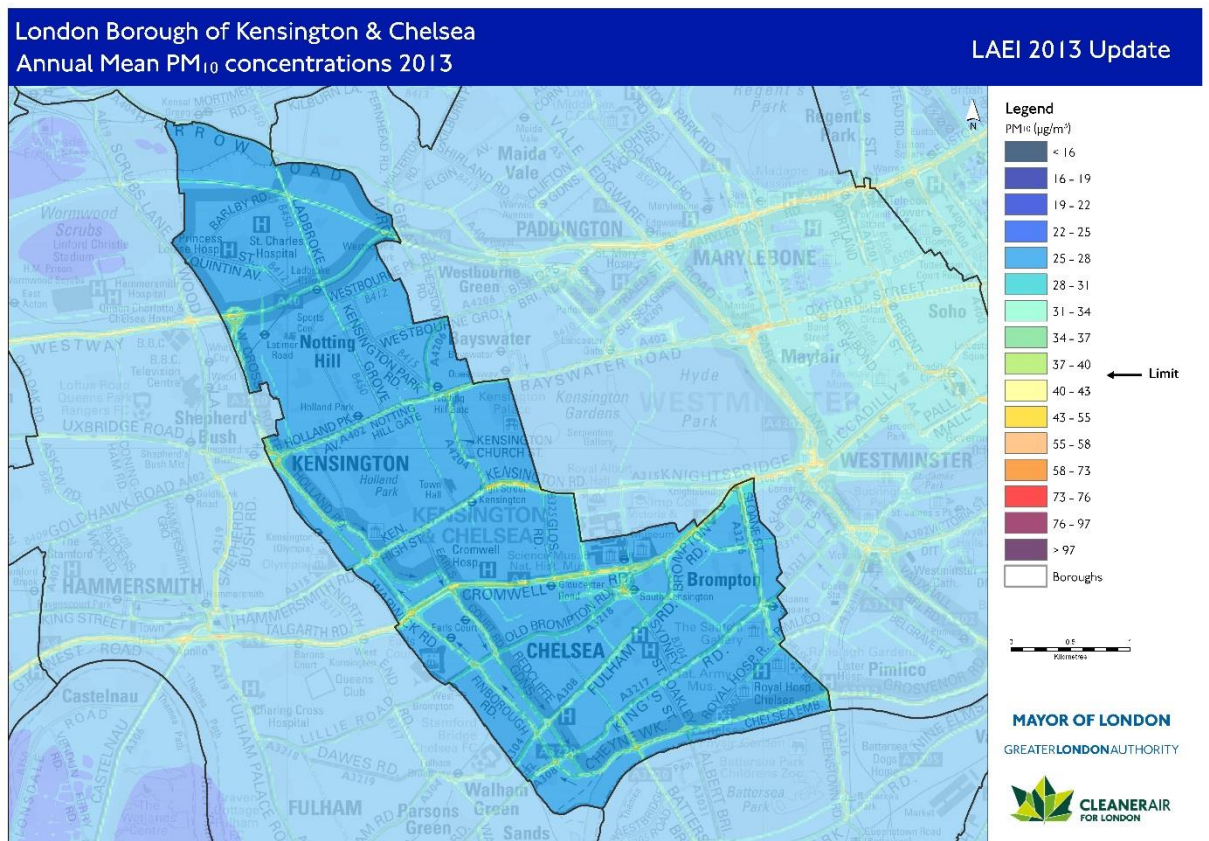
Our environment

- 2.2.13. We have many parks and open spaces, eight of which are categorised as major parks, including Holland Park and Kensington Gardens.
- 2.2.14. Our built environment is one of the finest in the country - we are home to over 4,000 listed buildings and more than 70 per cent of the borough is covered by 35 conservation areas.
- 2.2.15. The whole borough was designated as an Air Quality Management Area since 2000. The main transport-related pollutants are nitrogen dioxide (NO₂), particulates (PM₁₀) and fine particulates (PM_{2.5}). Maps 4, 5 and 6 below show modelled annual mean NO₂, PM₁₀ and PM_{2.5} concentrations for 2013 respectively. It can be seen that concentrations are highest along the main artery roads in the borough.

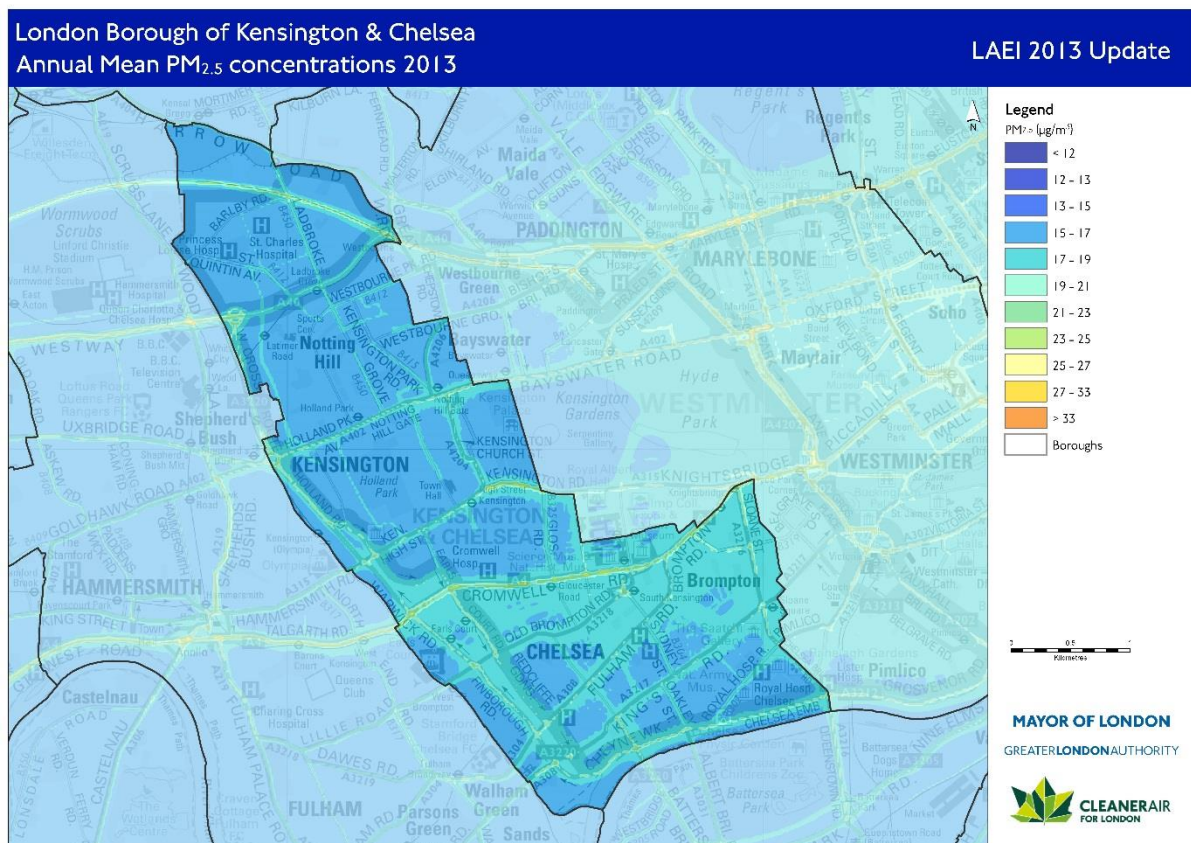
Map 4 - Modelled Annual Mean NO₂ Concentrations for 2013



Map 5 - Modelled Annual Mean PM₁₀ Concentrations for 2013



Map 6 - Modelled Annual Mean PM_{2.5} Concentrations for 2013



Our transport geography

2.2.16. There are 204 km (128 miles) of roads in the borough:

- 32 km (20 miles) (16 per cent) are A roads
- 10 km (6.3 miles) (5 percent) are B roads
- 161 km (100 miles) (79 per cent) are C roads or unclassified.

2.2.17. Eight per cent (15.7 km (10 miles)) of the roads in the borough are designated as part of the Transport for London Road Network (TLRN). TfL is the Highway Authority for these routes. These routes are:

- Westway (A40) - which follows on from the M40 into Central London
- Cromwell Road (A4) - which follows on from the M4 into Central London
- Earl's Court one-way system (A3220) - linking Shepherd's Bush, Kensington High Street and the Embankment
- Chelsea Embankment (A3212) - running parallel with the Thames

We are the Highway Authority for all other adopted roads in the borough.

2.2.18. Access from the south is restricted to the Albert, Battersea and Chelsea bridges across the River Thames. North-south through routes are restricted because of the presence of the Westway, the Hammersmith and City Underground line, the Grand Union Canal, Holland Park and Kensington Gardens. East-west routes are less restricted but the West London Railway

line is a significant barrier to access into and out of the borough to the west. The restrictions mean that those routes that are available are heavily trafficked. These routes are also often major retail areas with heavy pedestrian flows, resulting in competition for road space.

2.2.19. The Underground network, as shown in Map 7 below, also reflects this east-west geography with the Central, Circle, District and Piccadilly lines together servicing central Kensington and northern Chelsea. The Hammersmith and City line serves North Kensington.

2.2.20. Map 7 also shows the extensive bus network across the borough. From Kensington High Street there are a number of buses taking north or south routes. However only three services extend both north and south of Kensington High Street. We expect some of these routes to change as a result of TfL's ongoing review of bus services. Route 10 has already been merged with Route 23 and Route 390 now no longer enters the borough.

Map 7 - Public Transport in the Royal Borough



Public Transport - in and around Kensington and Chelsea

- Sites of Interest:
- | | | |
|--|---------------------------|---|
| 1 Kensington Palace | 8 National History Museum | 15 Kensington Olympia Exhibition Centre |
| 2 Saatchi Gallery | 9 Science Museum | 16 Museum of Brands |
| 3 National Army Museum | 10 Kensington Town Hall | 17 The Design Museum |
| 4 Holland Park (including Holland House) | 11 Chelsea Old Town Hall | 18 Kensal Cemetery |
| 5 Leighton House | 12 Portobello Road market | 19 Brompton Cemetery |
| 6 Chelsea Physic Garden | 13 Golborne Road market | 20 Japan House |
| 7 Victoria & Albert Museum | 14 Linley Sambourne House | |

- 2.2.21. There are no mainline rail termini in the borough but Paddington and Victoria lie a mile or so away in the City of Westminster. The West London Railway line runs along our western boundary with stations at Olympia and West Brompton. Stations at Shepherd's Bush and Imperial Wharf, both just over the border in Hammersmith and Fulham, have helped improve our residents' access to this service.
- 2.2.22. We also have some limited river services along the Thames accessed via Cadogan Pier and Chelsea Harbour Pier (in Hammersmith and Fulham). We have 93 Santander Cycle Hire docking stations including those in Kensington Gardens, housing approximately 2,180 individual docking points.

2.3. Policy Context

- 2.3.1. The main Council policies that helped shape our LIP are the Consolidated Local Plan 2015, our Air Quality and Climate Change Action Plan 2016 - 2021 and the Kensington and Chelsea Joint Health and Wellbeing Strategy 2016 - 2021.
- 2.3.2. Our Consolidated Local Plan 2015 (which is currently under partial review - we expect the reviewed Plan to be adopted in 2019) has seven strategic objectives as below:
- 2.3.3. **Keeping life local** - for strong, effective neighbourhood centres, for social and community facilities to be widely available and for neighbourhood functions, including local shopping facilities, to be inclusive for all, so that residential communities can flourish.
- 2.3.4. **Fostering vitality** - that the quality of life of our predominantly residential borough is enhanced by a wide variety of cultural, creative and commercial uses which can significantly contribute to the well-being of residents and to the capital's role as a world city.
- 2.3.5. **Better travel choices** - that walking, cycling and public transport are safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.
- 2.3.6. **An engaging public realm** - to endow a strong local sense of place by maintaining and extending our excellent public realm to all parts of the borough.
- 2.3.7. **Renewing the legacy** - to not simply ensure no diminution in the excellence we have inherited, but to pass to the next generation a borough that is better than today, of the highest quality and inclusive for all, by taking great care to maintain, conserve and enhance the glorious built heritage we have inherited and to ensure that where new development takes place it enhances the borough.
- 2.3.8. **Diversity of housing** - that at a local level it will cater for a variety of housing needs of borough residents, and is built for adaptability and to a high quality.

2.3.9. **Respecting environmental limits** - to contribute to the mitigation of, and adaption to, climate change, significantly reduce carbon dioxide emissions, maintain low and further reduce car use, carefully manage flood risk and waste, protect and attract biodiversity, improve air quality, and reduce and control noise within the borough.

2.3.10. These objectives demonstrate the need for transport policies and programmes that make it easier to walk or cycle, improve public transport opportunities and deliver very high quality public spaces.

2.3.11. Our Air Quality and Climate Change Action Plan's main three aims are to:

2.3.12. Reduce emissions

- **Reduce pollution** - physical measures and requirements to lower Nitrogen Dioxide (NO₂) and Particulate Matter (PM) emissions.
- **Reduce greenhouse gases** - physical measures to reduce greenhouse gases - mainly carbon dioxide (CO₂) - which contribute to climate change.

