Transport Local Implementation Plan 2011–2031

Review of Delivery Plan and Performance Monitoring Plan 2011/12 – 2013/14
Proposed revised Delivery Plan and Performance Monitoring Plan 2014/15 – 2016/17
Foreword

This document sets out the progress made in delivering our transport strategy (the Local Implementation Plan 2011-2031) over the last 2-3 years. It then looks to the future and sets out a revised Delivery Plan detailing schemes and initiatives to be implemented up to 2016/17.

It is clear that much work has been completed since our strategy was approved by the Mayor of London in 2011. This is particularly evident in terms of improvements for those using bicycles - notably in the Isleworth & Brentford area (where, based on research from TfL, the potential to increase cycle mode share is thought to be highest) and through our ‘Greenways’ programme linking parks and open spaces together in the west of the borough. It is pleasing to see this investment feeding through to an increase in the proportion of trips made by bike, ahead of our proposed trajectory - indeed Hounslow now has one of the highest cycle rates in the capital.

Positive results are also emerging in terms of a large reduction in the number of serious injuries and fatalities on our roads, potentially linked to our targeted Road Safety Engineering and Education, Training & Publicity programmes. We do however note that the total number of collisions (which includes those where people are only slightly injured) remains stubbornly above our desired trajectory, as does the proportion of vulnerable road users (cyclists, motorcyclists, pedestrians) involved in collisions. This revised plan seeks to redirect investment to address these unwelcome trends.

During this period we have also signed the biggest contract in the Council’s history – the Highways Maintenance Private Finance Initiative now being delivered by Hounslow Highways. With £100m being spent on renewing our roads over the next five years, and a contractual obligation to maintain them to a high standard following for the next twenty, there can be no doubt that the street environment will be markedly improved over the next two decades. This investment will, however, only go so far to achieving the aims of our transport strategy – Hounslow Highways will resurface roads in their current alignment unless otherwise instructed. Where possible the Council is therefore looking to ‘get ahead’ of the resurfacing work by assessing how our roads, and particularly our major A-road corridors, perform for all road users. Where there are opportunities to make cost-effective changes that help improve safety, encourage walking, cycling or reduce congestion these are being designed in advance and, if approved by councillors following public consultation, handed over to Hounslow Highways for building in tandem with their renewal works. This holistic approach, brought together into a programme called ‘Network 2020’ should delivery significant cost savings as well as reduced disruption for residents. We encourage all residents to submit ideas for where improvements could be made for consideration as part of Network 2020.

Cllr Ed Mayne, Lead Member Community Safety and Regulatory Services
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Preamble

Under the GLA Act (1999) the Council is required to develop and deliver a Transport Strategy (known as the ‘Local Implementation Plan’) which is in line with the Mayor of London’s current Transport Strategy for the capital.

Hounslow’s Local Implementation Plan was approved by borough council in January 2012, following ratification by Cabinet and the Mayor of London in 2011. The plan consists of three sections:

- A list of ‘Borough Transport Objectives’, which are informed by data and reflect the priorities identified in other local plans and strategies. The following vision and objectives are set out in the LIP.

_Hounslow’s transport system will enable all those who live in or visit the area to travel safely and conveniently, whilst supporting environmentally sustainable economic growth and improving health._

Specifically, the LIP seeks to facilitate a transport network and street environment that is:

1. **Safe**: To reduce the number of people killed or seriously injured in road traffic collisions, and increase the perception of personal safety in the public realm
2. **Environmentally Sustainable**: To reduce transport-related CO₂ emissions and other air pollutants, and maximise the system’s resilience to the effects of a changing climate
3. **Attractive**: To improve residents’ and visitors’ satisfaction in the quality of the street environment and maximise the amenity value of public spaces wherever possible
4. **Accessible**: To ensure the transport system facilitates access to jobs, services and leisure opportunities, regardless of disability or social circumstance
5. **Healthy**: To maximise the opportunity for the transport system to improve health outcomes by removing real and perceived barriers to the uptake of active travel
6. **Efficient**: To ensure that the transport system is managed appropriately to reduce traffic congestion and to maximise the current capacity of the network – in particular unlocking regeneration opportunities.
- A **Delivery Plan** detailing how these objectives will be achieved, and in particular how TfL funding will be allocated. The Delivery Plan approved in 2011 set out an indicative Programme of Investment, detailing schemes and initiatives to be taken forward by the Council to 2013/14. Unlike the other two sections, the Delivery Plan is intended to change regularly as schemes are progressed, halted or new opportunities or priorities arise which may lead to a change in the allocation of funding.

- A **Performance Monitoring Plan** illustrating how progress towards achieving the objectives will be measured. This includes targets for a number of mandatory performance indicators set by TfL, alongside local indicators and targets considered appropriate by the Council.

The current approved transport strategy is available in full from: [http://www.hounslow.gov.uk/local_implementation_plan_2011.htm](http://www.hounslow.gov.uk/local_implementation_plan_2011.htm)

With the first Delivery Plan period now coming to an end the Council is required by statute to review the progress made towards implementing the schemes set out in the original Delivery Plan (as amended and approved by TfL), and how these have contributed towards achieving the targets in the Performance Monitoring Plan.

We are then required to set out a new Delivery Plan that details how investment over the next three years will be utilised, alongside new interim targets for the indicators set out in our approved Performance Monitoring Plan to 2016/17.
Section 1: Achievements to Date – Delivery Plan Implementation

1.1 Review of Delivery Plan 2011/12 – 2013/14

Under the first Delivery Plan, the Council used priorities defined by our residents panel to set spending allocations across different types of transport programmes. Having defined these priorities, and informed by the wider consultation on the LIP strategy and the targets within the Performance Monitoring Plan, lead officers then developed a programme of investment made up of different engineering schemes and initiatives. Five priorities were set for each programme. Progress in delivering these priorities is set out in Table 1-1 below.
## Summary of achievements during Delivery Plan Period 2011/12-2013/14