2.3.13. Reduce exposure and increase resilience

- **Provide information** on or otherwise make residents, visitors and workers in the borough aware of ways in which they can avoid exposing themselves to poor air quality and extreme weather events.
- **Manage climate change risks** from extreme weather events through sustainable adaptation measures, in particular for more vulnerable people.
- **Mitigate public exposure to poor air quality** by installing green infrastructure and other physical measures.

2.3.14. Influence change

- **Raise public awareness** of the sources and effects of poor air quality and climate change in order to empower individuals and businesses to take their own action to reduce emissions.
- **Urge** the Mayor of London, central government and external bodies to introduce radical measures to reinforce local authority actions on emissions.
- **Act as a champion and lead by example** in tackling poor air quality and climate change.

2.3.15. The four priorities of the Kensington and Chelsea Joint Health and Wellbeing Strategy 2016-2021 are:

- Enabling good mental health for all
- Supporting children, young people and families to have the best possible start in life
- Addressing the rising tide of long-term health conditions
- Delivering a sustainable health and social care system

2.3.16. We are members of the Central London Sub-Regional Transport Partnership (CLSRTP). This Partnership brings together transport officers from the eight central London boroughs and promotes new and experimental transport-related pilot initiatives and research projects to tackle Central London's transport challenges such as air quality and freight.

2.4. Changing the transport mix

Challenges and opportunities

2.4.1. The overarching aim of the MTS is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today. TfL's statistics show that 74 per cent of trips in the borough are currently made by these modes. The MTS aim is to increase this to 77 per cent by 2021 and to 85 per cent by 2041.

2.4.2. Our 'Commonplace' transport survey, which ran between July and September 2018, attracted 699 comments from 573 individuals. It was open to the public and we publicised it through a number of media channels, so it was picked up by several organisations as well as our residents and residents' associations.

2.4.3. 407 people responded to the question 'What is your biggest concern about getting around on Kensington and Chelsea's streets? Amongst all respondents the top five concerns in descending order were:

- Cycling doesn't feel safe
- Pollution
- Speed of traffic
- Too much rat-running
- Congestion for cars

2.4.4. Amongst those who stated that they lived in the borough the top five concerns were:

- Pollution
- Speed of traffic
- Congestion for cars
- Too much rat-running
- Cycling doesn't feel safe

2.4.5. Private motor vehicles continue to be a convenient and necessary mode for many of our residents, particularly those with mobility issues and older people. However, in order to improve air quality, reduce road traffic casualties, accommodate any growth in population and promote the health benefits of active travel, we need to continue turning the dial towards walking, cycling and public transport and away from trips by private cars.

2.4.6. Increasing public awareness of the negative health impacts of poor air quality, the obesity crisis and child obesity in particular, is an opportunity for change. We recognise that a significant move away from car use is necessary to

satisfactorily accommodate London's growth and to improve peoples' health and well-being.

- 2.4.7. The application of the policies and standards of the Draft London Plan, our Local Plan and Transport Supplementary Planning Document to new developments will ensure new developments contribute positively to changing the mode share.
- 2.4.8. Modern technological advances constantly shape the way we shop, work and our demand for travel through activities such as flexible working and internet shopping. Consumers who are now aware of the impact of private car use on traffic congestion, air quality and climate change, are not always making the link between their online shopping habits and the growth in the number of light vans on our streets. We are very interested in hearing TfL's findings on the impact of technology on the future of travel in London and how it can help change the modal mix.
- 2.4.9. The recent rise in the number of private hire vehicles and the increasing popularity of app-based private hire services, has also increased the number of vehicle trips on our streets.
- 2.4.10. There are significant barriers to increasing walking and cycling in some parts of the borough. In particular, sections of the TLRN present a hostile environment to pedestrians and cyclists, despite containing important and well-used routes. We identified the following sections of the TLRN as significant barriers and will support TfL in improving them:
- A3220 West Cross Route - along with the West London Line presents a physical barrier between Notting Dale in the west of the borough and the public transport facilities of the White City Opportunity Area in Hammersmith and Fulham.
 - A4 West Cromwell and Cromwell Roads - would benefit from additional improved pedestrian and cyclist crossing facilities
 - A4 Brompton Road - presents a barrier to pedestrians through heavy traffic and the level change between the carriageway and the northern footway
 - A3220 Earl's Court One-Way System - has seriously negative impacts on the ease and attractiveness of pedestrian and cyclist movement, and access to public transport services
 - A40 Westway - a visual barrier and pedestrians using the walking route underneath
- 2.4.11. There are other barriers to walking on the TLRN and borough roads. We have a number of traffic signal controlled junctions where the facilities for pedestrians are not as good as we would like them to be. However, improving them requires making some tough choices in balancing pedestrian amenity against increased traffic queuing, congestion and reduced bus journey times. Junctions where we receive regular requests for improved pedestrian facilities include:

- King's Road / Beaufort Street
- Fulham Road / Beaufort Street
- Lower Sloane Street / Chelsea Bridge Road / Pimlico Road / Royal Hospital Road
- Fulham Road / Sydney Street / Sydney Place
- Drayton Gardens / Old Brompton Road / Bina Gardens
- Harrow Road / Ladbrooke Grove (on the borough boundary with Westminster and Brent and managed by Westminster)
- Cheyne Walk / Beaufort Street / Battersea Bridge Road (TLRN)

2.4.12. There are a growing number of telephone kiosks on our high streets with integral advertising panels. These are replacing traditional boxes or are being provided on previously clear areas of footway. Frustratingly, telecommunication companies can install telephone kiosks on the highway without the need for a highways licence or planning permission (subject to certain exclusions and conditions such as prior approval). The "prior approval" process gives the Council the opportunity to consider the siting and appearance of telephone kiosks but not the principle of having them. Our experience is that we do not have powers to prevent telephone kiosks materialising on street. Cumulatively, these detract from the attractiveness of the pedestrian environment and pose another barrier to increasing walking.

2.4.13. Just as providing pedestrian crossing facilities involves a loss of capacity for motor traffic, so does the creation of protected spaces for cycling. Both walking and cycling are more space-efficient than travelling by car, and where protected cycle lanes are provided, they can carry very large numbers of people in a relatively small amount of space, with zero emissions. But in planning how to change the transport mix we need to consider that if motor traffic volumes do not reduce, then a large reduction in capacity will inevitably result in additional congestion, with consequences for bus passengers as well as car users.

2.4.14. We recognise that there is currently no protected cycle route running east-west across the borough to meet the strategic demand identified by TfL. All of the main east-west routes across the borough are already congested. A further challenge arises from the fact that while there is a clear desire by most Londoners to improve the city's air quality, and walking and cycling remain the only truly zero-emission forms of transport, cycling schemes remain very controversial, and are not universally seen as part of the solution to our air quality and climate change problems. This can even be the case with cycling schemes that involve little or no reduction in traffic capacity.

2.4.15. The borough is well served by bus and tube but less so by rail. Buses are the cheapest option for our residents and TfL's proposals to remove two bus services in the borough are a major concern.

2.4.16. The renaissance of the West London Line (WLL) in the past decade is an opportunity to increase the public transport modal share. We share Hammersmith and Fulham's desire to see more frequent trains on the WLL to improve the public transport offer in the borough.

- 2.4.17. The WLL does not currently serve North Kensington but a new station between Shepherd's Bush and Willesden Junction would improve public transport accessibility significantly, including to Crossrail and High Speed 2 services at Old Oak Common. We are in discussions with local residents' associations and rail user groups on their aspiration for such a station, located just north of the Westway, to be known as Westway Circus.
- 2.4.18. Public transport accessibility is generally good in much of the borough but there are areas in the north west, along parts of the western boundary and in the south west that are less accessible, particularly in terms of accessibility to the Underground network. North-south public transport links across the borough are weaker and improvements to these would encourage more use of public transport.
- 2.4.19. We remain committed to securing a Crossrail station near Ladbrooke Grove that would transform transport links to North Kensington and deliver huge regeneration benefits. We continue to work with Network Rail and local landowners to understand how we can seize this once-in-a-generation opportunity.
- 2.4.20. We await TfL's next round of consultation on Crossrail 2.
- 2.4.21. **Borough objectives** - All six of our objectives listed in Section 2.1.5 above support the MTS aim of increasing the sustainable travel mode share.

2.5. Mayor's Transport Strategy outcomes

2.5.1. The nine outcomes of the MTS are:

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

- 9: Transport investment will unlock the delivery of new homes and jobs

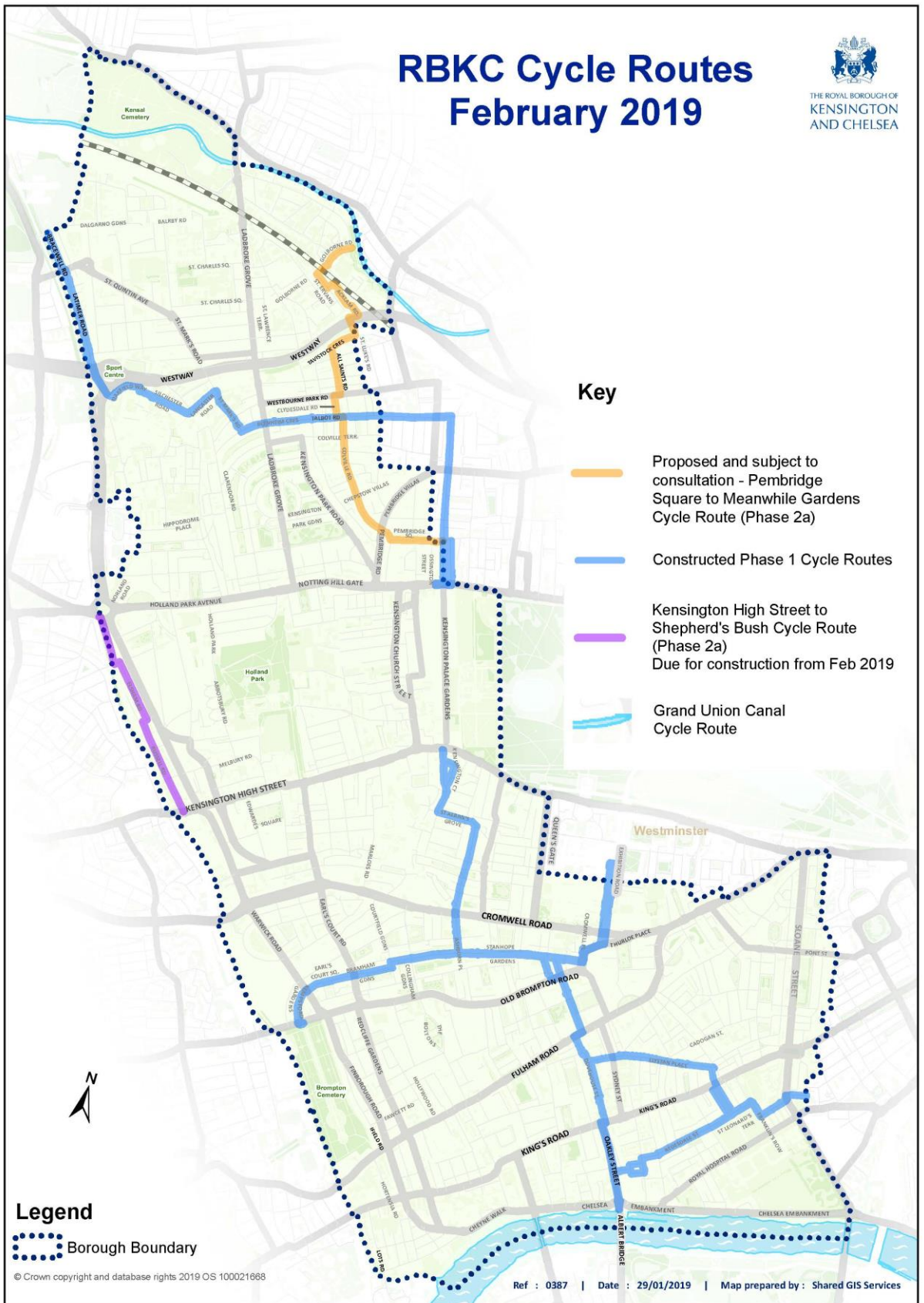
2.6. Outcome 1: London's streets will be healthy and more Londoners will travel actively

Challenges and opportunities

- 2.6.1. Our road network suffers from heavy congestion at times, especially on parts of the TLRN and on Borough principal roads. It is therefore understandable that two of our residents' main transport-related concerns are rat-running through residential streets, as drivers try to avoid congestion hot spots, nowadays guided by 'real time' sat navs and web apps, and poor air quality (Commonplace Survey 2018).
- 2.6.2. We will use INRIX Roadway Analytics data to map and monitor changes in congestion and journey times on our road network. INRX allows us to analyse online traffic data to more effectively monitor and measure the performance of road networks.
- 2.6.3. We welcome TfL's 'Healthy Street' approach and will use it to shape our improvement schemes, though it will be challenging to meet all its criteria on some of our constrained residential streets.
- 2.6.4. We will encourage walking by installing new formal and informal pedestrian crossing facilities and dropped kerbs to increase permeability for pedestrians, especially those with buggies, luggage and people in wheelchairs or mobility scooters. We will run an information campaign (via our resident parking permit renewal letters) to urge drivers not to block pedestrian dropped kerbs and will consider introducing double yellow lines in front of dropped kerbs at known problem locations. We will also consider installing benches where there is known demand.
- 2.6.5. We keep our footways well maintained and free of clutter and manage the placing of tables and chairs on the footway under control. We also carry out targeted improvements such as pedestrian crossing and wayfinding improvements, including 'Legible London' signs and installing pedestrian 'Countdown' facilities at traffic signals. We will continue to promote walking through education, training and publicity as an important tool in increasing walking and which, especially for children, can lead to long term sustainable transport mode choice.
- 2.6.6. We have several traffic signal controlled junctions on both the TLRN and borough roads where the pedestrian facilities are not as good as we would like them to be. This is because introducing additional 'green man' time can potentially increase congestion, bus journey times and reduce junction capacity leading to rat-running. In partnership with TfL, who install, maintain and operate all traffic signals in London, we will look to give greater weight to pedestrian convenience at busy junctions where there is a clear demand to cross, but where pedestrian road traffic casualties do not provide the traditional justification for reducing junction capacity.