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<tr>
<th>Programme</th>
<th>Priorities for Delivery Plan 2011/12 – 2013/14</th>
<th>Update</th>
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<tr>
<td>Asset Maintenance Programme</td>
<td>1. Complete the process of appointing a PFI delivery partner</td>
<td>The procurement process completed successfully with a consortium of Vinci and Ringway awarded the contract in summer 2012. The concession, to be known as Hounslow Highways commenced ownership and development of the adopted highway network in January 2013.</td>
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<td>2. Continue to provide funding applications for principal road maintenance to TfL on an annual basis (based on results from the asset maintenance survey process) and to London Bridges Engineering Group for the provision of resources to survey and repair bridges</td>
<td>Funding for principal road maintenance and bridge renewal was provided to Hounslow from TfL until 2012/13 when the PFI arrangement commenced (with the monies from DfT replacing any allocation from TfL).</td>
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<td>3. Following PFI tender submissions, publish a new Streetscape Design Guide in order to ensure consistent maintenance standards</td>
<td>A new Streetscene Design Guide was approved as part of the PFI contract. This is now available on the Hounslow Highways website <a href="http://www.hounslowhighways.org/117-street-scene-design-guide.html">http://www.hounslowhighways.org/117-street-scene-design-guide.html</a></td>
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<td><strong>Asset Maintenance Programme (cont)</strong></td>
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<td><strong>4.</strong> Work collaboratively with other LIP II programmes to ensure new traffic and transport infrastructure schemes are developed and implemented concurrently with maintenance programmes (particularly resurfacing) until 2012/13</td>
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<td>Despite challenging deadlines, significant synergy between maintenance and improvement schemes was achieved along High Street Brentford with the Cycle Superhighway readiness scheme implemented early 2012.</td>
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<td><strong>5.</strong> Implementation of the Network 2020 programme. Develop new traffic and transport infrastructure schemes to be implemented during the first five years of the PFI programme commencing 1 January 2013</td>
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<td>The Network 2020 programme is discussed 1.1 (b) below.</td>
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<td>Road Safety Engineering Programme</td>
<td>1. Investigate provision of 20mph zones to all residential roads in the borough (particularly around schools), and delivery of schemes in the Wellington Road and Wigley Road areas</td>
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<td>Substantial areas of the borough (particularly residential streets) are now covered by 20mph restrictions, the vast majority ‘self-enforcing’ with traffic-calming features such as road narrowings, chicanes and humps.</td>
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<td>Designs for a 20mph area covering Wigley Road (which also helps to stop rat-running) are being developed as part of our innovative Community Streets programme. The Council are also directly funding the design and implementation of 20mph zones outside all schools in the borough.</td>
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<td>Once this task is complete proposals for other 20mph limits/zones will be progressed, including the potential of larger area wide restrictions such as have been progressed in other authorities. This may include moving towards a 20mph as the default speed on all residential and some strategic roads where they run through town/neighbourhood centres.</td>
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<td>2. Continue to monitor trends in collision data provided by the Metropolitan Police to identify potential clusters. Schemes developed to address identified causes of collisions</td>
<td>Analysis of collision data from the Met Police is ongoing. Schemes identified in 2011 to directly target collision ‘hotspots’ include Staines Road/Grovestile Way; Nallhead Road and Vicarage Farm Road. Analysis of casualty data has also informed designs of other major traffic schemes, notably Twickenham Road and Cycle Superhighway 9. Further analysis of 2012 data has been completed for action in 2013/14. ‘Hotspots’ identified include Feltham High Street (cluster site for pedestrian and cycle casualties) and Hayes Road, Southall.</td>
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<td>Improvement Details</td>
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<td>3. Work closely with the School Travel Plan programme to develop at least one ‘safe route to school’ each year, in association with the Community Streets scheme</td>
<td>Improvements outside Hounslow Heath Junior School and Oriel Primary school have been implemented as part of the Community Streets Programme, with further works approved for delivery in 2013/14 outside Cranford Infant School.</td>
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<td>4. Contribution towards principal ‘corridor’ scheme (e.g. Twickenham Road and Bath Road)</td>
<td>As noted above collision data has been analysed to assist in developing designs for Twickenham Road. Further information about the Twickenham Road Corridor Scheme is provided in 1.1 (a) below.</td>
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<td>Road Safety Education, Training and Publicity Programme</td>
<td>1. Ensure 95% of primary phase schools offer national standard cycle training</td>
<td>98% of primary schools offer Level 1 and/or Level 2 National Standard Cycle Training</td>
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<td>2. Ensure 45% of primary phase school undertake pedestrian skills training</td>
<td>c55% of primary phase schools participate in pedestrian skills training – either ‘safer steps’ practical on-road training or a dedicated classroom based presentation.</td>
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<td>3. Implement annual road safety campaign on in-car safety</td>
<td>A focus on in-car safety (and in particular the correct fitting of car seats) has been maintained over the past two years with a productive partnership developing with local supermarkets to hold awareness raising sessions (including practical checking of seats). Further visits to GP clinics and nurseries etc have been undertaken and this has been supported by a 3-month programme of bus back advertising to promote in car safety. We continue to run a drink drive campaign each Christmas, once again predominantly through use of bus back advertising.</td>
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<td>4. Develop and implement annual powered two wheeler road safety campaign</td>
<td>A programme of research has been completed using focus groups with young motorcyclists. A campaign developed following informed by this research is to be undertaken in 2013/14.</td>
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<td>5. Explore feasibility of implementing ETP provision for vulnerable communities</td>
<td>Focus groups carried out with 12 older people’s groups to research into attitudes towards walking and driving and, in particular, to identify barriers to walking in this age group. A partnership project with the PCT has been established to develop walking groups with older pedestrians to improve fitness and road safety awareness. Up to two school/community group drama events planned with older road users.</td>
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<td>Better, More Accessible Streets Programme</td>
<td>1. Ongoing implementation of Community Streets Scheme</td>
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<td>The community streets initiative, a partnership with Sustrans, is delivering innovative streetscape enhancements at 6 locations across the borough. Following a review of process in 2012 an area based approach was adopted with the result that the full annual design and engagement resource was devoted to the Wigley Road area.</td>
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<td>2. Delivery of Bus Stop Accessibility schemes</td>
<td>78 bus stops have been treated since 2011/12 to ensure they comply with latest accessibility guidelines. c60% of stops in Hounslow now comply with these guidelines, significantly in front of the trajectory proposed in the LIP.</td>
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<td>3. 'Decluttering' initiative for major roads and town centres, linked to provision of Legible London wayfinding system.</td>
<td>Legible London signage is to be delivered in Hounslow Town Centre and Brentford Town Centre as part of the Outer London Fund supported renewal programme, which will include removal of various redundant signs and street furniture. Outline designs for improvements to Hounslow (OLF and Major Scheme) and Brentford Town Centre (OLF, s106) include significant public realm enhancements and de-cluttering.</td>
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<td>4. Contribution towards principal 'corridor' scheme (e.g. Twickenham Road and Bath Road)</td>
<td>Information about the Twickenham Road Corridor Scheme is provided in 1.1 (a) below.</td>
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<td>Bus Improvement Programme</td>
<td>1. Completion of major junction improvement schemes at Ealing Road/High Street, Hanworth Road/Grove Road and Chiswick High Road at Turnham Green</td>
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<td>These schemes have been completed over the last Delivery Plan period. All schemes have realised significant benefits for all road users. Minor redesign to Ealing Road/High Street junction to be implemented in 2014/15 to improve driver compliance with signals. Road users and bus operators have reported reductions in delays at this junction, and the improvement to cycling conditions and the street environment have been favourably noted.</td>
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<td>2. Contribution towards principal 'corridor' scheme (e.g. Twickenham Road and Bath Road)</td>
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<td>Improvements to Twickenham Road now being trialled/implemented to 'smooth traffic' flow should help reduce delays for buses as well as private motorcars. All bus stops are now accessible along this corridor.</td>
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<td>3. Extension of routes 27 &amp; E10 to Chiswick Business Park, 110 to West Middlesex Hospital, 235 to Great West Quarter, rerouting of route 237 to a new terminus on Frampton Road, and an increase in frequency on route H91, utilising section 106 funds where necessary</td>
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<td>Route 27 was extended to Chiswick Business Park in November 2012 utilising s106 funds. Extension of route E10 awaits completion of negotiations between LB Ealing and London Buses. Route 110 was extended to West Middlesex Hospital in November 2011. The frequency of evening services on route 267 will be increased from three to four buses per hour in September 2013 utilising s106 funds.</td>
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<td>While the frequency of route H91 has not increased further, following an increase to 6 buses/hour (Monday-Saturday daytimes) in April 2007, the route was converted to new double decker operation in January 2010 utilising s106 funds and a minor change to the route was implemented, providing faster travel times and improved interchange with Underground and Overground trains at Gunnersbury Station. Route 235 will be extended to the Great West Quarter in September 2013 utilising s106 funds.</td>
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<td>The proposal to construct a new bus terminus and to re-route bus route 237 to Frampton Road is still under discussion between the Borough and London Buses.</td>
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<td><strong>Bus Improvement Programme (cont)</strong></td>
<td><strong>4. Instigation and/or participation in studies and reviews to support improved orbital bus service provision, improve bus terminus and garaging facilities and explore options for new or improved routes and enhanced service frequencies across Hounslow’s bus network. In particular developing schemes as part of the Network 2020 programme - preparation for the PFI core investment period (2013-2018)</strong></td>
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<td>The Council contributed to the 2013 London Council’s Bus Network research, and in particular stressed that the business case for express orbital bus services needed further consideration in view of the modal shift potential arising from a service which had more comparable journey times to private car.</td>
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<td>Detailed discussions have been undertaken with TfL on the potential for relocating bus garages in the Brentford Area to realise direct Ealing to Isleworth services, reflecting the need to respond to potential changes in provision of NHS services in west London. However, there has been no commitment to realise this project from London Buses to date.</td>
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<td><strong>5. Review bus lanes hours and waiting restrictions to ensure optimum utility/benefit and to ascertain the scope for further bus priority measures, including along TfL and Highways Agency roads in the borough</strong></td>
<td>The operation and effectiveness of bus lanes is under constant review in response to feedback from both bus operators and other road users (including cyclists).</td>
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<td>Two new “at any time” bus lanes were introduced on Grove Road in central Hounslow in December 2011 as a feature of the major junction improvement scheme at Hanworth Road/Grove Road.</td>
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### Cycling Infrastructure Programme

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| 1. Delivery of Cycle Superhighway (CSH) along the A315 in partnership with TfL | Delivery of Cycle Superhighway 9 (CS9) along the A315 in partnership with TfL

Significant outline, and in some cases detailed, design has been undertaken along the length of the proposed CS9 route in Hounslow, which has been split into 45 different section lengths between Hounslow and Chiswick town centres. In total the scheme as currently formulated would provide over 9km of new or upgraded on carriageway cycle lanes.

The Mayor of London launched a new ‘Vision’ for cycling in London in March 2013. This document proposes the framework for the allocation of £913m of funding on cycling measures in the capital over the next decade. The vision has led to a complete review of the current Cycle Superhighway programme, with all routes subject to review, re-alignment or cancellation. TfL have not been able to confirm a timeframe for a decision on CS9, and LB Hounslow continue to progress the project where possible in the interim.

| 2. Delivery of a package of measures to improve the cycle network across Hounslow’s ‘cycle hub’ area | A number of schemes have been completed (or are imminent) in the ‘cycle hub’ area of Isleworth & Brentford including:

- Tallow Road Permeability
- Bridge Road/Woodlands Permeability
- Mission Square Accessibility Improvement
- Mogden Lane/Whitton Dene Improvements
- St Pauls Contraflow and formalisation of cycle access in St Pauls Recreation Ground.