- 2.6.7. We are working to secure new pedestrian links from North Kensington to the bus routes on Wood Lane in neighbouring Hammersmith and Fulham as detailed in Section 2.11.
- 2.6.8. There is currently only one road in the borough with a 20 mph speed limit - Exhibition Road. However, earlier this year, the Council voted unanimously to run a pilot scheme to introduce a 20mph limit on selected roads and areas across the Borough. Our recent Commonplace online consultation generated over 30 requests for 20mph limits either borough-wide or in specific streets. We plan to consult widely on introducing these pilot 20 mph limits later this year. Should they receive local support and go ahead, a 20 mph limit should make walking and cycling more attractive choices in the pilot areas.
- 2.6.9. Dock-less cycle hire is a new way to share bicycles without the docking station infrastructure required by Santander Cycle Hire. Customers can pick up and drop off bicycles anywhere at the start and end of their journeys. There is therefore a concern that carelessly discarded bikes could obstruct the footway. They have some potential to expand cycle hire across the borough. As a result of dock-less schemes operating in other boroughs, we are already seeing bikes parked on our streets without significant problems. At present, there are no active operators in the Royal Borough, although they do not need our permission to do so. We are therefore following with interest TfL and London Councils' efforts to introduce a bye-law which would make it illegal for operators to operate in any borough without a permit from that borough.
- 2.6.10. We will continue our exemplary cycle training initiatives, including our award-winning Social Cycling programme, reaching groups typically less likely to cycle such as women, BAME and older people. So far in 2018/19 we have delivered over 1000 adult cycle training sessions. Of those, over 170 were at Level 3 – cycling on major routes and through complex junctions – the third highest of all London Boroughs.
- 2.6.11. We will build upon our network of safe and convenient 'Quietway' cycling routes across the borough using TfL's Strategic Cycling Analysis Report to identify new routes and links.
- 2.6.12. We will study carefully TfL's developing designs and modelling of the impacts on the local road network of its proposals to improve conditions for walking and cycling along the east-west Holland Park Avenue, Notting Hill Gate, Bayswater Road corridor. We will continue to open up one-way streets to two-way cycling, build upon our existing Quietway cycle route network and look for opportunities to incorporate 'early release' stages for cyclists and advanced cycle stop lines at signal-controlled junctions.
- 2.6.13. Map 8 below shows our existing network of Quietways and the planned Kensington High Street to Holland Park Roundabout route which we aim to begin implementing in February 2019.

Map 8 – Existing and Proposed Cycling Quietways – February 2019



2.6.14. We will work with TfL to develop proposals for consultation for the following cycle routes as identified in its 2018 Cycling Action Plan:

- Holland Park to Notting Hill
- Kensington High Street to Notting Hill
- Chelsea to Knightsbridge
- Paddington to Notting Hill

2.6.15. To help encourage cycling, we also focus on installing cycle parking, increasing the permeability of the local road network, working with TfL to expand the Santander cycle hire scheme to the north of the Borough and providing a smooth, debris-free riding surface through our maintenance and street cleansing programmes.

2.6.16. Whilst car ownership in the borough is already relatively low, car clubs can be an environmentally and financially attractive alternative to private car ownership. We will maintain our network of car club bays across the borough and encourage operators to use the cleanest vehicles available. We will also look into working with a 'floating' car club provider. Floating car clubs allow users to reserve a car and drive it to their destination within a defined geographical area, not necessarily within the borough.

2.6.17. Borough Objectives to support Outcome 1

- 1 Encourage more trips by walking, cycling and public transport and fewer by private car (including in new developments to support sustainable growth)
- 2 Make our streets safer, secure and with fewer road collision casualties and work towards zero killed or seriously injured casualties by 2041
- 3 Make our streets cleaner and greener with less transport-related pollution
- 6 Improve the appearance of our streets and ensure that they are well maintained

2.7. Outcome 2: London's streets will be safe and secure

Challenges and opportunities

Safety

2.7.1. Local authorities have a statutory duty to analyse road casualty data to identify patterns of collisions or emerging trends that we can target through education, training, enforcement and engineering measures.

2.7.2. A fundamental recent challenge in this area is the reduction in the quality and detail of the collision and casualty data that boroughs now receive from the police via TfL. This began in November 2016 when the police changed the way in which they record traffic collisions using the new Case Overview and Preparation Application (COPA). This means boroughs receive less detail than we did previously on how collisions occurred, making it more difficult for

boroughs to develop informed casualty reduction programmes. The new method also classifies more casualties as severe rather than slight. Whilst TfL share boroughs' frustrations, we will continue to lobby TfL to work with the police to improve the quality of the collision and casualty data that boroughs receive.

- 2.7.3. TfL's explanation of the impact of COPA on casualty statistics and casualty targets is as follows: "*The Metropolitan Police Service (MPS) introduced COPA in November 2016 and the City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to TfL, and the London Boroughs in the ACCSTATS database for collision investigation*

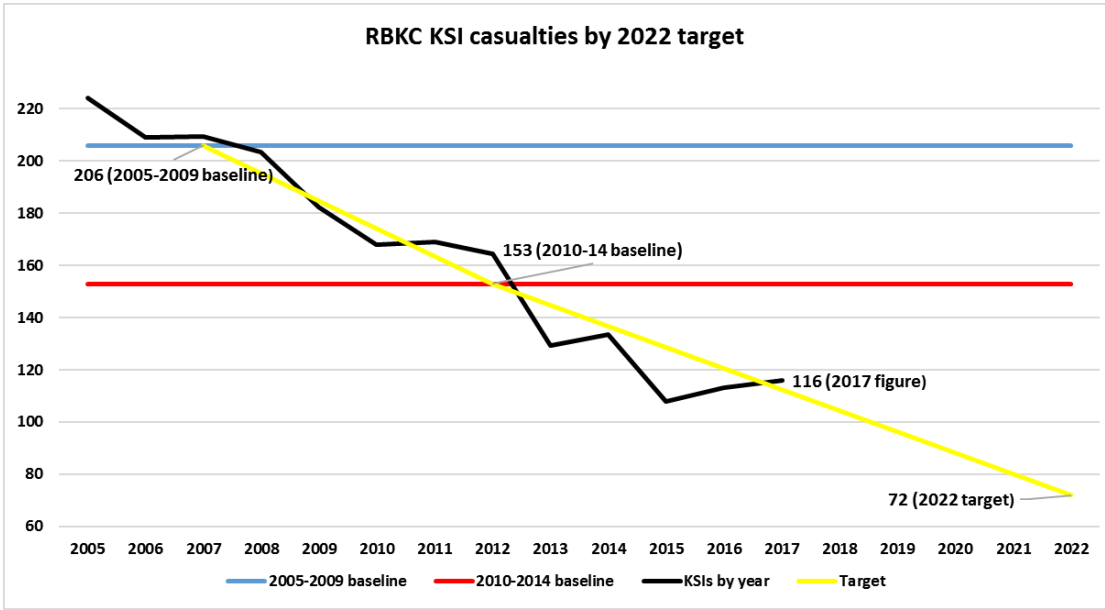
Under the new systems officers use an 'injury-based assessment' in line with Department for Transport STATS 20 guidance and online self reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the MTS, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of our LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures."

- 2.7.4. Using the approach in 2.7.1 and taking into account the back-casted casualty data explained in 2.7.3, we have seen KSI casualties in the borough fall by 48 per cent from 224 in 2005 to 116 in 2017 as summarised in Table 1 below.
- 2.7.5. Chart 1 tracks our made since 2005 and shows what is required to meet the Vision Zero targets. It demonstrates our sustained and substantial reduction in KSI casualties in the Royal Borough since 2005, but also indicates the scale of reductions necessary in future. Whilst KSI casualties have fallen substantially in recent years, we have much further to go if we are to meet the ambitious targets set by Vision Zero.
- 2.7.6. Whilst we have also seen very good progress in reducing total casualties, we still have work to. Back-casted data for total casualties is only currently available for 2016. Using this data, we saw total casualties in the borough fall from 841 in 2016 to 799 in 2017 (five per cent). This fall resulted largely from a sizeable reduction (approximately 71, or 11 per cent) in the number of casualties involving vulnerable road users (pedestrians, cyclists and motorcyclists). However, car occupant casualties rose markedly from 2016 (39 per cent).

2.7.7. We will continue to analyse collision data to identify locations to investigate for treatable patterns of collisions. However, it is not always possible to identify such patterns, making it harder to reduce collisions through engineering measures alone. Our training, education, marketing and publicity campaigns will therefore continue to form a vital part of our efforts to further drive down casualties in the Royal Borough. These will include providing pedestrian training skills in our schools, providing cycle training for children and adults, and for motorcyclists, Safer Urban Driving courses for commercial drivers and targeted road safety campaigns. One such campaign will raise awareness of the dangers of mobile phone use by drivers which the police have highlighted as a significant local issue.

Chart 1: Killed and Seriously Injured casualties in the Royal Borough 2005-2017 by 2005-2009 baseline, 2010-2014 baseline & 2022 target



2.7.8. The Mayor’s Vision Zero Road Safety Action Plan 2018 heralds a shift in emphasis from tackling historic casualty trends to a more proactive road danger risk-based approach. Whilst this may address the issue of the traditional casualty trend-based approach being interpreted as ‘waiting for an accident to happen’, boroughs need more guidance on how this would work both objectively and transparently in practice.

2.7.9. Around 30 per cent of casualties in the borough occur on the TLRN and we receive many requests for pedestrian facilities at some major TfL junctions and measures to reduce traffic speeds on some stretches of the TLRN. We will continue to work closely with TfL to identify and support safety improvements on its roads.

2.7.10. We welcome the Mayor’s Vision Zero Road Safety Action Plan and its challenging targets and actions to drive down road casualties. Its key themes are safe speeds, safe streets, safe vehicles and safe behaviours.

- 2.7.11. In particular, we welcome its plans to enhance on-street speed enforcement in partnership with the police. Traffic speed, particularly on main roads where the majority of collisions occur, is one of our residents' main concerns but is one that we have limited tools to address. Residents often request speed camera to enforce speeding but at present this is not within our gift as speed cameras are deployed by TfL and the criteria for providing them in terms of numbers of killed and serious collisions occurring at a particular site are relatively high. We therefore look forward to the Vision's action to optimise the use of speed cameras including increased use of mobile speed enforcement technology by the police in areas of high risk and community concern. We install temporary speed indicator signs on borough roads where we receive complaints regarding speeding. We also work closely with TfL to install our speed indicator signs on the TLRN in response to speeding complaints.
- 2.7.12. The Vision's key ambition for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041 is laudable, though extremely challenging. To achieve it, we will need to see serious technological advances in areas such as autonomous (driverless) / connected vehicles, intelligent speed adaptation and average speed camera enforcement. However, this must not prevent us from working to reduce collisions resulting from human error in the meantime.
- 2.7.13. We will shortly be consulting on introducing some 20 mph speed limits in selected streets and areas in the borough. We welcome the Vision Zero proposals to introduce more 20 mph speed limits on the TLRN in the coming years but note that TfL's current plans only include short sections of the A3220 Earl's Court One-way System where our residents regularly complain of speeding.

Security

- 2.7.14. Fear of crime can affect the way people choose to travel. Our Crime and Disorder Reduction Strategy's aims are summarised below:
- Residents are and feel more secure in their homes and daily lives
 - More offenders are caught, convicted and stop offending and victims are better supported
 - A reduction in the use of illegal drugs and the misuse of alcohol
 - Young people are less likely to be involved in crime and disorder either as victims or perpetrators
- 2.7.15. We will make every effort to design out crime in all our infrastructure proposals including improving street lighting. We will continue to work with the appropriate authorities to design and install hostile vehicle mitigation measures where they are necessary.
- 2.7.16. We will continue to reactively and proactively provide on-street and in-carriageway cycle parking and motorcycle anchors in motorcycle parking bays. We will review the impact of our recent on-street and off-street secure cycle parking (bike hangars) trials with a view to rolling them out further.