Further improvements are to be realised on Twickenham Road, notably provison for cycles at the Mogden Lane/Twickenham Road and Northcote Avenue junction. |
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<td>3. Delivery of a comprehensive review of wayfinding across the borough, and how the Borough's town centres link best with others in west and south west London, particularly linked to the opening of the Cycle Superhighway</td>
<td>A review of wayfinding was undertaken with LB Ealing, LB Richmond and RB Kingston in 2011/12 in respect to LCN routes 75 and 85 (to Kingston and Ealing respectively from Brentford) with findings and recommendations produced on harmonisation of signage. LB Hounslow implemented the recommendations for route 75 in summer 2012, LB Richmond and LB Kingston are to complete their signage in 2013/14, Ealing in 2014/15. Further proposals for improving wayfinding are being developed by TfL following the development and launch of the new Mayor’s Cycling Vision.</td>
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<td>4. Delivery of cycle infrastructure improvements on principal and appropriate local roads as they are resurfaced (as part of the Network 2020 programme) and as an integral part of the Twickenham Road and Bath Road corridor schemes</td>
<td>The Network 2020 programme is discussed 1.1 (b) below.</td>
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<td>5. Improve cycle parking across the borough, particularly in town centres</td>
<td>Nearly 1000 cycle spaces have been delivered across the last delivery plan period to date, in schools, workplaces, in partnership with housing associations and on-street. Many of these are high quality, covered and secure facilities.</td>
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<td><strong>Greenways Programme</strong></td>
<td><strong>1. Delivery of improvements to Crane Park and along the Crane Valley, notably in partnership with Heathrow Airports Limited (HAL) at their Causeway site</strong></td>
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<td><strong>2. Path improvements in Hanworth Park, particularly to link northwards to Hounslow Heath and the Crane Valley</strong></td>
<td>Improvements to pathways in the north of Hanworth Park have been implemented. These link Browells Lane (Feltham Community School) with Hanworth Airparcs Leisure Centre, Forest Road and the A316. A new entrance to the park opposite De Brome playing fields has been opened to link to new pathways (now approved and scheduled for implementation in 13/14) through the old school playing fields, Pevensey Nature reserve and onto Crane Park.</td>
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<td><strong>3. Improved links through and to Lampton Park and the Civic Centre</strong></td>
<td>New pathways have been delivered in partnership with Lampton School to the rear of the Civic Centre. Use of pathways to the front of the Civic building have been formalised. Cycling has been legitimised with Lampton Park. Improvements to other rights of way around the Civic are planed in conjunction with Hounslow Highways resurfacing programme in 2013/14.</td>
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<td><strong>4. Continued Implementation of the Rights of Way Improvement Plan particularly on sections of the strategic walk network (London Loop and Capital Ring)</strong></td>
<td>A number of improvements to the rights of way network have been implemented, notably in Dukes Meadows and Strand on the Green. A booklet has also been produced.</td>
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<td><strong>5. Better promotion of Greenways to those who live or work in the borough</strong></td>
<td>Opening ceremonies for the Hounslow Heath and Crane Park greenways were held with participation from local schools. Once a cohesive network has been completed in the west, a leisure cycling circuit is to be defined and promoted to raise awareness of the routes.</td>
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<td>School Travel Planning Programme</td>
<td>1. Implement at least one ‘safe route to school’ scheme per year in association with the Community Streets scheme</td>
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<td>2. Ensure all school travel plans are monitored and reported on each year through the School Travel Plan website</td>
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<td>3. Get 50% of schools accredited to ‘sustainable’ level (under TfL’s accreditation scheme)</td>
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<td>4. Get at least 15% of schools accredited to ‘higher standards level’ (under TfL’s accreditation scheme)</td>
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<td>5. To improve cycle and scooter storage facilities in schools who have an active travel plan and have requested it</td>
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<td>Efficient Business Travel Programme</td>
<td>1. Continue to coordinate the Golden Mile Transport Group, in partnership with businesses, WestTrans and West London Business</td>
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<td>The Golden Mile Transport Group continues to meet quarterly, having existed in its current incarnation for nearly five years. Around 90 businesses are involved in the group in some fashion and meetings regularly draw 30-40 attendees, with around 60 people attending a special Olympics planning meeting in spring 2012. The group coordinates a number of shared projects, notably promotional events in Bike Week and European Mobility Week; a corridor wide car-share database; a bespoke real time information portal. The operation of the group is to be reviewed following additional funding received from TfL to ascertain how the level of business involvement (and resourcing) could be increased.</td>
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<td>2. Ensure all council buildings (particularly the Civic Centre) and leisure centres and libraries are covered by a travel plan</td>
<td>Following comprehensive spending review, and the consequent reduction in funding for the Council, significant relocation of staff was undertaken to maximise use of the Civic Centre. The current travel plan now requires updating to reflect the changing operational environment of the civic centre. However outside of the formal framework of a plan a number of campaigns have been undertaken to reduce transport impact of the civic, including</td>
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<td>• SEGMENT campaigns including an interactive real time transport map, a ‘cycle chauffeur’, an electric ‘pool car’ over the Olympic period and eco-driving training</td>
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<td>• A ‘try cycling scheme’ held over the Olympic Period including cycle training and provision of a bike and accessories for a six week period (with option to purchase the cycle at reduced cost)</td>
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<td>• New secure cycle parking – 40 spaces.</td>
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<td>• Cycle salary sacrifice scheme now opened two windows per year, with further discounts secured with local cycle shops</td>
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<td>• Revisions to access arrangements to formalise access for cyclists whilst reducing conflict with pedestrians.</td>
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<td>• Free electric vehicle charging points for staff</td>
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<td>Efficient Business Travel Programme (cont)</td>
<td>Bridge Road Depot is covered by a travel plan developed by Hounslow Highway as part of the PFI submission. Each leisure centre is covered by a travel plan developed by Fusion and reviewed annually.</td>
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<td><strong>3. Trial the development of a delivery servicing plan at the Civic Centre and/or one other large employer</strong></td>
<td>Delivery Servicing Plans are yet to be validated as effective tools by Transport for London. Implementation of this action is to be deferred, awaiting publishing of recommendations from TfL.</td>
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<td><strong>4. Conduct a review to identify where parking and loading restrictions may be reviewed to better cater for the needs of businesses</strong></td>
<td>Consultation was undertaken with representatives of the local freight industry to establish whether this was a priority measure and the results of this have been inconclusive. The measure has been deferred awaiting further information from freight representatives. Further freight actions are taking place at the sub-regional level, under management of WestTrans.</td>
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<td><strong>5. Review all directional signage on the strategic route network to ensure it is clear and consistent for businesses</strong></td>
<td>This has been completed with 16 advanced directional signs renewed or replaced around trading estates in the Heathrow area. In addition works have been undertaken to improve highway performance for laden vehicles around Bedfont Road, Stanwell.</td>
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</table>
| Sustainable Travel Promotion Programme | 1. Delivery of SEGMENT EU funded project including bespoke marketing campaigns aimed at people starting a new job, parents of children starting school and visitors to health centres | The SEGMENT programme finished in April 2013 following a number of campaigns being delivered to those people potentially facing a ‘life change moment’ where travel habits may be questioned. This included:

- A campaign (‘My Time’) which provided rewards (sponsored in the main by Fusion) for parents of children in Yr1 who walked their children to school
- A walking and cycling on prescription campaign targeting people visiting health centres
- A range of campaigns aimed at council employees including a real time transport map, a ‘cycle chauffeur’ to encourage home-to-work cycling and eco-driving.

Results from before/after surveys when compared against controls are inconclusive in many cases, however the targeted campaigns did seem to provoke more modal shift amongst the sub-set of the population they were aimed at, suggesting that such a targeted approach may increase chances of behaviour change. Opportunities to build on the lessons from SEGMENT are being explored, notably by building a menu of interventions that can be employed at a variety of ‘life change moments’.

2. Continuing promotion of Hounslow Travel Active – 10,000 users registered by 2014 | Hounslow Travel Active is a joint campaign with Hounslow’s Public Health team to promote walking and cycling to those who live or work in the borough as an easy way of incorporating more physical activity into daily routines. Promotion of the campaign has included a variety of actions, including:

- Sponsorship of ‘yellow umbrella day’ community festival at Chiswick Park
- Social media activity
- School fairs
- Community events (e.g. Brentford Festival, Hounslow Fair)
<table>
<thead>
<tr>
<th><strong>Sustainable Travel Promotion Programme (cont)</strong></th>
<th>There are currently c1500 registered members of the website which is less than anticipated. When the website was first developed the ability to map routes, log trips and set challenges was an innovative feature. However, by 2012 a large number of commercial competitors (notably large companies like Nike) developed similar websites which had more advanced functionality and usability. A local borough website is unable to compete with such organisations (and should not be replicating that which is available privately anyhow) and a review is now underway to refocus the website toward information provision and marketing.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Programme of events each year linked to Bike Week (June)</td>
<td>The Borough continues to provide a promotional focus during bike week (June) each year. The level of resource (notably staff time) available to run events has varied across the Delivery Plan period to date, particularly over the Games Time period in 2012, however ‘Dr Bikes’, Bike Breakfasts &amp; Bike Displays in schools and larger community cycle road shows are common events.</td>
</tr>
<tr>
<td>4. Programme of events each year linked to European Mobility Week (September)</td>
<td>A Try Cycling fun day was held at the car park outside the police station in Chiswick during September 2010 and 2012.</td>
</tr>
<tr>
<td>5. Implement a travel demand management programme in vicinity of principal corridor scheme on completion of infrastructure works</td>
<td>It was intended to deliver this initiative in tandem with Cycle Superhighway 9 (under TfL's Cycle Superhighway Complementary Measures programme). As CS9 is implemented a travel demand management programme will be defined and implemented in tandem.</td>
</tr>
</tbody>
</table>
## Encouraging Efficient Car Use Programme

<table>
<thead>
<tr>
<th>1. Tendering of car club operations and extension of the network, including provision of pool cars for Council staff use</th>
<th>The car club operation is to be tendered during 2013/14.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Continuation of CPZ development programme including consultations in Chiswick, around stations in Isleworth and Brentford and in Hounslow town centre</td>
<td>CPZ programme has continued, with several new zones implemented in response to resident demand.</td>
</tr>
<tr>
<td>3. Develop a network of publicly available electric vehicle charging points within one mile of all residents</td>
<td>This network has been completed. Publicly available charging points as part of the ‘source London’ network are now in place at:</td>
</tr>
<tr>
<td></td>
<td>1. Alexandra Road Car Park (Hounslow)</td>
</tr>
<tr>
<td></td>
<td>2. Albany Parade Car Park (Brentford)</td>
</tr>
<tr>
<td></td>
<td>3. Welstead Way Car Park (Chiswick)</td>
</tr>
<tr>
<td></td>
<td>4. Stanley Road (Feltham)</td>
</tr>
<tr>
<td></td>
<td>5. Brentford Fountain Leisure Centre</td>
</tr>
<tr>
<td></td>
<td>6. Heston Leisure Centre</td>
</tr>
<tr>
<td></td>
<td>7. Hanworth Air Parks Leisure Centre</td>
</tr>
<tr>
<td></td>
<td>8. Isleworth Leisure Centre</td>
</tr>
<tr>
<td></td>
<td>9. Treaty Centre, Hounslow</td>
</tr>
</tbody>
</table>

The Authority has been in negotiations with Tesco about provision of a charging point in their Bulls Bridge and Faggs Lane sites, which would ensure full coverage of the borough (all residents within 1 mile of a post), however the supermarket is currently unwilling to provide this, citing lack of demand. The Authority is also exploring options for provision of a 'streetpump' which would act as a communal charging point for a street or network of residential streets which may not have off-street parking provision.
<table>
<thead>
<tr>
<th>4. Completion of road noise action plan and implementation of best practice case study with before-and-after analysis</th>
<th>Research into low road noise surfaces was undertaken and as a result some changes were made to resurfacing methods to use lower noise materials. This is now being taken forward by Hounslow Highways through the PFI contract (e.g. use of Fibrovia asphalt on some links as set out in Streetscene design guide).</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Undertake a comprehensive review of parking management to ensure it can best contribute towards achieving the objectives of the LIP</td>
<td>A new parking and traffic enforcement policy (available at <a href="http://www.hounslow.gov.uk/parking_traffic_enforcement_policy_2013.pdf">www.hounslow.gov.uk/parking_traffic_enforcement_policy_2013.pdf</a>) sets out proposals for incentivising the uptake of low emission vehicles (Band A and B vehicles) and has set an increased premium on second cars to act as a disincentive towards multiple car ownership.</td>
</tr>
</tbody>
</table>
1.1 Review of Cross Cutting Programmes

In addition to the priorities attached to individual transport programmes, we also set two cross-cutting projects, which are reviewed below.