2.7.17. Borough Objectives to support Outcome 2

2 Make our streets safer, secure and with fewer road collision casualties and work towards zero killed or seriously injured casualties by 2041

2.8. Outcome 3: London's streets will be used more efficiently and have less traffic on them

Challenges and opportunities

- 2.8.1. While many of our proposed delivery actions aim to reduce demand for the use of our road network, it is also important to ensure that the network is operating efficiently. Roadworks, illegally parked vehicles and even traffic lights can all introduce delays for all road users including pedestrians.
- 2.8.2. In line with the Traffic Management Act 2004 we will continue to carry out our Network Management Duty to minimise the impact of road-works on our roads and the TLRN.
- 2.8.3. Lane rental schemes provide utility companies that dig up roads with a financial incentive to make sure their work is carried out in a less disruptive way. We expect to apply to the Department for Transport (DfT), in line with its newly published guidance, to formally introduce a lane rental scheme on the most traffic sensitive streets in the borough. This will also apply to works carried out by the Council.
- 2.8.4. We currently have no plans for a local work-place parking levy. Neither do we think that a local congestion charging scheme, separate from the existing central Congestion Charging Scheme, is a viable idea, but look forward to seeing the Mayor's upcoming plans for the future of congestion charging.
- 2.8.5. The Council has long recognised that car clubs offer a more efficient model of car use than traditional private car ownership. They reduce on-street parking demand and encourage the use of active travel modes. As a result, the Council has been an enthusiastic supporter of car clubs. The car club market is changing and floating car club services are now available in most Inner London boroughs. Floating car clubs enable car club members to make one-way trips, rather than having to pick up and return the car in the same dedicated bay. They do not rely on designated car club bays as users can park in a residents' parking bay. Evidence so far from other boroughs indicates that the flexibility they provide is popular and is leading to growth in car club membership.
- 2.8.6. We were initially concerned that the very attractive service offering to users might result in an increase in short car trips that would otherwise be made on foot or bike. We have also been concerned about the potential for floating vehicles to cluster around popular destinations. The latest survey data from other boroughs indicates that floating car club vehicle remain dispersed and members' overall mileage driven falls. We therefore propose to bring one or more floating car clubs to the borough in 2019.

- 2.8.7. Even with our low and falling levels of car ownership, (42,320 vehicles registered in the borough in 2016 to 41,699 in 2018), pressure on parking, particularly for our residents, is intense. Any wholesale removal of car parking would therefore be unpopular and extremely challenging. We do, however, remove bays and single yellow lines to accommodate changes and alternative uses such as new formal and informal crossings, in-carriageway cycle parking and to prevent the obstruction of off-street parking. We expect that this trend will continue and probably accelerate somewhat. We know that it is becoming increasingly difficult to meet demand for cycle parking on pavements
- 2.8.8. We will consider opportunities to introduce new restrictions to remove through traffic from residential roads where the impact on those roads is disproportionate and where conditions would be improved by displacing some traffic to our principal road network and the TLRN. In practice, the aim of improving road network efficiency is in a state of tension with that of removing through traffic from the majority of residential roads. By restricting access to those residential roads, any large scale filtering could lead to a less efficient use of the network, since much of the main road network to which traffic would be displaced is already congested. It is also worth noting that the majority of collisions already take place on our main road network; adding traffic to this network carries some risk. We would exempt cyclists from any new restrictions such as banned turns or one-way streets to maintain permeability and to encourage active modes.
- 2.8.9. An important part of making more efficient use of our streets is to increase cycling. Sections 2.6.9 to 2.6.14 and Map 8 set out our plans for encouraging cycling. Many of the opportunities identified in Sections 2.4 and 2.6 above, which encourage modal shift to walking and cycling, plus modern technological advances like high speed 'fibre to premises broadband', that reduce the need to travel, will help to deliver Outcome 3.
- 2.8.10. The Council does not currently enforce any moving traffic offences on its roads. Over the next few months we will review the case for taking on such enforcement powers, in order to ensure that critical junctions are not blocked, and that existing traffic restrictions achieve high degrees of compliance.
- 2.8.11. We know that school travel contributes considerably to congestion in the morning peak around some of our schools and will continue to work closely with schools to deliver travel plans both on a voluntary basis, and through planning conditions.
- 2.8.12. Some roads in the borough currently have more scheduled tourist buses than TfL buses which is not an efficient use of road space. We will therefore resist the introduction of more tour bus routes / buses on our roads.
- 2.8.13. Borough Objectives to support Outcome 3
- 1 Encourage more trips by walking, cycling and public transport and fewer by private car (including in new developments to support sustainable growth)

- 4 Improve accessibility and journey time reliability on public transport
- 5 Manage on-street parking and loading to make our streets more efficient

2.9. Outcome 4: London's streets will be clean and green

Challenges and opportunities

- 2.9.1. Poor air quality is increasingly one of our residents' main transport-related concerns. To address poor air quality, we designated the whole of the borough as an Air Quality Management Area in 2000. Consequently, the Council is obliged to publish and implement a plan of action to address the unacceptable levels of two key pollutants: nitrogen dioxide and fine particles.
- 2.9.2. We are also very concerned about the impacts of climate change. The causes of climate change and air pollution are intimately connected, and therefore with our Combined Air Quality and Climate Change Action Plan 2016 to 2021 we are joining up our approach to the same emission sources and developing ways to take action to reduce emissions and their impacts. Both air pollution and climatic changes threaten our health and well-being.
- 2.9.3. Within the Royal Borough, 55 percent of nitrogen dioxide in our air, 54 per cent of particulate matter (PM10) and 11 per cent of carbon dioxide (a greenhouse gas that contributes to climate change) emissions, come from road transport. Whilst a move to electric vehicles will greatly reduce tailpipe emissions, it will not solve the issue of fine particles generated by braking and tyre wear.
- 2.9.4. We linked the price of a resident's parking permit to a vehicle's CO2 emissions in 2008 and introduced a surcharge for permits for older diesel vehicles. This surcharge now stands at £43 a year for permits for diesel vehicles that are not Euro 6 compliant. We also charge a supplementary annual fee for second or additional household permits - currently £73. We will investigate introducing differential charging for visitor parking to discourage the use of more polluting vehicles in the borough.
- 2.9.5. We currently have 15 Source London Electric vehicle charging points and 57 points in lighting columns across the borough. We will shortly be installing 28 additional Source London charging points at 14 locations across the borough. Each new site will have both a 7kw and a 22kw charging point. We will also look to expand our network of lamp post charging points using Go Ultra Low City Scheme (GULCS) and LIP funding. We will continue to work with TfL on identifying further potential sites for on-street and off-street rapid chargers. However, we are mindful of the speed at which battery and charging technology are advancing and are keen to ensure that our investment in infrastructure is, as far as possible, future-proof.
- 2.9.6. We will lead by example in adopting and implementing our Green Fleet Strategy (2018-2022) to move towards an Ultra Low Emission Vehicle Council fleet and minimise our grey fleet (vehicles that are not leased by the Council and our contractors but which are used for business travel). The Green Fleet Strategy and Action Plan was approved by the Council's Leadership Team in

September 2018. This strategy is an important step towards delivering our new Air Quality and Climate Change Action Plan and supporting the Council in achieving the 40% in-house carbon reduction target from its own operations by 2020 (compared to the 2007/2008 baseline year). Its aim is to encourage more people to walk and cycle around the borough, and to support them in doing so. The Green Fleet Strategy includes a policy statement on green procurement (introducing zero tailpipe emissions/ultra-low emissions vehicles) and a travel hierarchy with active travel at the core of it. It also outlines why it is important to demonstrate best practice and operate more efficiently without compromising business needs, and encourages contractors to adopt similar practices. The aims for the period 2018-2022 are:

- Reduce emissions (both Green House Gas emissions and air pollutants) from vehicles used in all Council's operations
- Encourage active travel amongst fleet users and Council drivers to improve their health and wellbeing
- Deliver cultural/behaviour change and lead by example while maintaining service excellence and providing best value for money

2.9.7. The purpose of the Green Fleet Strategy is to provide practical advice and guidance to fleet managers on implementing sustainable fleet management practices and encouraging active travel amongst drivers. To summarise, it proposes the following:

- Procuring cleaner fuel technologies
- Reducing mileage driven and the size of the fleet
- Ensuring vehicles are used efficiently through eco driving training
- Encouraging active travel
- Installing appropriate infrastructure / electric charging points at Council's offices

2.9.8. In 2017/18 we planted 16 new trees and 120 replacement trees on our public highway. We will take every opportunity to plant new street trees and greening in all our infrastructure and public realm projects and to introduce Sustainable Urban Drainage Systems (SUDS) to help mitigate the risk of flooding.

2.9.9. We will look to install on-street 'parklets' as part of our Cultural Place-making Project on Kensington High Street. Parklets are temporary installations where people can stop, sit and relax. They can be on the footway or in the carriageway and may incorporate, for example, seating, planters, cycle parking or public art. We will also consider trialling further parklets where there is community support for them and where they are appropriate to the location and local context.

2.9.10. The Kensington High Street Cultural Place-making Project is part of a cross-departmental initiative to revitalise the High Street and includes plans for parklets, public art and support for the Kensington High Street Business Forum.

- 2.9.11. We have supported the expansion of the Ultra Low Emission Zone (ULEZ) since the proposal to introduce the first ULEZ within the Congestion Charge Zone. We responded in favour of the Mayor of London's proposals to expand the ULEZ up to the North and South Circulars in October 2021 (February 2018 consultation), though we would have preferred to see the zone expanded sooner.
- 2.9.12. Three of our schools (Holy Trinity C of E Primary, St Mary Abbots C of E Primary and Oxford Primary) have been selected as priority schools which received an air quality audit via the Mayor of London's Air Quality Fund project. We will be looking to deliver the resulting action plans to reduce pupils' exposure to poor air quality at these schools in partnership with the GLA.
- 2.9.13. We will also investigate trialling part time 'school streets' at appropriate locations to improve air quality around schools by limiting traffic during school term-time arrival and dispersal hours and to further encourage active and safe journeys to school.
- 2.9.14. Street cleansing is very important in making an area attractive and encouraging walking and cycling. We aim to deliver exceptionally high standards of street cleansing. This includes sweeping streets and clearing gullies regularly to give cyclists a smooth and debris-free riding surface and helps pedestrians avoid having to negotiate puddles. In winter, we give priority for gritting to footways outside key locations such as around bus stops and outside tube stations.
- 2.9.15. The main transport-related noise nuisance in the borough comes from buses and lorries, particularly older models and London taxis and motorcycles, especially at night. Disturbance from aircraft noise from Heathrow airport, particularly at night and in the early morning, seriously affects residents in the south of the borough. We are therefore concerned that there should be no development at Heathrow e.g. a third runway or increased flight frequencies that lead to an increase in noise or air pollution.
- 2.9.16. We welcome Proposal 48f of the MTS which states that TfL will work with the DfT to investigate ways of reducing noise from the loudest vehicles such as some types of motorcycle and supercars - which is a problem in the borough, particularly around the Knightsbridge area.
- 2.9.17. Borough Objectives to support Outcome 4
- 3 Make our streets cleaner and greener with less transport-related pollution
 - 6 Improve the appearance of our streets and ensure that they are well maintained

2.10. Outcome 5: The public transport network will meet the needs of a growing London

Challenges and opportunities

- 2.10.1. We recognise the importance of safeguarding lands needed to provide transport functions and additional capacity on transport networks. We support the provision of new rail stations on new and existing railway lines. Such investments would be consistent with the Mayor's strategic approach to transport. For example, investment in an Elizabeth line station at Kensal Portobello would create a new neighbourhood where public transport use and active travel would be ingrained from the start. Consultants carried out a Development Infrastructure Funding Study for the Council that found the cost of delivering a station would be eclipsed by the uplift in development value it would unlock. This would enable a higher proportion of affordable housing to be delivered.
- 2.10.2. We have commissioned Network Rail to investigate a feasibility study for an island platform station serving four to six trains an hour. A station here would transform public transport connections between North Kensington and central London and Docklands. It would also provide a highly valuable link to the employment opportunities that will be created at Old Oak Common. At the time of writing, the Council and Network Rail were examining the impacts of the station proposal on the operational reliability of the Elizabeth line trains and other rail services on this corridor.
- 2.10.3. TfL's current Four-Line modernisation (4LM) programme will improve reliability and ensure a highly efficient service on the Metropolitan, District, Hammersmith & City and Circle lines. Following the roll-out of new walk-through trains, the programme will upgrade signalling and train control systems to enable higher service frequencies. This will result in an increase to 30 trains per hour in central London by 2021, allowing up to 102,000 additional journeys in the morning peak, with a further increase to 32 trains per hour in the mid-2020s.
- 2.10.4. We are in discussions with the DfT on our aspirations for the extension of West London Line Services to Gatwick and the removal of unused freight train paths from the West London Line to provide greater passenger train capacity to reduce current overcrowding.
- 2.10.5. In the longer term, capacity will need to be increased across the network. On the Piccadilly line, new higher-capacity, walk-through trains will be introduced, and signalling and track upgraded. This will enable frequencies of 33-36 trains per hour, allowing up to 77,000 additional journeys in the morning peak. TfL will optimise services in west London by running Piccadilly line services, instead of the District line, to Ealing Broadway. This will take place in the 2020s following the upgrades of these lines and will enable increased frequencies to the busier Richmond and Wimbledon branches of the District line.
- 2.10.6. We have set aside Council capital match funding for step-free access at Ladbroke Grove and High Street Kensington underground stations in 2021/22.

2.10.7. Our proposals for a pedestrian / cyclist underpass and a bridge at White City, detailed in Section 2.11, will improve public transport accessibility levels in North Kensington.