(a) Major Corridor Schemes

In 2010 we announced our intention to focus resources on Twickenham Road as a ‘major corridor scheme’ for the proceeding 2-3 years. The concept on the scheme was to look holistically at a route and seek to address deficiencies in its performance for all road users at the same time - as well as raising the standard of the public realm generally. The scheme, which will be substantially complete by the end of the 2013/14 financial year, is seeking to deliver the following improvements:

- De-cluttering of the streetscene including reduction in pedestrian guardrail (c30m), removal of unnecessary traffic signs (e.g. through rationalisation of waiting restrictions) and simplification in the amount of road markings.
- Improved public realm by replacing hotch-potch of previous finishes with a consistent palette of higher quality materials, coupled with targeted widening of footways to better cater for pedestrians, and provision of raised entry treatments at side road junctions that provide continuity of surface and level (and also slow speeds of turning traffic to improve safety).
- Currently (summer 2013) trialling removal of traffic signals at Twickenham Road /South Street junction. Modelled results indicate improved journey times and reduced queue lengths for all vehicles.
- Provision of 1.5m on-carriageway advisory cycle lanes along the majority of corridor length, south of South Street junction.
- Conversion of the pedestrian only aspect on the signal controlled Twickenham/Mogden Lane junction to a Toucan arrangement to allow cyclists to cross seamlessly from the Mogden Lane segregated cycle track to Northcote Avenue (which forms a key link between Hounsslow and Richmond town centres). Provision of new pedestrian countdown at the busy Worton Road junction.
- Provision of Advanced Stop Lanes for cyclists at Worton Road and Mogden Lane junctions. A number of pinchpoints have been removed for cyclists along the length of the corridor through realignments of footway/carriageway or pedestrian islands.
- Twenty new on-street cycle parking spaces are planned.
- All bus stops have been made accessible.

Further analysis of the impact of the scheme when complete will be provided in 2014/15.

From 2013 onwards design will start on our next two corridor schemes – Bath Road and Staines Road, which will be implemented, where possible, in tandem with resurfacing works under the Network 2020 programme, as discussed further below.
The Council is keen to ensure that we maximise the opportunity represented by the PFI, and particularly their ‘core investment period’ between 2013-2018, by wherever possible dovetailing improvement schemes with asset renewal. To achieve this we have developed a programme called ‘Network 2020’. The focus of Network 2020 is to develop a sustainable transport network. This can be defined as a network that is:

- Safe for all users
- Promotes environmentally friendly transport methods – particularly cycling which has the highest potential for growth
- Contributes to economic growth by maximising performance of the network, and supports regeneration.

Given this strategic aim, a particular focus has been made to address the following constraints on network performance:

1. Tackle areas with an identified collision problem
2. Unlock the potential for continuous cycle networks – particularly those serving north/south routes connecting with CSH9 and those linking Greenways.
3. Provide for a systematic review of opportunities to introduce or improve cycle facilities (e.g. where road widths exceed 4.5m, removal of all pinchpoints caused by lane widths between 3.2m and 4.2m etc) across the network.
4. To proactively introduce improved cycle facilities where practicable, focusing on provision on the A315 between Hounslow and Chiswick (the proposed Cycle Superhighway); on Staines Road, Hounslow Road (Feltham) as part of an extension of the cycle superhighway to Feltham; Bath Road as part of an extension of the cycle superhighway to Hounslow West/Heathrow and on routes that form part of the emerging ‘Quietways’ network
5. Tackle stretches which contribute to excess bus delay (e.g. Grove Road, Hounslow)
6. Provide for a system wide approach to improving accessibility, particularly through introduction of drop kerbs/junction treatments catering for mobility impaired people
7. Tackle congestion ‘pinch points’ where feasible
8. Better cater for freight traffic, particularly in town centres
9. Improve routes for all pedestrians, particularly across major roads and at barriers such as bridges
10. Generally improve the public realm, particularly in town centres within regeneration areas

An analysis of the network has been undertaken to identify where the Council can make cost-effective improvements that help achieve these objectives. This was undertaken by council officers, aided by a public consultation in 2011 which used an on-line map based interface to help identify where improvements could be made (as shown in Figure 1-1 below). This built on a previous consultation which identified small
improvements for cyclist in the Isleworth & Brentford Area. In total 575 individual comments were received, relating to 245 individual sites. These sites, were spread against different road types, as follows:

- related to TfL roads (TLRN) (14%)
- related to off-road routes (Greenways) (16%)
- related to CSH9 (15%)
- related to other sites on the borough road network (55%)

Using this consultation, and officer’s own knowledge of where the network could be improved to achieve the aims of Network 2020 as defined above a provisional list of improvements was developed. This list was then married to the emerging Hounslow Highways Core Investment Period Programme (CIP) and a prioritisation exercise undertaken to ascertain which schemes should be developed in more detail in 2012/13.

Unfortunately the CIP programme has, to date, been less fixed than was envisaged at contract signature. This has meant that the lead-in times between when the Council is notified that a section of road is to be resurfaced by Hounslow Highways and work actually commencing are often too short to allow for the design and approvals process to be completed. Conversely some schemes which we have commenced work on expecting renewal to take place in 2013 are no longer a priority as resurfacing has been deferred. Council officers and senior staff from Hounslow Highways are now working hard to reduce the variability in the CIP programme which should allow for schemes to be developed on a more appropriate (and achievable) timeline from 2014 onwards.
Figure 1-1: Network 2020 Consultation

As part of our Highways Asset Maintenance (PFI) programme (see hounslow.gov.uk/highways, p. 24 for more information), unprecedented investment will be made in renewing our roads and pavements between 2013 - 2018. This is a real opportunity to think again about how our roads and footways work to make sure they are best set up to meet the 21st century requirements placed on them. In particular we are keen to:

- Deal with any remaining ‘accident blackspots’
- Better provide for cyclists, providing continuous cycle lanes and tackling pinch points that bring cyclists and other vehicles into conflict
- Improve the ability for people to access key destinations by foot and generally improve the public transport
- Improve the accessibility of our streets so they cater for all users. This particularly applies to five stops and transport interchanges.
- Where possible provide more dedicated road space for buses to improve journey speed and reliability
- Where possible tackle congestion hotspots to improve journey time for all users.

If you have an idea for where our roads could be improved to achieve these outcomes let us know by putting a pin on the map to the right. We’ll be compiling these over the coming months and then start designing schemes in 2013 ready to be built in 2015 onwards. As with all traffic schemes, they will be approved by councillors prior to work commencing.

Instructions:
Just click on the red icon, say whether you agree or disagree with the solutions and submit any comments you want to make. Also to identify any issues in your local area just click on the map at a location where you think there is a problem, pop in your email address and then describe the issue. These issues can then be seen by other people and the London Borough of Hounslow and can be incorporated into the Network 2020 programme.

Key:
- Issue
- Existing issue
- User suggested issue
- Selected issue

Cycle Improvement Study 2011
Have you ever cycled around the borough and visited the Council would make a small change to a street or open space in order to make things better (safer, more comfortable or convenient), would you do that for those on the wheel? If you have we want to hear from you!

Using our easy to navigate map you can now pinpoint the exact locations that you’d like to see improved. It could be a better cycle lane, a simple drop curb, a dedicated cut-through for cyclists, some cycle parking, Improved signage or even a new greenway through a park or open space.

You’ll see we’ve already done some thinking about the Isleworth and Brentford area, have a look through to see some ideas.

We’ll be taking these ideas and working them up into schemes to be delivered over the next few years - this forms part of our Network 2020 programme which aims to harness the highways Maintenance-PFI finance initiative, the biggest ever investment in our streets since 1945, to develop a sustainable transport network fit for the future.

Get started!

Instructions: Just click on the red icons, say whether you agree or disagree with the solutions and submit any comments you want to make. Also to identify any issues in your local area just click on the map at a location where you think there is a problem, pop in your email address and then describe the issue. These issues can then be seen by other people and the London Borough of Hounslow and can be incorporated!
Despite some missed opportunities, a number of schemes have been identified for implementation substantively in tandem with the CIP works, as noted below:

- 1km of footway in Snakey Lane, Feltham was widened at the same time it was being resurfaced to allow shared use between cyclists and pedestrians. Road speeds, traffic flows and use of HGVs in this area are high, hence a desire to provide cyclists with an off-carriageway option.
- Changes made to pedestrian islands in Lampton Road, Sutton Lane and Hounslow Road (Hanworth) to remove pinchpoints for cyclists, ahead of c/w resurfacing
- Twickenham Road Corridor Scheme, including South Street de-signalisation is to be implemented ahead of carriageway resurfacing
- Turnham Green Terrace (Cycle Superhighway Readiness Scheme) is being implemented in tandem with both carriageway and footway renewal and traffic signal modernisation
- Bedfont Road, Stanwell renewal and improvement (provision of new cycle facilities and camber improvements for HGVs)
- Staines Road, Grovestile Way (safety scheme to increase conspicuousness of the roundabout and improve pedestrian crossings)
- Staines Road, Barrack Road – Wellington Road provision of on-carriageway cycle lanes and short term parking for local businesses.
- Bedfont Lane (Feltham) safety and pedestrian improvements to footway including raised entry treatments

Discussion on the Network 2020 programme for 2014/15 onwards is discussed in Section 3 below.
Achievements to Date

Progress towards Achieving Targets Within Performance Monitoring Plan
Section 2: Achievements to Date – Progress towards Achieving targets within Performance Monitoring Plan