2.10.8. Borough Objectives to support Outcome 5

4 Improve accessibility and journey time reliability on public transport

2.11. Outcome 6: Public transport will be safe, affordable and accessible to all

Challenges and opportunities

- 2.11.1. We believe that the current proposals to remove bus Routes 11 and 19 from Chelsea, and to reduce bus passenger capacity in the borough by more than ten per cent in three years, runs counter to the Mayor's stated ambition to make public transport accessible to all. The impacts of bus service reductions will fall particularly hard on those for whom standing on crowded buses, or interchanging between bus services, is more challenging - in particular, older people, people with disabilities, and passengers with babies and small children. We also look forward to hearing TfL's proposals for encouraging those who are able to use the top deck of buses to do so. This would free up space on the lower deck for passengers for whom using the top deck is not an option, such as the groups mentioned above or people with heavy luggage.
- 2.11.2. We are very concerned that reducing the number of buses by 20 per cent on King's Road and Beaufort Street will result in falling patronage and then, potentially, a vicious spiral of additional reductions in both supply and demand.
- 2.11.3. Approximately 95 per cent of all bus stops in the borough are accessible but there is little scope for improving the outstanding ones. Through the Council's Mobility Forum, we will ensure that quick wins to the public transport system, such as better signage and improved communication, are made by feeding back comments from the Mobility Forum to transport operators. We will also explore the potential for increasing seating at or near our own bus shelters.
- 2.11.4. We are focused on improving public accessibility levels in North Kensington, which in parts is poor. One of the most effective ways of achieving this would be to provide new pedestrian links across the West London Line and West Cross Route to White City Underground Station and White City Bus Station, both of which are close to the borough boundary but cut off from the borough by physical barriers. The provision of direct pedestrian connections to these stations from North Kensington would greatly expand the range of public transport options available to the local community. To that end, following discussions with the GLA, TfL and the London Borough of Hammersmith and Fulham, we are progressing plans to deliver two pedestrian connections across the West London Line. One on a bridge over these barriers and another underneath them. Both facilities could also be used by cyclists but only the underpass would provide a connection without the need for steps or a lift.
- 2.11.5. The underpass would be situated at the southern end of Latimer Road and would act as an eastern gateway to Imperial College's White City campus. It

would provide a direct connection between White City and North Kensington and would greatly reduce walking distances to White City Underground Station and the many bus routes on Wood Lane. As a result, it would increase the Public Transport Accessibility Level (PTAL) of an area centred on the Westway Sports Centre from two (poor) to four (good). The provision of a new connection for pedestrians and cyclists at this location would support the operation of the sports centre by greatly increasing its catchment area. Indeed, Imperial College intend to promote the sports centre's activities to its large campus population. Improving the accessibility of the sports centre should improve the take up of its offer, bolstering public health in the community.

2.11.6. The bridge would connect Freston Road in North Kensington to a publically accessible piazza, north of Westfield. The facility would greatly reduce walking distances between Freston Road and White City Underground and Bus Stations, increasing Freston Road's PTAL from two to three (poor to moderate) to six (excellent). This would improve access to jobs, support local businesses and provide a broad range of public transport options to local residents.

2.11.7. We consider the delivery of both links to be vital to engendering active travel and supporting the borough's sustainable growth.

2.11.8. Borough Objectives to support Outcome 6

4 Improve accessibility and journey time reliability on public transport

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

Challenges and opportunities

2.12.1. We will increase the number of Countdown real-time information signs at our bus stops using developer funding and virtual Countdown signs in other public places. We are working with TfL to fund and install Countdown at the pair of bus stops in Canal Way off Ladbroke Grove, that serve multiple bus routes.

2.12.2. We will ensure that the Council's map of public transport in the borough is kept up to date to take account of the changing network.

2.12.3. We are working with TfL to promote priority seating for older and disabled passengers at our bus stops.

2.12.4. We will continue to take opportunities to improve bus journey times and bus reliability by maximizing the efficiency of signal-controlled junctions. In 2018 we worked with TfL to increase the amount of time in each cycle of the traffic lights that traffic including buses on routes 52, 70 and 452 can turn right from Kensington High Street onto Kensington Church Street - without significant reduction in capacity for other movements.

2.12.5. Subject to funding by TfL, we will make changes to another junction to reduce journey times, as well as exploring changes to waiting and loading restrictions that would improve traffic flow on key bus corridors. To that end, we are

currently carrying out a review of waiting and loading restrictions on the Kings Road. We will work with TfL and bus operators to identify other corridors where such reviews may also identify scope for bus journey time improvements.

2.12.6. Borough Objectives to support Outcome 7

4 Improve accessibility and journey time reliability on public transport

2.13. Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Challenges and opportunities

- 2.13.1. We require high trip-generating development to be located in areas well-served by public transport and where there is sufficient public transport capacity or will be as a result of committed improvements. We will work with developers to support sustainable transport options and minimise any increase in traffic congestion or on-street parking pressure. Examples include the provision of cycle parking, car club bays, electric vehicle charging points and public realm improvements. For larger development proposals we require applicants to submit a transport assessment. We require Travel Plans for education-related development and larger scale residential and commercial proposals.
- 2.13.2. In assessing developments, we will look to secure improvements to public transport services and access to them, giving priority to areas that currently have lower levels of accessibility. We will also work to ensure that the provision of step-free access is incorporated into development proposals at or in the vicinity of Underground stations.
- 2.13.3. We require all new residential development to be resident parking permit-free and any car parking provided must be at or below our maximum standards and include provision for charging electric vehicles. Any parking in non-residential development must be for essential need only. We also resist new public car parks.
- 2.13.4. We protect existing footways, footpaths and cycle routes and existing public rights of way. We will encourage new streets, footpaths and cycle links that improve permeability.
- 2.13.5. Our Consolidated Local Plan's strategic objective for "better travel choices" is that walking, cycling and public transport are safe, easy, attractive and inclusive for all, and preferred by our residents to private car ownership and use.
- 2.13.6. Over the last ten years, our stewardship of the built environment through the planning process has reduced the supply of off-street car parking and reduced on-street parking demand by delivering 2,200 permit free homes (whose residents have no entitlement to apply for residents' parking permits). We have built new streets with generous footways and narrow carriageways to keep traffic speeds low and provide a safe environment for walking. We have

secured good quality cycle parking, both on-street and off, including additional bicycle hire docking stations. We have used travel planning extensively to promote active travel modes.

- 2.13.7. The Mayor of London is progressing proposals within the Draft London Plan that would require, rather than encourage, zero car parking in well-connected locations. We recognise that car-free developments are appropriate in locations with good accessibility and are needed if our street network is to accommodate projected increases in travel demand.
- 2.13.8. The two Opportunity Areas in the Royal Borough, Earl's Court and Kensal Canalside both remain to be developed. In both cases there are capacity constraints within the local road network. Consequently, there is limited scope to accommodate additional vehicular traffic and an imperative need for future populations to travel sustainably and efficiently - using active modes where possible. To achieve this, we will insist on exceptional development design to provide new street networks that are permeable, legible and well-connected to neighbouring areas.
- 2.13.9. At Earl's Court, the approved development would deliver a new street network, based on a loose grid that would provide a north-south (largely car-free) cycling route parallel to Warwick Road. An east-west cycling route on lightly trafficked streets would also be provided. We will seek to ensure that these facilities are connected to existing and emerging cycle networks in the vicinity and we have secured developer funding to that end. The street network would provide a very attractive walking environment and the development should also deliver improvements to tube, bus and rail access. Funding has also been secured to enhance access to Earl's Court and West Brompton stations.
- 2.13.10. To the north of West Cromwell Road, a cycle route should be delivered within the "Warwick Road" development area to link Beckford Close and Kensington High Street. The emerging streets are lightly trafficked and have broad footways and are conducive to active travel. Significant funding has been secured to improve pedestrian conditions on Warwick Road and this will serve to improve the health of the street to the benefit the wider community.
- 2.13.11. At Kensal Canalside, we aim to transform a former gasworks and railway depot into a thriving, well-connected and sustainable community. There is only a single point of access to the gasworks site - a roundabout on Ladbrooke Grove, a busy classified road. The gasworks is bounded to the north by the Grand Union Canal and south by the Great Western Mainline Railway. We are actively exploring how these barriers can be bridged to provide new walking and cycling links to surrounding neighbourhoods, away from busy congested streets. We have established where these bridges would go and we are working with landowners to ensure they are delivered as an integral part of the future development.
- 2.13.12. At Wornington Green, a new street network is being created on a traditional block layout to deliver an excellent walking and cycling environment. Surface car parks are being removed, local bus stops are being improved and residents

are being offered car club memberships to discourage car ownership and to promote active, efficient and sustainable travel.

2.13.13. With the Lots Road Power Station development, a new bridge is being provided across the mouth of Chelsea Creek to improve the walking and cycling route provided by the Thames Path. In addition, significant funding has been secured to improve the public domain and walking and cycling facilities within the development's environs.

2.13.14. Significant developer funding for step-free access to London Underground Stations has been secured at Knightsbridge and West Brompton and we are pursuing other opportunities for step-free funding from development at Notting Hill Gate, High Street Kensington and South Kensington.

2.13.15. Borough Objectives to support Outcome 8

- 1 Encourage more trips by walking, cycling and public transport and fewer by private car (including in new developments to support sustainable growth)
- 2 Make our streets safer, secure and with fewer road collision casualties and work towards zero killed or seriously injured casualties by 2041
- 3 Make our streets cleaner and greener with less transport-related pollution
- 4 Improve accessibility and journey time reliability on public transport
- 5 Manage on-street parking and loading to make our streets more efficient
- 6 Improve the appearance of our streets and ensure that they are well maintained

2.14. Outcome 9: Transport investment will unlock the delivery of new homes and jobs

Challenges and opportunities

2.14.1. Public transport connectivity is already high in most parts of the borough, and is generally not holding back delivery of new homes and jobs as is the case in many parts of outer London. However, there is a notable exception. Parts of Kensal Canalside Opportunity Area, by far our largest housing site, have little or no public transport accessibility. The area has no access to rail and buses only serve the area's eastern side.

2.14.2. Kensal Canalside is designated as an Opportunity Area within the London Plan with a housing allocation of 3,500 and potential to create up to 1,000 jobs. The London Plan highlights "that in some areas the transport system would not currently support this level of growth and developer contributions may be required to underpin enhancements". The site has a similar designation within the Royal Borough's Local Plan (which is currently under review).

2.14.3. To inform the Local Plan review, the Council commissioned a study to identify the most appropriate intervention strategy to provide transport capacity to unlock the opportunity area's development potential and to overcome the

barriers to movement represented by the Great Western Mainline Railway (GWM) and the Grand Union Canal.

2.14.4. The key transport interventions required to unlock development of the Kensal Canalside Opportunity Area identified include:

- Kensal Portobello Crossrail Station
- Improved access to the highway network
- Pedestrian and cycle crossings over the Grand Union Canal
- A crossing over the Great Western Mainline Railway to link the northern and southern development sites
- Improved bus access
- Excellent walking and cycling facilities including bicycle hire docking stations

2.14.5. The delivery of high densities would be reliant on significant improvements to public transport access being made. An exclusive dependence on buses would exert additional pressure on the constrained site access. The fact that there might only be a single road access to the site would curtail the number of destinations that could be serviced by buses, subduing the potential to improve PTAL. This suggests that delivering the London Plan housing target, whilst optimising the site's development potential, would be challenging without an Elizabeth line station. We have been working closely with Network Rail since early 2017 to develop a station design, a concept of operations and to establish the cost.

2.14.6. Regardless of whether or not a station is delivered, there is a need to improve road access to the Opportunity Area. The Opportunity Area comprises two parts, the North Pole railway depot and a former gasworks. They are separated from one another by the GWM and each has a single road access. Pedestrian facilities at the accesses are poor and must be improved if the active travel we expect is to be realised. Connecting the two sides by a road bridge would beneficially enable buses to be routed through area. The absence of a through route curtails the number of destinations that could be served by buses, subduing the potential for bus services to improve PTAL. A road bridge would also be beneficial for cyclists and would provide the potential for Kensal Canalside to be connected to the abutting (but currently inaccessible) Old Oak and Park Royal Opportunity Area by bus.

2.14.7. The study found that the provision of pedestrian bridges (with facilities for cyclists) would reduce access distances to nearby bus stops and Kensal Green Underground Station. Such bridges would improve PTAL by a modest but important degree and therefore are vital to the delivery of homes and jobs within the area.

2.14.8. A Development Infrastructure Funding Study established that the above infrastructure required to unlock the delivery of home and jobs at Kensal Canalside described above, could be funded by development receipts.

2.14.9. Elsewhere in the borough, transport investment is also needed to ensure that development areas can be accessed satisfactorily. At Earl's Court Underground Station, a new station entrance is to be provided on the west side of Warwick Road. As well as enhancing gate-line capacity, the new entrance would obviate the need for prospective passengers to cross Warwick Road on foot, ensuring that the projected growth in footfall is accommodated satisfactorily. Similar improvements are planned at West Brompton Station as well as a comprehensive package of footway, cycling and streetscape improvements. We expect these measures to result in sustainable and healthy outcomes. Should the details of the development proposals at Earls Court evolve, we will ensure that we secure a fitting package of transport improvements.