2.1 Review of progress towards achieving targets

The LIP sets out a range of mandatory and local performance indicators towards which the provision of the schemes and initiatives detailed above must contribute towards attaining. Our performance under each of these measures, against the proposed trajectory set in the LIP is summarised in Table 2-1 (Mandatory Indicators) and Table 2-2 (Local Indicators) below. New interim targets to 2016/17 are provided in Section 4 below.
<table>
<thead>
<tr>
<th>Core indicator</th>
<th>Definition</th>
<th>Year type</th>
<th>Units</th>
<th>Base year</th>
<th>Base year value</th>
<th>Target year</th>
<th>Target year value</th>
<th>Actual Trajectory data</th>
<th>Data source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode share of residents</td>
<td>% of trips by walking</td>
<td>Financial</td>
<td>%</td>
<td>2006/7-2008/9</td>
<td>28.5</td>
<td>2011/12 - 2013/14</td>
<td>28.8</td>
<td>2007/8 - 2009/10</td>
<td>2008/9 - 2010/11</td>
</tr>
<tr>
<td>Mode share of residents</td>
<td>% of trips by cycling / no of trips</td>
<td>Financial</td>
<td>%</td>
<td>2006/7-2008/9</td>
<td>2.8</td>
<td>2011/12 - 2013/14</td>
<td>3.5</td>
<td>2007/8 - 2009/10</td>
<td>2008/9 - 2010/11</td>
</tr>
<tr>
<td>Bus service reliability</td>
<td>Excess wait time in mins</td>
<td>Financial</td>
<td>Mins</td>
<td>2009/10</td>
<td>1.3</td>
<td>2013/14</td>
<td>1.4</td>
<td>2010/11</td>
<td>2011/12</td>
</tr>
<tr>
<td>Asset condition - principal roads</td>
<td>% length in need of repair</td>
<td>Financial</td>
<td>%</td>
<td>2009/10</td>
<td>7</td>
<td>2013/14</td>
<td>9</td>
<td>2010/11</td>
<td>2011/12</td>
</tr>
<tr>
<td>Road traffic casualties</td>
<td>Total number of people killed or seriously injured</td>
<td>Calendar</td>
<td>Number</td>
<td>2006 to 2008 average</td>
<td>117</td>
<td>2013</td>
<td>106</td>
<td>2010</td>
<td>2011</td>
</tr>
<tr>
<td>Road traffic casualties</td>
<td>Total casualties</td>
<td>Calendar</td>
<td>Number</td>
<td>2006 to 2008 average</td>
<td>973</td>
<td>2013</td>
<td>883</td>
<td>2010</td>
<td>973</td>
</tr>
<tr>
<td>Local indicator</td>
<td>Definition</td>
<td>Year type</td>
<td>Units</td>
<td>Base year</td>
<td>Base year value</td>
<td>Target year</td>
<td>Target year value</td>
<td>Actual Trajectory data</td>
<td>Data source</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------</td>
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<td>----------------</td>
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<td>------------------</td>
<td>-----------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>Road traffic collisions - borough roads only</td>
<td>Collisions occurring on borough roads (from May to May)</td>
<td>Calendar</td>
<td>number</td>
<td>2007-2010</td>
<td>1322</td>
<td>2010 - 2013</td>
<td>1191</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road traffic casualties - children</td>
<td>Total child (15yrs and under) casualties (fatal, serious and slight injuries)</td>
<td>Calendar</td>
<td>number</td>
<td>2004-2008</td>
<td>76</td>
<td>2011 to 2013 average</td>
<td>71</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessible bus stops</td>
<td>Percentage of bus stops which are classed as accessible</td>
<td>Financial year</td>
<td>%</td>
<td>2009/10</td>
<td>42</td>
<td>2013/14</td>
<td>58</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mode of travel to primary school - walking</td>
<td>Percentage of children walking to school</td>
<td>Academic year</td>
<td>%</td>
<td>2009/10</td>
<td>64</td>
<td>2030/2031</td>
<td>66</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mode of travel to primary school - cycling</td>
<td>Percentage of children cycling to school</td>
<td>Academic year</td>
<td>%</td>
<td>2009/10</td>
<td>2</td>
<td>2026/27</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mode of travel to primary school - car (not-sharing)</td>
<td>Percentage of children travelling to school by car</td>
<td>Academic year</td>
<td>%</td>
<td>2009/10</td>
<td>26</td>
<td>2030/2031</td>
<td>21.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mode of travel to secondary school - walking</td>
<td>Percentage of children secondary walking to school</td>
<td>Academic year</td>
<td>%</td>
<td>2009/10</td>
<td>33</td>
<td>2030/2031</td>
<td>34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mode of travel to secondary school – cycling</td>
<td>Percentage of children secondary cycling to school</td>
<td>Academic year</td>
<td>%</td>
<td>2009/10</td>
<td>2</td>
<td>2026/27</td>
<td>5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 2.2 Commentary on Progress

In most cases the Borough is achieving, or in some cases exceeding, targets notably for cycle mode share, a reduction in the number of people killed or seriously injured on our roads and reducing excess waiting time for buses. However, in some areas we are not progressing as well as we might wish – notably in terms of reducing all casualties (which includes slight injuries as well as those killed or seriously hurt) and casualties specifically on borough roads. Given this deviation from desired trajectory we have looked into the data in more depth, and particularly in regards for vulnerable road users (pedestrians, cyclists and those using powered two wheelers). **Figures 2-1, 2-2 and 2-3** below provide further details. It is noted that all casualties for pedal cyclists in particular have risen significantly in the past three years, in line with rising numbers of cyclists on our roads, albeit the numbers who are killed or seriously injured have stayed consistent despite this increase.
Figure 2-1: Pedestrian Casualties on all Roads in the Borough 2006-12

Figure 2-2: Pedal Cyclist Casualties on all Roads in the Borough 2006-12
The Authority has commissioned further research into the pattern of collisions – both in terms of geography, mode and the characteristics of the people involved - in order to influence mitigation plans from 2014/15 onwards through our Targeted Road Safety Engineering, Road Safety Education, Training & Publicity and Cycle Training Programmes.

(a) A Note on Mode of Travel to School Data (Local Indicator)

At the time of compiling the performance monitoring plan for the first LIP monitoring period, schools had a duty to collect and report mode of travel as part of the annual school census. This data was used as the baseline for the targets within the LIP. This requirement was removed by the Department for Education for the 2011/12 academic year onwards following a review of non-statutory requirements upon schools. For 2011/12 the data has therefore been collected voluntarily by schools using a quick classroom based ‘hands-up’ survey. The removal of the obligation and following change in collection method raises obvious compatibility issues. At the authority wide level it is likely that modal split is less accurate, given the reduced sample size achieved. However, at the individual school level the modal split may be more accurate given that it is actively updated each year – the Authority was aware that, for the school census, some pupil data was entered once when they joined...
the school and not updated. There may also be a calendar impact on some modes – the school census tended to be gathered in Autumn/Winter, where as the hand’s up surveys can be done at any time of year, but is usually completed in summer. Finally with schools completing surveys at different times there may be a lack of consistency across different sites. The Authority maintains the importance of measuring mode of travel to school – for both transport and public health purposes – but the limitations of the data set out above should be noted and taken into account, particularly when comparing current mode share with pre 2011/12 data.

One particular trend that deserves greater analysis is the large increase in cycling in 2011/12 academic year at primary level (plus eight percentage points), and the consequent decrease by a similar amount in walking. These figures vary dramatically from school to school – some schools increased cycle mode share by 14% (e.g. Cavendish Primary) following proactive promotion and improvements to cycle storage, whilst others stayed relatively constant. The figures will also be impacted by the issues discussed above. What certainly seems to be the case however is that modal shift to cycling would tend to arise amongst students that are already walking to school, though we note there has been a decrease of five percentage points in car use overall.
Section 3: New Delivery Plan 2014/15 – 2016/17

3.1 Principles for Developing the Revised Delivery Plan and Programme of Investment

In order to develop a revised programme of investment the following have been taken into account by officers:

- Broad prioritisation of different transport schemes as recorded in our first Delivery Plan (based on consultation with our residents panel);
- Experience gained through implementation of the first Delivery Plan;
- Achievement in regards to targets set out above;
- New requirements for inclusion/consideration from TfL notably around cycling;
- Emerging understanding of the opportunities and constraints arising from operating within the PFI contract.

Given these considerations, a revised Delivery Plan has been proposed, including the Programme of Investment (2014/15 – 2016/17) detailed in Table 3-1 below. As required under the GLA act we will commit to refreshing the Delivery Plan every three years (2016 being the next refresh).
Table 3-1: Proposed Programme of Investment 2014/15 -2016/17

<table>
<thead>
<tr>
<th>ID</th>
<th>Scheme Title</th>
<th>Scheme Description</th>
<th>Proposed Allocation 14/15</th>
<th>Proposed Allocation 15/16</th>
<th>Proposed Allocation 16/17</th>
<th>Sub-Total</th>
<th>Proposed Project Priorities /Targets</th>
</tr>
</thead>
</table>
| 1  | CAPITAL: N2020 Implementation West | Implementation of Network 2020 projects in West (CHAF, HCAF, BFHAF). To include, or be prioritised from:  
- Staines Road Corridor Scheme;  
- Bath Road Corridor Scheme;  
- Lower Feltham/Ashford Road Cycle Improvements;  
- Hounslow Road (Feltham) - Waiting restrictions/Cycle Improvements;  
- Hounslow Road (Hanworth) Cycle Improvements (Segregated Cycle Tracks/Off-street parking provision)  
- Bedfont Road/Clockhouse Lane – Greenway Links & off-carrigeway cycle provision;  
Schemes may change to match revisions to Hounslow Highway’s Core Investment Period works and further schemes may be identified following feasibility in 2013/14. | 600                       | 600                       | 600                       | 1800      | Delivery of 100 improvement schemes substantively in tandem with asset renewal schemes by 2018/19.                                                          |
<table>
<thead>
<tr>
<th>ID</th>
<th>Scheme Title</th>
<th>Scheme Description</th>
<th>Proposed Allocation 14/15</th>
<th>Proposed Allocation 15/16</th>
<th>Proposed Allocation 16/17</th>
<th>Sub-Total</th>
<th>Proposed Project Priorities /Targets</th>
</tr>
</thead>
</table>
| 2  | CAPITAL: N2020 Implementation East    | Implementation of Network 2020 projects in East (CAF, IBAF) To include, or be prioritised from:  
- Twickenham Road (Completion of remaining corridor scheme elements)  
- A315 Cycle Improvements (link to Cycle Superhighway 9)  
- Lionel Road North Footway Parking/Cycle Improvements  