2.14.10. Borough Objectives to support Outcome 9

4 Improve accessibility and journey time reliability on public transport

2.15. Other Mayoral Strategies

2.15.1. The most important other Mayoral Strategy we considered during the development of our LIP is the London Plan and its links to the MTS and our own Local Plan. Other published or draft Mayoral Strategies that have influenced our LIP are the London Environment Strategy, London Health Inequalities Strategy, London Housing Strategy and London Culture strategy.

2.15.2. In developing our LIP, we have also taken account of other TfL plans relating to the MTS. These include Vision Zero (Road Safety), the Strategic Cycling Analysis, the Cycling Action Plan, Healthy Streets for London and the Walking Action Plan.

3. The Delivery Plan

3.1. Introduction

3.1.1. This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22
- Long-term interventions
- A detailed annual programme for 2019/20 and a three-year indicative Programme of Investment for the period 2019/20 to 2021/22

3.1.2. **Developing our Programme of Investment** - demand for particular projects and initiatives comes from a number of sources. Some of the projects we consider are in direct response to external factors, legislation or events - for example to reduce casualties or improve air quality. Others come from our residents and businesses via our Ward Councillors, who have an excellent grasp of local issues, to the Lead Member for Streets, Planning and Transport.

3.1.3. We then review the potential benefits of, and justification for, such proposals, taking into account the supporting evidence available, previous experience, funding availability and likely value for money as well as their public and political support before presenting them to the Lead Member for decision.

3.1.4. We developed our Programme of Investment by reviewing these potential interventions in light of MTS outcomes and our LIP and other relevant objectives. We ensured that the programme addresses the whole range of outcomes and includes both physical improvements and educational or promotional activities targeted to make a real contribution.

3.1.5. We will continue to review our priorities regularly throughout the LIP period through our annual work programmes and future LIP Annual Spending Submissions, adjusting them if necessary and responding to changes in priority and circumstances.

3.2. Linkages to the Mayor's Transport Strategy priorities

3.2.1. We developed our Delivery Plan to align its projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals.

3.2.2. The linkages between our LIP projects and programmes and the Mayor's Transport Strategy outcomes are summarised in Table 2 below.

TABLE 2 - Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes

Project / Programme		MTS mode share	MTS outcomes							
		Improving active, efficient and sustainable mode share	No 1:-Active	No 2:- Safe	No 3:-Efficient	No 4:- Clean & Green	No 5:- Connected	No 6:- Accessible	No 7:- Quality	Nos 8 & 9 Sustainable Growth/Unlocking
	Local Transport Fund									
1	Local transport initiatives - Contingency, local transport-related schemes and match funding for other successful grant bids - e.g. Mayor's Schools Air Quality Audit Programme	X	X	X		X				
	Corridor, Neighbourhoods & Supporting Measures									
2	South Chelsea Area Review	X	X	X	X	X				
3	Holland and Campden Wards - Area Review	X	X	X	X	X				

4	Golborne Road - North of Golborne - Bridge Streetscape Improvements	X	X	X	X	X				X
5	Hostile Vehicle Mitigation measures at key sites	X	X	X						
6	Healthy Streets Development and Implementation - St. Helen's Gardens	X	X	X	X	X				
7	Environmental Improvements - North Pole Road	X	X	X	X	X				
8	Local Safety Schemes - Development and Implementation	X	X	X	X	X				
9	Pedestrian Improvements at Traffic Lights	X	X	X	X	X				
10	Pedestrian Accessibility	X	X	X	X	X				
11	Cycle Parking	X	X	X	X	X				
12	Removing the Barriers' - Cycling Permeability and Safety Programme	X	X	X	X	X				

13	Air Quality Monitoring at Cromwell Road and Earl's Court Road					X				
14	Air Quality Projects - including match funding for future Mayor's Air Quality fund and other bids	X	X			X				
15	Electric Vehicle Charging Points - On-Street					X				
16	Royal Borough - Green Fleet Strategy and Action Plan	X	X			X				
17	Travel Mentoring Scheme and 'Out and About' Mobility Scooter - Loan	X	X	X		X		X	X	
18	Sustainable Travel Awareness	X	X	X	X					
19	Sustainable Travel Training	X	X	X	X					
20	Road Safety Education, Training and Publicity	X	X	X	X	X				
21	School Travel Planning	X	X	X	X	X				
22	Work Place Travel Planning	X	X	X	X	X				

3.3. TfL Business Plan

- 3.3.1. In developing our Programme of Investment, we have considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan and the milestones associated with these projects.
- 3.3.2. The only project in TfL's December 2017 Business Plan that has implications for the borough is its proposals to improve conditions for walking and cycling along the Holland Park Avenue - Notting Hill Gate - Bayswater Road corridor. We will study carefully the proposed designs and the modelling of its impacts on the local road network in particular.

3.4. Sources of funding

- 3.4.1. Table 3 below identifies potential funding sources for implementation of our LIP, including LIP funding allocations from TfL, Council funding and funding from other sources.
- 3.4.2. All budgets are currently provisional and are generally confirmed in February each year.
- 3.4.3. A key source of funding is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £1,555,000 per year over the next three years. This is over £260,000 (14.4 per cent) less than our 2018/19 LIP allocation. Reduced LIP funding across London is a concern for all boroughs and puts even more pressure on our already diminishing capital budgets. With continued reduced allocations the Mayor, TfL and the boroughs need to be realistic about how much boroughs can deliver to support the MTS.
- 3.4.4. We may receive additional TfL funding between 2019/20 and 2020/21 in response to successful bids for TfL discretionary and strategic funding streams.
- 3.4.5. Where required, we will supplement LIP funded infrastructure projects in our Programme of Investment with our Capital and Parking Reserve Budgets for Highways Improvements and Streetscape Improvements.
- 3.4.6. We also use our own resources and resources from developers to pursue local objectives and ensure that the road network remains in a safe and serviceable condition.
- 3.4.7. We currently have £1.88 million available in development-related Section 106 funding for transport, highways and public realm improvements over the coming years. Confirmation of these budgets and the projects and improvements they will fund are dependent on when the appropriate developments come on line.
- 3.4.8. Some Community Infrastructure Levy (CIL) funding may also be available over the three-year LIP period to supplement other budgets, but this is yet to be confirmed.

TABLE 3 - Potential funding for LIP delivery				
Funding source	2019/20	2020/21	2021/22	Total
	£K	£K	£K	£K
TfL/GLA funding				
LIP Formula funding - Corridors & Supporting Measures and Local Transport Fund	1,555	1,555	1,555	4,665
Discretionary funding (See 3 Year Programme)	TBC	TBC	TBC	TBC
Strategic funding	50	50	50	150
GLA funding	TBC	TBC	TBC	TBC
Sub-total	1,605	1,605	1,605	4,815
Borough funding				
Capital funding	1,550	950	900	3,400
Revenue funding	50	50	50	150
Parking revenue	850	850	850	2,550
Workplace parking levy	0	0	0	0
Sub-total	2,450	1,850	1,800	6,100
Other sources of funding				

Third Party Funding	6,000	6,000	6,000	18,000
S106	100	100	100	300
CIL	TBC	TBC	TBC	TBC
European funding	0	0	0	0
Sub-total	6,100	6,100	6,100	18,300
Total	10,055	9,455	9,405	28,915

3.5. Long-Term interventions to 2041

3.5.1. In the medium to long-term we believe that a number of significant investments (some currently funded and some not) will be required to ensure the economic and social vitality of the borough. These are shown in Table 4 below with indicative costings, funding and indicative but uncommitted timescales.

TABLE 4 - Long-term interventions up to 2041				
Project	Approx. date	Indicative cost	Likely funding source	Comments
Sloane Street - Public Realm Improvements	2019 - 2021	£18.0 M	Landowner contributions	We are evaluating proposals developed in liaison with Cadogan Estates to improve the Sloane Street public realm in line with the Healthy Streets approach.
Latimer Road to Wood Lane Underpass	2021-2022	£10.0 M	Developer, LIP and Council	Create a new pedestrian and cyclist underpass under the West London Line to improve local access

				to public transport facilities in the White City Opportunity Area
Pedestrian and Cyclist Bridge over the West London Line and West Cross Route	2022-2024	£4.0 M	Council, TfL and Developer	Build a new pedestrian and cyclist bridge to improve local access to public transport facilities in the White City Opportunity Area
Earl's Court One Way System	No programme	Uncosted	Council and TfL	We have asked TfL to model the traffic impacts of returning the Earl's Court One-Way System to two-way working

Supporting commentary for long-term projects

3.5.2. **Sloane Street Public Realm Improvements** - Sloane Street is one of our premium residential and shopping streets and connects Knightsbridge in the north to Sloane Square in the south. The central residential section is dominated by four lanes of traffic with relatively narrow footways. The street is beginning to look tired, with cluttered pavements, uncoordinated street furniture, few trees and little greenery, except private gardens.

3.5.3. We would like to improve the street's public realm by:

- Creating a better environment by introducing landscaped areas with trees and seasonal planting to enhance the street and improve air quality
- Reducing traffic dominance by narrowing the road and widening the eastern pavement
- Introducing a coordinated palette of materials and street furniture
- Providing better street lighting
- Installing Sustainable Urban Drainage Systems (SuDS)

3.5.4. We acknowledge that the Sloane Street proposals will not address the longstanding issue of traffic congestion on the approach to the very busy and complex junction with Knightsbridge. We will work with TfL and partners to see if any changes to the junction that would reduce congestion at the northern end of Sloane Street and through the junction in general can be identified.

3.5.5. We are committed to improving accessibility to North Kensington. Following discussions with the GLA, TfL and the London Borough of Hammersmith and Fulham, we have long-term ambitions to create two new pedestrian and cyclist

links over and under the West London Line to significantly improve local access to public transport facilities in the White City Opportunity Area.

- 3.5.6. **Latimer Road to Wood Lane Underpass** - We have plans for a pedestrian and cyclist underpass to link Imperial College's new campus on Wood Lane to the southern end of Latimer Road. As part of its planning permission for a new campus, Imperial College is obliged to fund and make best efforts to deliver the underpass. Imperial College is currently working with contractors to estimate the build cost of the project. The design is at an advanced stage. We expect the underpass to be delivered in 2020 or 2021, assuming stakeholders, including Network Rail, agree how the structure would be maintained into the future. We will also carry out public realm improvements adjacent to the entrance to integrate the new facility to walking and cycling networks.
- 3.5.7. **Pedestrian and Cyclist Bridge over the West London Line and the West Cross Route** - The second planned link is for a pedestrian and cycle bridge connecting the land north of Westfield Shepherd's Bush in Hammersmith and Fulham (the landing site there is safeguarded) to a point between Bard Road and Freston Road in Kensington and Chelsea (the landowners have agreed to safeguard the land should the development proposals for their site be approved). Both landing points need to be clear and connected to the surrounding street network before a bridge could be delivered. These conditions may be in place from 2021 should planning approval be secured for the Bard Road site. At present the bridge is unfunded so we will need to make a business case for it once both landing sites are in a state to accommodate the bridge. We will need to engage with TfL to secure their support for the project. The bridge would run alongside the Hammersmith and City Line viaduct, so we need to engage with both London Underground and TfL Surface Transport, as well as Network Rail who are responsible for the West London Line. Should we secure funding to deliver the bridge, we would also provide wayfinding and improved links to the bridge itself.

3.6. 2019/20 and Three-year Indicative Programme of Investment

3.6.1. Our 2019/20 and three-year indicative Programme of Investment is shown in Table 5 below.

TABLE 5 - Three-year Indicative Programme of Investment for the period 2019/20 to 2021/22			
The table summarises, at a programme level, our proposals for the use of TfL borough funding in the period 2019/20 - 2021/22.			
Royal Borough of Kensington and Chelsea TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
Local Transport Fund - Contingency and local transport-related schemes	£100K	£100K	£100K
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£1,455K	£1,455K	£1,455K
South Chelsea Area Review - Development and Implementation	£100K		
Holland and Campden Wards - Area Review - Development	£30K		
Holland and Campden Wards - Area Review - Development and Implementation	0	£100K	
Area Review To Be Decided - Development	0	£30K	
Area Review To Be Decided - Development and Implementation	0	0	£300K

Area Review To Be Decided - Development	0	0	£30K
Golborne Road - North of Golborne - Bridge Streetscape Improvements	£100K	£100K	0
Hostile Vehicle Mitigation measures at key sites	£50K	£50K	£50K
Healthy Streets Development and Implementation - St Helen's Gardens	£45K	£70K	0
Environmental Improvements - North Pole Road	£50K	£50K	0
Local Safety Schemes - Development and Implementation	£135K	£135K	£135K
Pedestrian Improvements at Traffic Lights	£90K	£90K	£90K
Pedestrian Accessibility	£50K	£50K	£50K
Cycle Parking	£50K	£50K	£50K
'Removing the Barriers' - Cycling Permeability and Safety Programme	£50K	£50K	£50K
Air Quality Monitoring at Cromwell Road and Earl's Court Road	£25K	£25K	£25K
Air Quality Projects - including match funding for future Mayor's Air Quality fund and other bids	£62K	£45K	£45K
Electric Vehicle Charging Points - On-Street	£80K	£80K	£85K

Royal Borough - Green Fleet Strategy and Action Plan	£50K	£40K	£50K
Travel Mentoring Scheme and 'Out and About' Mobility Scooter - Loan	£55K	£55K	£55K
Sustainable Travel Awareness	£90K	£90K	£90K
Sustainable Travel Training	£203K	£205K	£210K
Road Safety Education, Training and Publicity	£50K	£50K	£50K
School Travel Planning	£65K	£65K	£65K
Work Place Travel Planning	£25K	£25K	£25K
Sub-total	£1,555K	£1,555K	£1,555K
DISCRETIONARY FUNDING	£K	£K	£K
Liveable Neighbourhoods	TBC	TBC	TBC
Principal road renewal	TBC	TBC	TBC
Bridge strengthening	TBC	TBC	TBC
Traffic signal modernisation	0	0	0
Sub-total	TBC	TBC	TBC
STRATEGIC FUNDING	£K	£K	£K
Bus Priority	£50K	£50K	£50K
Borough cycling programme	TBC	TBC	TBC

London Cycle Grid (Quietways)	TBC	TBC	TBC
Crossrail complementary works	0	0	0
Mayor's Air Quality Fund	TBC	TBC	TBC
Low Emission Neighbourhoods	TBC	TBC	TBC
Sub-total	£50K	£50K	£50K
All TfL borough funding	£1,605K	1,605K	£1,605K

3.7. Supporting commentary for the 2019/2020 and three-year programmes

- 3.7.1. **Local Transport Initiatives** - This allocation, which is yet to be confirmed by TfL, is for boroughs to spend on transport projects of their choice that support the delivery of the MTS. We will use this funding for contingency, match funding for other successful bids and to support local transport-related schemes as they arise throughout each financial year.
- 3.7.2. **South Chelsea Area Review** - Design and implement the improvements identified in the South Chelsea Area Review. In line with the Healthy Streets approach, these will include reducing street clutter and guard railing, tackling congestion hotspots, improving road safety, permeability for pedestrians and cyclists, bus stop accessibility and servicing provision and sustainable drainage (SuDS).
- 3.7.3. **Holland and Campden Wards - Area Review** - Feasibility study to develop area-based improvements using the 'Healthy Streets' approach. These could include reducing street clutter, tackling congestion hotspots, improving road safety, permeability for pedestrians and cyclists, bus stop accessibility and servicing provision and, where feasible, incorporating sustainable drainage (SuDS). We will consult on and implement any resulting improvements in 2020/21. We will also identify the next areas for review in 2019/20 and 2020/21 for implementation in subsequent years.
- 3.7.4. **Golborne Road - North of Golborne Bridge - Streetscape Improvements** - Following on from the Golborne Road Market improvements between Portobello Road and Golborne Bridge, we will develop public realm and pedestrian improvements on the length of Golborne Road north of Golborne Bridge.
- 3.7.5. **Hostile Vehicle Mitigation measures at key sites** - We will work with the appropriate authorities to design and implement hostile vehicle mitigation measures where required.

- 3.7.6. **Healthy Streets Development and Implementation - St Helen's Gardens** - Develop 'Healthy Streets' improvements in line with the Neighbourhood Plan for St. Quintins and Woodlands focussing on St. Helen's Gardens' shopping parade. These could incorporate improvements for pedestrians and cyclists, reducing speeds and SuDS.
- 3.7.7. **Environmental Improvements - North Pole Road** - The retail and residential area around North Pole Road, including the West London Line bridge suffers from fly posting, graffiti, a lack of greenery and a cluttered streetscape. We will carry out a feasibility study into improving the appearance and pedestrian amenity of the area to enhance the streetscape and add greenery, in consultation with the local community.
- 3.7.8. **Local Safety Schemes** - Investigate sites with the highest number of collisions in order to identify treatable patterns, focussing on vulnerable road users. Develop and implement minor safety improvements as well as a safety scheme at a site with a high number of collisions. We will use TfL's latest borough road safety priority list to help us identify and prioritise sites for potential remedial measures. Potential sites for implementing road safety improvements in 2019/20 include the junction of King's Road and Lots Road.
- 3.7.9. **Pedestrian Improvements at Traffic Lights** - Continue to roll out Pedestrian Countdown signals at existing signal-controlled pedestrian crossings and introduce pedestrian phases at traffic signal-controlled junctions subject to feasibility, modelling and TfL approval. Potential sites for new pedestrian phases in 2019/20 and beyond include:
- King's Road / Beaufort Street
 - Fulham Road / Beaufort Street
 - Harrow Road / Ladbroke Grove in partnership with the London Borough of Brent and the City of Westminster
 - Lower Sloane Street / Chelsea Bridge Road / Pimlico Road / Royal Hospital Road in partnership with the City of Westminster and the developers of the Chelsea Barracks site
 - Fulham Road / Sydney Street / Sydney Place
 - Drayton Gardens / Old Brompton Road / Bina Gardens
- 3.7.10. **Pedestrian Accessibility** - Identify and implement wayfinding measures such as dropped kerbs, pedestrian islands, entry-treatments and informal crossing points to improve pedestrian accessibility.
- 3.7.11. **Cycle Parking** - Identify demand for, and install on-footway, in-carriageway and off-street cycle parking, including secure bike hangars at key trip generators, streets and on housing estates.
- 3.7.12. **'Removing the Barriers' - Cycling Permeability and Safety Programme** Continue our successful programme of opening up one-way streets to two-way cycling. We will also look for opportunities to improve access to our evolving Quietway cycle route network and incorporating 'early release' stages for cyclists and advanced cycle stop lines at signal-controlled junctions.

- 3.7.13. **Air Quality Monitoring** - We need to continue monitoring air quality at Cromwell Road and Earl's Court Road. Measurements taken from both stations confirm failure of the annual mean national air quality objective for nitrogen dioxide, proving that air quality at that location is poor. Monitoring is important as it allows interested parties to look at historic trends in pollution concentrations and track the impact of traffic interventions such as the T-charge (Emissions Surcharge), ULEZ and improvements in bus emissions. Both monitoring stations are located in areas of dense housing and schools and are areas where pedestrian traffic is high. We upgraded the monitoring equipment on Earl's Court Road in June 2018 and it now collects real time data rather than a delayed daily average. Members of the public can view the data at http://www.airqualityengland.co.uk/site/latest?site_id=KC5.
- 3.7.14. **Air Quality Projects** - We will use this allocation to match fund any successful bids in the current round of applications for the Mayor's Air Quality Fund. Potential projects include anti-idling campaigns and enforcement, supporting the uptake of ultra-low emission vehicles and supporting business in reducing their emissions.
- 3.7.15. **Anti-idling Campaigns and Enforcement** - The Council has powers under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002 to issue a Fixed Penalty Notice (FPN) of £40 (reduced to £20 for early payment) to drivers if they refuse to switch off their engine when asked to do by a Council officer. Our practical experience of this, and of our counterparts in other boroughs, is that virtually all drivers either switch off their engines when asked to do so, or drive off. To that extent, while enforcement activity achieves the immediately desired outcome of persuading a driver to cease idling, it does not necessarily lead to the long-term behaviour change that we wish to see.
- 3.7.16. With this in mind, we are redoubling our efforts to educate drivers that they should not leave their engines running when stationary at the kerbside. We now enclose a leaflet about engine-idling with the letters that we send to residents whose car parking permits are due to be renewed. Over the course of a year we will therefore have written directly to all residents who have an RBKC parking permit. Furthermore, our Civil Enforcement Officers (CEOs) will be handing out a separate flyer to drivers whose vehicles have their engine running unnecessarily. As with the letter to residents, the flyer will explain why engine idling is unacceptable. The CEOs will keep details of the locations where they observe engine idling; this intelligence will be passed to the highways enforcement officers who are authorised to issue FPNs under the 2002 Regulations, and who will then focus their efforts on any emerging "hotspots".
- 3.7.17. **Electric Vehicle Charging Points - On-Street** - We will continue to roll out our network of on-street electric vehicle charging points and in lamp posts. We will use Go Ultra Low City Scheme and LIP funding to install charging facilities in new lamp columns and also install facilities in response to residents' requests.

3.7.18. **Royal Borough - Green Fleet Strategy** - The Council is committed to lead by example by reducing its own carbon footprint and emissions by moving towards an Ultra-Low Emission Vehicle (ULEV) fleet. To assist with this, we are developing a Green Fleet Strategy for launch in October 2018 which will set out the required standard for all new leased and purchased vehicles. The policy will also include green driving training, vehicle sharing schemes and the promotion of walking and cycling. Activities to be supported include:

- Implementing and promoting the green fleet action plan and the two policy statements on green procurement and travel hierarchy
- Raising awareness and behaviour change trainings/workshops and campaigns
- Delivering ECO driving training
- Ensuring infrastructure such as electric vehicle charging points on Council premises is in place to introduce ULEVs
- Improving data collection and fuel management

3.7.19. **Travel Mentoring Scheme and 'Out and About' Mobility Scooter Loan** - Continue our Travel Mentoring scheme to help older and disabled residents to use public transport more independently. The 'Out and About' Scooter Scheme enables people who have difficulty walking to borrow a mobility scooter for all or part of the day.

3.7.20. **Sustainable Travel Awareness** - Continue to promote cycling and electric bikes to residents and people working in the borough through our award-winning Bikeminded brand. This includes supporting our enhanced cycle training programme and promoting our expanding network of Quietway cycle routes. Other innovative initiatives include:

- 'Side by Side' - a sociable and healthy alternative to using motorised transport for local trips targeted at older people and those with mobility issues. We provide a specially designed side-by-side cycle and a rider to support active travel for those who are currently unable to cycle alone.
- 'Positive Spin' - a project to enable people with dementia to learn to ride or return to cycling. Positive Spin offers therapeutic activity, to enhance the mental and physical well-being of people with dementia and their carers.
- Hire to Buyer - Residents can hire a brand new bike for under £20 a month and return it at any time or continue paying until they own the bike. This initiative will bring bike ownership within reach of those who are not able to afford a single payment to purchase a new bike.

3.7.21. **Sustainable Travel Training** - Provide cycle, pedestrian and scooter training to all schools with an up to date travel plan. Provide adult cycle training for borough residents, expanding our programme of Safe Urban Driving training for fleet drivers, an 'All Ability' cycling club run once a fortnight in Little Wormwood Scrubs and our Social Cycling Project to encourage hard-to-reach groups to take up cycling.

- 3.7.22. **Road Safety Education, Training and Publicity** - Targeted road safety campaigns to reduce road collisions. Includes our Transit programme of motorcycle education for hard-to-reach young people, theatre education in schools as well as focussing on improving safe active travel.
- 3.7.23. **Schools and School Travel Planning** - We work with all schools in the borough to implement their travel plans and work towards TfL's Sustainable Travel: Active, Responsible, Safe (STARS) accreditation. This allocation covers funding for teachers to attend travel plan workshops and small grants to support schools in implementing their plans. We will run a programme of walking and air quality awareness campaigns as well as our Junior Travel Ambassador scheme in primary schools and Youth Travel Ambassador schemes in secondary schools. We will consider a targeted scheme of camera enforcement of problem parking outside some of our worst affected schools. We also plan to introduce Bike Markets - inviting pupils to bring their outgrown or unwanted bicycles to a market, where they are serviced and then sold on, with the resident receiving the profit. This should help create an affordable bike stock for the local community.
- 3.7.24. **Workplace Travel Planning** - Over recent years we have developed a strong network amongst the largest employers in the borough. This enables us to address the travel patterns of over 25,000 employees. We will continue to support them to encourage sustainable travel through cycle maintenance sessions, cycle safety talks, promotions, small grants and events. We will meet with the key staff at two networking events and provide ad-hoc support during the year.
- 3.7.25. **Delivery Proposals on the TLRN** – TfL will support our Delivery Plan with the following key proposals on the TLRN in the borough up to and including 2021/22. As with our own proposals, they are all provisional and subject to funding availability, changing priorities, consultation outcome and political decisions.
- A3220 Kings Road / Gunter Grove / Edith Grove - New pedestrian crossing facilities at two junctions. Build expected 2019/20
 - A3220 Cheyne Walk / Lots Road - Convert existing zebra to toucan crossing. Build expected 2019/20
 - A3220 Cheyne Walk / Battersea Bridge - New pedestrian crossing facilities. Build expected 2019/20
 - A3220 Redcliffe Gardens - Speed reduction measures. Build expected 2019/20
 - A4 West Cromwell Road planting - Planting on southern footway to help reduce noise and pollution. Build expected 2019/20
 - A4 Brompton Road / Knightsbridge - Safer Junction measures. Build expected 2020/21

- A3212 Chelsea Embankment / Grosvenor Road / Chelsea Bridge - Safer Junction measures. Build expected 2020/21
- A4 Brompton Road / Brompton Square pelican crossing - Upgrade to pedestrian crossing. Build expected 2020/21
- A4 Cromwell Road / Gloucester Road - New pedestrian crossing facility. Build expected 2020/21
- A3220 Warwick Road / Old Brompton Road - New pedestrian crossing facility and urban realm improvements. Build expected 2021/22
- A3220 Warwick Road / Finborough Road corridor - Speed reduction measures. Build expected 2021/22

3.8. Risks to the delivery of the 2019/20 and three-year programmes

- 3.8.1. Risk is the threat that an event or action will adversely affect our ability to achieve our objectives. There are risks associated with delivering any project or programme. We need to consider these risks and manage them in a strategic and effective way to deliver our projects, programmes and objectives successfully. We also need to ensure that in focussing on mitigating risk we do not ignore new opportunities.
- 3.8.2. Table 6 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions. The risk register summarises the strategic risks identified that could impact on the 2019/20 and three-year programme of schemes/initiatives.