Schemes may change to match revisions to Hounslow Highway's Core Investment Period works and further schemes may be identified following feasibility in 2013/14.  | 400 | 400 | 400 | 1200 | Delivery of 100 improvement schemes substantively in tandem with asset renewal schemes by 2018/19.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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<tr>
<th>ID</th>
<th>Scheme Title</th>
<th>Scheme Description</th>
<th>Proposed Allocation 14/15</th>
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<th>Sub-Total</th>
<th>Proposed Project Priorities /Targets</th>
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<tbody>
<tr>
<td>4</td>
<td>CAPITAL: Targeted Road Safety Engineering Programme</td>
<td>Targeted Road Safety Engineering Programme. Schemes to be identified following reviewing of casualty data.</td>
<td>180</td>
<td>180</td>
<td>180</td>
<td>540</td>
<td>Investigate provision of 20mph zones to all residential roads in the borough (particularly around schools). Continue to monitor trends in collision data provided by the Metropolitan Police to identify potential clusters. Schemes developed to address identified causes of collisions.</td>
</tr>
<tr>
<td>5</td>
<td>CAPITAL: Targeted Better Streets Programme: Community Streets</td>
<td>Community Streets Programme: environmental improvements and sustainable travel promotion at targeted sites across the borough, aiming for one scheme in each Area Forum region during Delivery Plan period. Particular priority to work with Hounslow Highways to dovetail improvements with their Whole Street Environment programme where feasible.</td>
<td>165</td>
<td>165</td>
<td>165</td>
<td>495</td>
<td>Delivery of one community led street environment improvement scheme in each Area Forum area each financial year.</td>
</tr>
<tr>
<td>6</td>
<td>CAPITAL: Targeted Bus Stop Accessibility</td>
<td>Bus Stop Accessibility Programme - delivery of improvements to c50 bus stops/yr to ensure they meet latest accessibility requirements.</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
<td>Ensure 90% of stops accessible by 2016</td>
</tr>
<tr>
<td>7</td>
<td>CAPITAL: Targeted Cycle Improvements</td>
<td>A number of small improvements (e.g. cycle contraflows, filtered permeability, targeted shared space schemes etc) have been identified for implementation across the borough.</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>150</td>
<td>Delivery of min 10 cycle contraflows by end 2015</td>
</tr>
<tr>
<td>ID</td>
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<td>Scheme Description</td>
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</tr>
<tr>
<td>9</td>
<td>CAPITAL: Cycle Parking</td>
<td>Funding for provision of on and off-street (residential) cycle parking across the borough</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>75</td>
<td>Provision of minimum 125 cycle spaces each year</td>
</tr>
<tr>
<td>10</td>
<td>CAPITAL: Smoothing Traffic Flow</td>
<td>Smoothing Traffic Flow – review traffic light operation across the borough and implementation of UTC in Feltham Town Centre (14/15) and other sites as appropriate during Delivery Plan Period.</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
<td>Delivery of UTC/Scoot in Feltham by end 2014/15</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Delivery of UTC/Scoot in Chiswick Town centre by end 2017</td>
</tr>
<tr>
<td>11</td>
<td>CAPITAL: Greenways</td>
<td>Greenways Programme - implementation of off-road pathways for pedestrians and cyclists linking parks and open spaces in the borough. For 2014/15 and 2015/16 priority will be given to implementation of the approved West Area Greenways network. Future schemes to be defined during 2014/15 for implementation in 2016/17.</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>600</td>
<td>Substantive delivery of the approved West Area Greenways network</td>
</tr>
<tr>
<td>12</td>
<td>CAPITAL: CPZs, Footway Parking &amp; Junction Protection</td>
<td>Funding for the identification, development and implementation of Controlled Parking Zones (in response to resident demand) and formalisation of footway parking restrictions and junction protection (waiting/loading restrictions) across the borough, improving safety and aiding accessibility.</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>360</td>
<td>Delivery of all CPZ consultations as authorised by members (c4-5/yr)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Delivery of one area wide footway parking/junction protection scheme each year.</td>
</tr>
<tr>
<td>ID</td>
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<tr>
<td>13</td>
<td>REVENUE: Cycle Training</td>
<td>Provision of Adult and Child Cycle Training</td>
<td>130</td>
<td>130</td>
<td>130</td>
<td>390</td>
<td>Ensure 95% of primary phase schools offer national standard cycle training (Level 1)</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Ensure 60% of primary phase schools offer national standard cycle training (Level 2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Train min 100 adults/year</td>
</tr>
<tr>
<td>14</td>
<td>REVENUE: School Travel Planning</td>
<td>Promoting Sustainable Travel to Schools (School Travel Planning) - funding covers staff support (circa £100k) and resources for ongoing campaigns including (but not limited to): Theatre in Education; Upgrade 7; WOW &amp; Walk to School Week; Pedestrian Skills Training and cycle Clubs. Also provides 'small grant' funding for onsite improvements at schools.</td>
<td>150</td>
<td>150</td>
<td>150</td>
<td>450</td>
<td>Ensure all school travel plans are monitored and reported on each year through the School Travel Plan website.</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Ensure 50% of schools accredited to 'sustainable' level (under TfL’s accreditation scheme)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ensure at least 30% of schools accredited to 'higher standards level' or above</td>
</tr>
<tr>
<td>ID</td>
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<td>Proposed Allocation 14/15</td>
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</tbody>
</table>
| 15 | REVENUE: Sustainable Travel Promotion (workplace, communities) | Promotion of sustainable travel to business and communities. Funding covers staff support and resources for ongoing campaigns including (but not limited to): Walk to work week, Bike Week, European Mobility Week, Change4Life active travel schemes and liaison with public health (including GP referral). Also provides 'small grant' funding for onsite improvements at sites. | 120                       | 120                       | 120                       | 360       | Continue to coordinate the Golden Mile Transport Group (4 meetings annually), in partnership with businesses, WestTrans and West London Business  
Run a programme of promotion, training and behaviour change events each year linked to Bike Week (June) and European Mobility Week (September)                                                                                      |
| 16 | REVENUE: Road Safety ETP                         | Provision of targeted Road Safety Education, Training and Publicity campaigns including car seats, drink driving vulnerable road users and powered two wheelers.                      | 40                        | 40                        | 40                        | 120       | Ensure 45% of primary phase school undertake pedestrian skills training  
Implement annual road safety campaign                                                                                                                                                                                                                           |
<table>
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<th>ID</th>
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</thead>
<tbody>
<tr>
<td>17</td>
<td>REVENUE: Public Health Match funding</td>
<td>Active Travel Promotion targeting health inequality areas. Match funded by Public Health Team</td>
<td>60</td>
<td>60</td>
<td>60</td>
<td>180</td>
<td>Growth number of participants referred to GP Cycle Referral scheme (from 2013 base). Jointly manage with Public Health Team one ICT based intervention encouraging active travel for health improvement, targeting areas of high health inequality (linking in with infrastructural improvements to facilitate active travel where possible, e.g. Greenways).</td>
</tr>
<tr>
<td>18</td>
<td>REVENUE: 'Car Lite' Programme Development &amp; Implementation</td>
<td>A range of measures to encourage efficient car use including: Expansion of car club provision, promotion of eco-driving, promotion of car sharing, promotion of electric vehicles/low emission vehicles etc.</td>
<td>47</td>
<td>47</td>
<td>47</td>
<td>141</td>
<td>Deliver a net increase in car club provision from 2013 base. Run one car sharing promotion campaign each year</td>
</tr>
<tr>
<td>19</td>
<td>CAPITAL: Local Transport Funding</td>
<td>Local Transport Funding - As required to cover unanticipated under/over spends on approved projects or react to emerging opportunities not forseen at point of delivery plan submission.</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>300</td>
<td>As noted this is funding provided to cover unanticipated under/over spends on approved projects or react to emerging opportunities not forseen at point of delivery plan submission.</td>
</tr>
<tr>
<td>ID</td>
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</tr>
<tr>
<td>21</td>
<td>Hounslow Town Centre Major Scheme</td>
<td>Funding to progress the design and implementation of improvements within Hounslow Town Centre, notably on the bus-only section, and links to Hounslow East, Central and Mainline stations.</td>
<td>200</td>
<td>2361</td>
<td>0</td>
<td>2561</td>
<td>Delivery of Hounslow Major Scheme to agreed scope within project timeline.</td>
</tr>
</tbody>
</table>

Total

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<thead>
<tr>
<th></th>
<th>Proposed Allocation 14/15</th>
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<tbody>
<tr>
<td></td>
<td>3,027</td>
<td>5,188</td>
<td>2,827</td>
<td>11,042</td>
<td></td>
</tr>
</tbody>
</table>
3.2 Discussion on Changes to the Programme of Investment

(a) Holistic approach

Previously a largely ‘modal specific’ approach had been taken to allocating funding within the programme of investment (hence development of programmes such as ‘cycle infrastructure’ and ‘bus infrastructure’ discussed in Table 1-1 above). It is clear that there will often be a primary road user in mind when identifying and designing improvements, for example:

- provision of a controlled crossing on a pedestrian desire line to reduce severance for those on foot seeking to cross a busy road (pedestrian)
- provision of improvements to enable a bus stop to become fully accessible (bus user)
- provision of a cycle lane to complete a section of cycle network (cyclist).

However, by separating funding into modal specific silos it can act to limit opportunities to bundle together interventions to address multiple problems at a site. In addition, it limits flexibility to respond quickly to reallocating resources to deal with unexpected events/opportunities. With the commencement of the PFI and the opportunity to reduce both disruption and costs by dovetailing improvements and asset renewal such an holistic approach becomes all the more important – there is little to gain in working with Hounslow Highways to add a new pedestrian crossing to a road at the same time as resurfacing and then seek to try and retrofit a bus stop or cycle lane a year or so later.

Whilst we made clear in our first Delivery Plan that we would look to approach projects from a multi-modal perspective, particularly in regards to the major corridor scheme, we are proposing to go further under the next Delivery Plan period by subsuming the majority of the funding for capital build into two geographically distinct projects under the Network 2020 programme. This signals our intent to deliver the majority of works on the network in an holistic fashion and in tandem with Hounslow Highways renewal programme.

(b) Network 2020

The Network 2020 principles set out in paragraph 1.1 (b) above are being used to indentify and prioritise improvements to the highway network for delivery in tandem with the PFI. To ensure an equitable distribution of funding across the borough we have split the capital funding into two areas - ‘east’ (covering Chiswick, Isleworth & Brentford) and ‘west’ covering the rest of the borough with indicative amounts broadly equal to the size of the area they refer to.
There are challenges to this approach, notably in terms of synchronising the designs and approvals timeline with Hounslow Highways’ works schedule but the benefits from successfully achieving this in many cases may be substantial.

Based on the experience of implementing such works across 2012 and 2013 to date it is difficult to accurately specify the projects that will be funded in any given year, given the continuing level of change within the Hounslow Highways CIP programme. This means that funding for improvements must also be flexible to allow changes in allocation if required (for example if a section of road leaves or joins their programme for any given year). So, whilst specific schemes cannot be identified against specific years at this stage it is intended to prioritise resources on our major corridors (A315, A314, A310, A3006, A244) given that the biggest efficiencies from completing improvement works with resurfacing are to be found on these part of the network rather than the residential roads (particularly where there are any changes to road space allocation and kerb alignments etc). To this end design resources (either in-house or procured in via call-off) are being utilised to scope revised layouts for many stretches of these roads. Funding for Network 2020 may be used to deliver improvements for other sections of roads in response to issues identified by officers, members or through public consultation (subject to resource constraints within the section). Residents are encouraged to submit ideas via the e-form available under external links on the traffic section of the Council’s website:

http://www.hounslow.gov.uk/transport_and_streets/traffic.htm

(c) Targeted programmes to address challenges in achieving Performance Monitoring Plan targets

In order to maintain progression towards achieving the outcomes set out in the performance monitoring plan, and in particular to rectify any deviations from desired trajectories, we have set up a series of ‘targeted’ programmes, separate from Network 2020, to ensure focus on achieving these targets is maintained and where necessary increased. The targeted programmes include:

- Road Safety Engineering
- Improvements for Pedestrians - Legible London and Accessibility
- Bus Stop Accessibility
- Better Streets Programme (Community Streets)
- Cycle Improvements
(d) Education, Training & Publicity Initiatives

In regards to education, training and publicity initiatives (which mainly relate to road safety education and sustainable travel promotion) we have made some changes following a reorganisation of delivery teams at the authority and in response to actual expenditure during the last delivery plan period. The proposals would retain funding for our successful school travel planning at the current level, amalgamate our general community based sustainable travel promotion and workplace travel planning programmes and divorced road safety education from cycle training (the latter of which has been reduced following realisation of efficiency savings following procurement and to take advantage of other sources of funding from TfL).

3.3 Additional sources of funding for assistance in achieving objectives/targets of LIP

As noted in the most recent TfL guidance, boroughs are not required to include interventions which do not need any LIP funding in their revised delivery plans. However, it is clear that non-LIP funded interventions (many of these also derive from TfL) can also contribute to the delivery of LIP objectives and targets and hence these are summarised below.

3.3.1 Other TfL funding

(a) Mayor’s Vision for Cycling: Mini-Holland and Borough Cycling Programme

The Borough has submitted a bid to Andrew Gilligan, the Mayor's cycling commissioner for consideration under the outer London specific ‘mini-Holland’ programme. An outline programme of c£50m has been developed including: the full delivery of the Cycle Superhighway 9 as a key commuter route to central London with proposed extensions of this route to Feltham and Heathrow; redesign of Hounslow and Feltham town centres to improve cycle access to, and through them; nine ‘Quietways’ linking Hounslow to surrounding town centres in neighbouring boroughs and Heathrow; a radical redesign of the narrow road bridges over the rail network (a key source of severance on our network) to properly accommodate cyclists and pedestrians; and a ‘cycle superhub’ at Turnham Green tube station.

Separate to this, and in tandem with submission of this revised Delivery Plan, the Borough has also submitted bids under the ‘Borough cycling programme’ for cycle parking, cycle training and cycle to school partnerships. This funding source provides additional top-up monies for LIP programmes supporting uptake of cycling through provision of non-road infrastructure schemes. In future, further funding is likely to be made available to support implementation of ‘Greenway’ schemes and non cycle superhighway on-road infrastructure that forms part of a to-be-defined ‘Quietways’ network. The Borough notes that, despite availability of additional non-lip funding, we continue to contribute formula funded LIP monies to each of these programmes, signalling the priority we place on increasing cycle mode share.
(b) Cycle Superhighway 9 (CS9)

Significant outline, and in some cases detailed, design has been undertaken along the length of the proposed CS9 route in Hounslow, which has been split into 45 different section lengths between Hounslow and Chiswick town centres. In total the scheme as currently formulated would provide over nine kilometre of new or upgraded on-carriageway cycle lanes.

The Mayor of London launched a new ‘Vision’ for cycling in London in March 2013. This document proposes the framework for the allocation of £913m of funding on cycling measures in the capital over the next decade. The vision has led to a complete review of the current Cycle Superhighway programme, with all routes subject to review, re-alignment or cancellation. TfL have not been able to confirm a timeframe for a decision on CS9, however the Borough has continued to progress the project where possible in the interim.

(c) Major Schemes

The Borough has been successful in applying for major scheme funding for Hounslow town centre, with design to be undertaken in 2013/14 (c£200,000) and build (c£2.3m) in 2014/15 onwards. This will provide:

- Significant public realm enhancements in the town centre, aiding regeneration and supporting economic sustainability;
- Improvements to cycle permeability– providing east-west (two way) cycle permeability from London Road to Bell Corner and north-south access from south of the A315 to Key site 1 (Alexandra/Holloway Road car park);
- Improvements to bus movements and accessibility;
- Improvements to public realm and cycle parking outside Hounslow East and Hounslow Central, including new inset waiting and loading bays;
- Improvements to public realm from Hounslow mainline (Whiton Road and linking streets).

The scheme will provide an important contribution to achieving walking and cycling modal shift targets (and so also CO₂ emissions).

Confirmed funding for the Hounslow Town Centre Major Scheme is provided in Table 3-1 above. The LIP identifies possible future Major Schemes in Brentford and Feltham Town Centre, and potentially for a borough wide project tackling severance caused by rail bridges (also mentioned in 3.3.1 (a) above). These will be progressed as resources allow/as sympathetic development (e.g. a Network Rail led renewal of bridges) takes place.
3.3.2 Hounslow Highways Whole Street Environment (WSE) Schemes and Borough Capital Funding

Under the agreed PFI contract Hounslow Highways will provide £250,000 each year for the next 25 years for improvements above and beyond asset renewal. Whole Street Environment (WSE) schemes will seek to create better streets by:

- De-cluttering and raising quality of public realm
- Dealing with more complex accessibility issues than required under normal asset renewal (provision of tactile paving and drop kerbs is required under normal renewal works), particularly at bus stops
- Creating ‘safe routes to school’ and provision of cycle infrastructure

The Council will work closely with Hounslow Highways to help determine potential WSE schemes in line with these principles and, where appropriate, dovetail implementation with Network 2020. For 2013 WSE funding is being applied to the following sites, broadly £50,000 to each, with one site relating to each Area Forum.

- Chiswick Area Forum - Turnham Green Terrace
- Bedfont, Feltham and Hanworth Area Forum - Hatton Road School 20mph Zone.
- Heston & Cranford Area Forum - Chincilla Drive, Community streets
- Isleworth & Brentford Area Forum - Twickenham Road, South Street Junction
- Central Hounslow Area Forum - Staines Road, Barrack Road

In 2013 the Borough also invested its own capital reserves (c£250,000) towards highway improvements in the form of a commitment to delivery 20mph zones around all primary schools in the borough.
3.3.3  Air Quality Fund

The Borough has bid for funding from the recently announced air quality fund. This focuses on:

- Provision of SCOOT along Chiswick high road to reduce stop-start traffic;
- Provision of electric vehicles for residents to use on trial and promotion of low emission vehicles;
- Provision of awareness campaign to highlight air quality issues and steps residents can take to reduce impact (behaviour change).

The Borough will review with interest opportunities to bid for further funding from this programme should this be made available by TfL/GLA.

3.3.4  EU funding

The Authority’s three year EU funded behaviour change project ‘SEGMENT’ came to an end in April 2013. This project provided funding for marketing initiatives targeting people at life change moments where travel behaviour may be questioned. Additional bids have been made to the EU commission to support further behaviour change initiatives, notably a bid made in partnership with our public health team on the innovative use of ITS solutions (RFID tags and readers) to incentivise use of active travel modes on school run. Further opportunities for funding may be identified over the next Delivery Plan period, with a focus on leveraging additional funding for programmes identified in the programme of investment, rather than additional areas of work.

3.3.5  Hounslow’s Local Plan, S106/Community Infrastructure Levy

The Borough has ambitious plans for renewing our town centres and regeneration sites such as the Golden Mile corridor, attracting further homes and jobs to our locales. The new Local Plan (policy options) is now out to consultation and states clearly as Objective 8 (Chapter 10, Connectivity) that the Council want to ‘make better use of existing road space to promote public transport, walking and cycling as genuine alternatives to private vehicles for the majority of journeys’.

The aspiration to develop ‘a new cycle network consisting of ‘greenways’, ‘quietways’ and a Cycle Superhighway linking town centres with central London’ (10.6) is included as a strategic transport goal. As these routes are firmly defined and agreed the Council will seek to ensure land parcels, such as are required to deliver them, are defined within the Local Plan (or site allocated DPDs) and negotiated for release to the highway authority as part of granting planning consent on these sites.
Funding from developers forms an important source of revenue for transport improvements. As of the last s106 stocktake the Authority was progressing implementation of transport, traffic and public realm improvements funded by s106 contributions totalling c£7m. The largest sums within this total relate to public transport, and in particular for development of the bus network through sponsored route agreements with London Buses. In recent years the Council have secured significant sums for this purpose, which have been employed to increase capacity and frequency on a number of routes as discussed in Section 2. The borough maintains the desire to further improve a number of bus routes locally, and is particularly interested in developing better bus links to west Middlesex Hospital, particularly from Ealing, given the likely reorganisation of NHS provision in coming years (http://www.healthiernorthwestlondon.nhs.uk), and also delivering capacity improvements to the 235 bus route.

Other sums have been received for traffic management (notably for provision of CPZs where supported by local residents) and for other traffic and environmental improvements, largely around town centres. Where possible these are dovetailed with LIP funded schemes (or Cycle Superhighway 9) to expand scope and enhance delivery.

The draft infrastructure plan (which will inform use of funds collected via CIL) notes that the strategic cycling network is a valid use of such revenues and so may form an additional source of funding when formally adopted.