TABLE 6 - LIP Risk Assessment for the 2019/20 and three-year programmes

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Cost increases and / or budget reductions		X		<p>Review project costs monthly and report any significant variations for appropriate mitigation.</p> <p>Consider transferring funds to other projects to ensure that we complete highest priority projects, while staying within the overall available budget.</p>	Project delayed until alternative funding is available, scaled down in terms of cost or progressed at the expense of lower priority projects.
Statutory / Legal					
Legal objection such as an injunction or judicial review		X		<p>Consult at an early stage to ensure public support and so that we can address any fundamental issues and incorporate them into the detailed design.</p> <p>Negotiate with objectors to modify proposals to meet their concerns.</p>	Project delayed, abandoned or adapted / substituted for one that does have stakeholder support.

Third Party and Programme & Delivery					
Insufficient resources available to plan, design and implement the programme and individual projects		X		<p>Plan work effectively with programme managers, consultants and contractors.</p> <p>Ensure that robust and flexible contracts are in place with a choice of alternative consultants and contractors across the whole programme.</p> <p>Ensure that we and our consultants and contractors all have effective Business Continuity Plans in place.</p> <p>Identify a reserve list of schemes in order to ensure efficient use of resources if other schemes are delayed.</p>	Project / programme delayed until alternative resourcing is available or progress alternative projects which can be resourced effectively.
Public / Political					
Policy incompatibility			X	Ensure that we develop, prioritise and programme schemes in close consultation with the Lead Member.	Project delayed, abandoned or adapted / substituted for one that politically acceptable.
Lack of support for a project from stakeholders consulted		X		Ensure that local Councillors, partners and other interested parties are	Project delayed, abandoned or adapted / substituted for one that does have stakeholder support.

			<p>involved at an early stage of project / programme development.</p> <p>Consult at an early stage to ensure public support and so that we can address any fundamental issues and incorporate them into the detailed design.</p> <p>Carry out appropriate consultation at the detailed design stage to ensure continued support from all interested parties and to identify and address any further issues.</p>	
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3.9. Annual programme of schemes and initiatives

3.9.1. We will submit our annual programme of schemes to TfL via the Borough Portal. We will update our programme of schemes annually in our LIP Annual Spending Submissions.

3.10. Monitoring the delivery of the outcomes of the Mayor's Transport Strategy

3.10.1. Overarching mode-share aim and outcome indicators - our targets for monitoring the delivery of the MTS are set out in Table 7 below.

3.11. Delivery indicators

3.11.1. We will monitor and record the delivery indicators for each Outcome and report to TfL once a year in June using Proforma C on the following activities:

3.11.2. Outcome 1: London's streets will be healthy and more Londoners will travel actively

- Cycle parking facilities
- Improved facilities for pedestrians and cyclists

3.11.3. Outcome 2: London's streets will be safe and secure

- Lower speed limits
- Road safety improvements
- Motorcycle training
- Cycle training - adults and children
- Pedestrian skills training - children

3.11.4. Outcome 3: London's streets will be used more efficiently and have less traffic on them

- Car club bays
- New or upgraded cycle routes

3.11.5. Outcome 4: London's streets will be clean and green

- Electric vehicle charging points
- Sustainable drainage infrastructure

3.11.6. Outcome 6: Public transport will be safe, affordable and accessible to all

- Accessible bus stops

3.11.7. There are no delivery indicators that boroughs need to monitor for Outcomes 5, 7, 8 and 9.

TABLE 7 - Borough outcome indicator targets

Objective	Metric	Borough target	Target year	Additional commentary
Overarching mode share aim - changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	77%	2021	Our average 2013/14 to 2015/16 base line is 74%.
		85%	2041	

Objective	Metric	Borough target	Target year	Additional commentary
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of borough residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	46%	2021	Our 2013/14 to 2016/17 average baseline is 38%.
		70%	2041	
Londoners have access to a safe and	Proportion of borough residents living within 400m of the London-wide strategic cycle network.	70%	2021	Our 2016 baseline is 1%. Following the installation of our first Quietways, our current estimate is approximately 57%.

Objective	Metric	Borough target	Target year	Additional commentary
pleasant cycle network		96%	2041	We will therefore stretch our suggested target from 48% to 70% by 2021.
Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	72	2022	Our average 2005 to 2009 baseline is 206.
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	46 0	2030 2041	Our average 2010 to 2014 baseline is 153.

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Million vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	475 million vehicle km	2021	Our 2015 baseline is 495 million vehicle kilometres. The number of vehicles registered in the borough is decreasing and unlike most boroughs, our population is stable rather than growing.
		396-421 million vehicle km	2041	
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	Not required - Current Congestion Charge Zone only.

Objective	Metric	Borough target	Target year	Additional commentary
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	40,900	2021	Our average 2013/14 to 2015/16 baseline is 42,000. The number of vehicles registered in the borough has decreased from 42,320 in 2016 to 41,699 in 2018 and unlike most boroughs, our population is stable rather than growing.
		31,400	2041	
Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2013.	94,800 tonnes	2021	Our 2013 baseline is 119,000 tonnes.

Objective	Metric	Borough target	Target year	Additional commentary
		25,100 tonnes	2041	
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013.	150 tonnes	2021	Our 2013 baseline is 510 tonnes.
		20 tonnes	2041	
Reduced particulate emissions.	PM ₁₀ emissions (in tonnes) from road transport within borough. Base year 2013.	28 tonnes	2021	Our 2013 baseline is 39 tonnes.

Objective	Metric	Borough target	Target year	Additional commentary
		16 tonnes	2041	
Reduced particulate emissions.	PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013.	13 tonnes	2021	Our 2013 baseline is 23 tonnes.
		8 tonnes	2014	

Objective	Metric	Borough target	Target year	Additional commentary
A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
<p>More trips by public transport - 14-15 million trips made by public transport every day by 2041.</p>	<p>Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.</p>	<p>128,000</p> <p>155,000</p>	<p>2021</p> <p>2041</p>	<p>While we support the role of public transport in securing modal shift from the private car, we do not regard more public transport trips as a good thing in itself, as they may be at the expense of trips by active modes rather than from private car use.</p> <p>We also believe that reducing bus capacity in the borough by over 10% in 3 years will militate against increased public transport use.</p> <p>Our average 2013/14 to 2015/16 baseline is 123,000.</p>

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network.	4 minutes	2041	We have no evidence as to how this could be achieved. We will continue to work with London Underground Limited to provide step-free access wherever possible in the borough. Our 2015 baseline is 11 minutes.
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds in mph, base year 2015/16.	7.6 to 7.8 mph	2021	Our 2015 baseline is 7.5 mph.

Objective	Metric	Borough target	Target year	Additional commentary
		7.9 to 8.6 mph	2041	
New homes and jobs				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments Outcome 9: Transport investment will unlock the delivery of new homes and jobs				
				There are no Borough Indicator targets for Outcomes 8 and 9.



Equality Impact Analysis Tool

Conducting an Equality Impact Analysis (EqIA)

An EqIA is an improvement process which helps to determine whether our policies, practices, or new proposals will impact on, or affect different groups or communities. It enables officers to assess whether the impacts are positive, negative or unlikely to have a significant impact on each of the protected characteristic groups.

The tool has been updated to reflect the new public sector equality duty (PSED). The Duty highlights three areas in which public bodies must show compliance. It states that a public authority must, in the exercise of its functions, have due regard to the need to:

- 1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under this Act;**
- 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;**
- 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.**

Whilst working on your Equality Impact Assessment, you must analyse your proposal against the three tenets of the Equality Duty.

Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2018/19 – Quarter 3
Name and details of policy, strategy, function, project, activity, or programme	<p>Title of EqlA: Consultation Draft Local Implementation Plan (LIP) (for Mayor of London’s Transport Strategy 2018) - (New)</p> <p>Short summary: A LIP is a statutory document that sets how a London Borough proposes to deliver the Mayor’s Transport Strategy March 2018 (MTS) in its area.</p>
Lead Officers	<p>Name: Ian Davies</p> <p>Position: Principal Engineer – Transport Policy</p> <p>Email: traffic@rbkc.gov.uk</p>
Date of completion of final Full EIA	31 October 2018

Section 02	Scoping of Full EIA
Plan for completion	<p>We need to submit our Draft Final LIP needs to TfL in February 2019:</p> <p>Resources: Transport Policy Team</p>

Analyse the impact of the policy, strategy, function, project, activity, or programme

Analyse the impact of the policy on the protected characteristics (including where people / groups may appear in more than one protected characteristic). You should use this to determine whether the policy will have a positive, neutral or negative impact on equality, giving due regard to relevance and proportionality.

Protected characteristic	Borough Analysis	Impact: Positive, Negative, Neutral
Age	The policies, projects and programmes in our LIP should benefit people of all ages by improving the comfort, safety and security of walking, cycling and using public transport, reducing road collision casualties and reducing harmful vehicle emissions.	Positive
Disability	Our LIP proposals such as step-free access at stations, improving bus and bus stop accessibility and pedestrian crossing improvements should all benefit disabled people. Some of our specific LIP proposals such as our travel mentoring scheme, 'Side by Side' and 'Positive Spin' cycling sessions are targeted at improving travel opportunities and the mental and physical well-being of people with impaired mobility or mental health issues.	Positive
Gender reassignment	No specific implications	Neutral

	Marriage and Civil Partnership	No specific implications	Neutral
	Pregnancy and maternity	Our LIP proposals such as step-free access at stations, improving bus and bus stop accessibility and pedestrian crossing improvements should all benefit people with buggies and those with young children.	Positive
	Race	No specific implications	Neutral
	Religion/belief (including non-belief)	No specific implications	Neutral
	Sex	No specific implications	Neutral
	Sexual Orientation	No specific implications	Neutral
	Human Rights or Children's Rights		
No impacts			

Section 03	Analysis of relevant data Examples of data can range from census data to customer satisfaction surveys. Data should involve specialist data and information and where possible, be disaggregated by different equality strands.
Documents and data reviewed	<ul style="list-style-type: none"> • Mayor of London's Transport and other relevant Strategies 2018 and its associated Integrated Impact Assessment • TfL's Guidance on Developing Third Local Implementation Plans • RBKC Consultation Draft Local Implementation Plan
New research	If new research is required, please complete this section Not applicable

Section 04	Consultation
Consultation	We will carry out a full statutory and public consultation on our Consultation Draft LIP in November / December 2018 including with organisations representing older and disabled people as set out in Section 1.3 of our LIP.
Analysis of consultation outcomes	To be advised - we will include the consultation responses received and our responses to them in our Draft Final LIP in February 2019.

Section 05	Analysis of impact and outcomes
Analysis	To be advised – see Section 04 above.

Section 06	Reducing any adverse impacts and recommendations
Outcome of Analysis	No negative impacts identified

Section 07	Action Plan												
Action Plan	Not applicable												
	<table border="1"> <thead> <tr> <th>Issue identified</th> <th>Action (s) to be taken</th> <th>When</th> <th>Lead officer and borough</th> <th>Expected outcome</th> <th>Date added to business/service plan</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Issue identified	Action (s) to be taken	When	Lead officer and borough	Expected outcome	Date added to business/service plan						
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Section 08	
Chief Officers' sign-off	Name: Mahmood Siddiqi Position: Director of Highways, Transport, Parks and Leisure Email: traffic@rbkc.gov.uk
Key Decision Report (if relevant)	Date of report to Leadership Team: 13 November 2018 Key equalities issues have been included: Yes

Main Findings

1. EqlA Screening

- 1.1. The EqlA screening exercise above did not identify any negative impacts and as a result we did not need to carry out a full assessment.
- 1.2. We recognise that whilst the overall impact of our LIP will be positive, elements of individual schemes and projects may have small and often temporary negative impacts on some equality areas which we will do everything possible to mitigate – for example the disruption caused during physical works on the public highway.
- 1.3. We will consider equality issues during the development of all our LIP proposals and, where necessary, for example for major projects, will carry out further EqlAs on individual proposals.

2. Main Findings - The main findings of the EqlA screening of our LIP Objectives are summarised below:

- 2.1. **Objective 1** - Encourage more trips by walking, cycling and public transport and fewer by private car
 - This should have a positive impact on all equality groups and those without access to a car
- 2.2. **Objective 2** - Make our streets safer, secure and with fewer road collision casualties
 - This should have a positive impact on all equality groups and targeted road safety education campaigns will have a specific positive impact on older people and children
- 2.3. **Objective 3** - Make our streets cleaner and greener with less transport-related pollution
 - This should have a positive impact on all equality groups, especially children and older people who are generally more susceptible to respiratory problems
- 2.4. **Objective 4** - Improve accessibility and journey time reliability on public transport
 - This should have a positive impact on all equality groups especially older people, those with impaired mobility and people with buggies and young children
- 2.5. **Objective 5** - Manage on-street parking and loading to make our streets more efficient

- This should have a positive impact on all equality groups and ensuring adequate 'blue badge' parking provision will benefit those that hold them

2.6. **Objective 6** - Improve the appearance of our streets and ensure that they are well maintained

- This should have a positive impact on all equality groups