3.4 Compliancy with GLA Act/TfL Requirements

TfL require, via guidance issued in May 2013, boroughs to take into account a number of other Mayoral projects and programmes when setting out schemes for inclusion within the new Delivery Plan. These requirements are summarised in Table 3-2 with an officer comment detailing compliancy.
Table 3-2 – Compliancy with GLA/TfL Requirements

<table>
<thead>
<tr>
<th>TfL/GLA Requirement</th>
<th>Officer Comment</th>
</tr>
</thead>
</table>
| Boroughs are required to demonstrate how they have taken the **Sub Regional Transport Plan for West London** into account in preparing their submissions | The schemes outlined in Table 3-1 will also help address a number of the sub-regional challenges identified in the west London document, as updated for 2013. These are discussed below.  

  *(a) Improve north/south public transport connectivity*  

Buses currently provide the main form of mass public transport on Hounslow’s orbital routes. TfL funding provided through the LIP process provides an important resource in developing bus infrastructure – notably improving physical accessibility of stops but also targeted bus priority, accommodation works to facilitate new vehicles and new bus stand/terminuses where required. Whilst travel demand management schemes such as school travel planning tend to focus on active travel modes, there is potential also to market bus services (such as through updates to and dissemination of our public transport guide).

Schemes to provide improvements for cyclists (particularly through Network 2020 and Greenways) can assist in growing mode share for cycles on orbital routes - particularly given lack of competition from public transport.

The Council is also contributing to the development of improved orbital rail links north/south – notably between Hounslow and Old Oak Common and potentially on to Brent Cross and between Southall and Brentford (Golden Mile).

  *(b) Improve access to, from and within key locations*  

As part of the Smoothing Traffic flow programme, Urban Traffic Control (UTC) systems will be implemented in Hounslow town centre - optimising traffic light timings in order to smooth traffic flows and reduce congestion in this area.

Legible London implementation will assist in improving pedestrian accessibility and legibility to and around our town centres, whilst Network 2020 and the targeted cycle infrastructure programme can help achieve this for cyclists and public transport users around key locations.
<table>
<thead>
<tr>
<th>TfL/GLA Requirement</th>
<th>Officer Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>(c) Enhance east/west capacity and manage congestion</td>
<td>Travel Demand Management measures aim to reduce peak time travel in and around congested spots (particularly in town centres, around schools at drop off/pick up times and along the Golden Mile), helping to ease congestion on key radial routes. Implementation of improved traffic control in town centres as part of the Smoothing Traffic Flow will further assist in managing east-west congestion, whilst parking controls (such as CPZs) will help to limit the number of vehicles on the network to some extent. Improved road infrastructure for cyclists and bus users introduced through Network 2020 and other targeted programmes will also encourage modal shift towards modes which take up less road space, reducing congestion</td>
</tr>
<tr>
<td>(d) Enhance efficiency of freight movements in west London</td>
<td>The Borough will promote the Freight Operators Recognition Scheme (FORS) through the Sustainable Travel Promotion programme and support WestTrans with the development of sub-regional freight focussed projects and programmes.</td>
</tr>
<tr>
<td>(e) Improve land-based air quality</td>
<td>Almost all of the LIP schemes and initiatives will help address air quality in some way – either through encouraging modal shift or through promoting the least polluting vehicles.</td>
</tr>
<tr>
<td>(f) 2013 Update - Priority Work Areas</td>
<td>For 2013 the sub-regional transport strategy has been updated to include five priority work areas, which the Authority is contributing to as noted below.</td>
</tr>
<tr>
<td>TfL/GLA Requirement</td>
<td>Officer Comment</td>
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<tr>
<td>• Cycling enhancements with connections across boroughs – this is particularly the case between Hounslow and Hammersmith &amp; Fulham (Cycle Superhighway 9) and also between Hounslow &amp; Ealing (e.g. investigation of a new segregated cycle track between Gillette Corner and Three Bridges along Windmill Lane).</td>
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<tr>
<td>• WestTrans is leading on development of a cycle strategy for the west sub-region which the Council has contributed to.</td>
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<tr>
<td>• We are supporting WestTrans in delivery of area, corridor, and junction studies to address challenges on the road network and freight routing enhancements, including provision of data to aid journey planning.</td>
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<tr>
<td>• Development of Park Royal City Opportunity Area Planning Framework (OAPF) (including Overground and Crossrail spur) - The Council is working with TfL to ensure that provision of a Hounslow – Old Oak Common (and potentially onwards to Brent Cross) rail link is included within the proposals for London Overground connectivity with the proposed sub-regional interchange.</td>
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</tbody>
</table>

Provide supporting commentary on how the delivery of the **Mayor’s high profile outputs** will be supported at a local level, making reference to the output definitions provided in the Second LIPs Guidance. These are:

- Cycle Superhighway schemes
- Cycle parking
- Electric vehicle charging points

The new proposed Delivery Plan contributes to the Mayor’s High Profile outputs as noted below.

**Cycle Superhighway schemes**

See 3.3.1 (b) above

**Cycle parking**

The Authority has half a full time equivalent officer working on cycle parking provision, with a focus on provision of home end cycle parking, particularly through liaison with registered social landlords and housing associations. Circa 500 secure spaces have been delivered over recent years, and significant additional funding from developers and housing associations have been leveraged to fund installation. Under the new delivery plan a dedicated funding pot for cycle parking (for both on and off-street) has been defined to ensure ongoing focus on improving provision.
<table>
<thead>
<tr>
<th>TfL/GLA Requirement</th>
<th>Officer Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Better Streets</td>
<td><strong>Electric vehicle charging points</strong></td>
</tr>
<tr>
<td>• Cleaner local authority fleets</td>
<td>Under the last delivery plan we committed to developing a network of publicly available (through the Source programme) electric vehicle charging points so that all residents were within 1 mile of a post. Through the Source programme this has now been achieved, with the exception of some areas to the west of the Borough, where the preferred site relies on cooperation with Tesco which is currently not forthcoming. No more public charging points are planned over the next delivery plan period, however the Council is keen to work with residents on provision of neighbourhood charging posts for streets where there is no/limited off-street car parking. This will be supported through the ‘car lite’ programme.</td>
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<tr>
<td>• Street trees</td>
<td><strong>Better Streets</strong></td>
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<td></td>
<td>Over the course of the next five years the vast majority of the streets in the Borough will be renewed under the PFI arrangement, with materials and finish provided as set out in our Streetscene Design Guide, which varies according to the link and place status on the road section length. In addition to renewal programme Hounslow Highways will also contribute £250,000 each year for ‘whole street environment’ improvements. This will cover improvements over and above clear asset renewal works. Within the revised programme of investment the Authority has continued to support the Community Streets programme, which provides for community led improvements at targeted sites to improve; the public realm, physical accessibility, tackle rat running and support uptake of sustainable modes. One area will be undertaken each year with the intention of rotating this equally across the area forums over the next delivery plan period.</td>
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<tr>
<td></td>
<td><strong>Cleaner local authority fleets</strong></td>
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<td></td>
<td>With the contracting out of Hounslow Highways, Parking and Parks &amp; Leisure contracts the Authority now has direct control over a very limited fleet. Under the ‘car lite’ programme grant funding can be made available to improve third party fleet performance (including measures such as provision of electric pool cars, detuning of LGVs, eco-driving training for grey fleet users etc). All of our major contractors are FORS accredited.</td>
</tr>
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<td>TFL/GLA Requirement</td>
<td>Officer Comment</td>
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<tr>
<td><strong>Street trees</strong></td>
<td>All street trees have now been handed over to Hounslow Highways to maintain as part of the PFI contract and they will maintain the Borough’s 11,436 trees throughout its 25 year duration. The Council is aware that, in comparison with other locales the borough is relatively poorly served by street tree coverage - trees per km of road length is estimated at 26 in Hounslow, and the London average is estimated at 38. Likewise trees per 1000 population is estimated at 54 in Hounslow and the London average is estimated at 70. The Borough will look to provide additional street trees where feasible through LIP schemes, and also via the Hounslow Highways funded Whole Street Environment programme discussed in 3.3.2 above.</td>
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</tbody>
</table>

Boroughs are asked within their Programme of Investment to identify the current street type (i.e. based on existing conditions) relevant to the location where works are proposed, in order to assist the Mayor’s Roads Task Force monitor appropriate delivery of improvements in line with the ‘link’ and ‘place’ function of a road. The Authority has already defined our entire network in relation to link and place category, which forms a central output specification of our PFI arrangement. Our menu of interventions (and indeed construction materials) are largely based on this status. As work locations are defined through Network 2020, and the targeted programmes, each locations’ link and place category will be provided to TFL.

Boroughs are encouraged to take into account the relevant actions identified within the Safer Streets for London plan published in June 2013 sets out 56 actions to improve the safety of all roads in the capital, with a stated target to reduce the number of people killed or seriously injured by 40% by 2020, from a 2005-9 baseline.
<table>
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<tr>
<th>TfL/GLA Requirement</th>
<th>Officer Comment</th>
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</table>
| London (June 2013) plan in producing their new Delivery Plans and to ensure road safety is an integral part of all engineering schemes. | The Borough welcomes the plan, and in particular the clear vision for a stated target (and commitment to provide resource to achieve this target), which was lacking at the time of developing our LIP 2011-2031. To ensure compliance with this document, the Council has revised our mandatory targets for the number of people killed or seriously injured (KSI) and for all casualties to match that within this plan (i.e. reset the baseline to the 2005-9 average and applied a 40% reduction on this for achievement by 2020). In recent years there has been a significant decline in KSI in the borough which means we are close to achieving the 40% target already. However, there is great volatility in the year to year figures and a rising population, as revealed by the 2011 census, (particularly for more vulnerable road users such as young children and older residents) may mean considerable variation in these figures over the next seven years to 2020, hence the trajectory proposed in Section 4 below. The challenge of achieving a 40% reduction in all casualties, and all child casualties, across all roads in the borough should be noted as significant given recent trajectories. The Borough will require the consistent support of TfL to achieve this target, both in resourcing for schemes to improve borough roads and also progression of improvement schemes along the TRLN. We note that the approved LIP already foresaw a proposed reduction within a local indicator of collisions on borough roads by 40%.

The Safer Streets for London Plan sets out a series of actions which TfL will require borough assistance in progressing. We note the following:

- **Action 6** - Road Safety Audit (RSA) of new Schemes: The Borough has utilised TfL’s RSA service when timings permit and will continue to do so, or will commission this service directly for schemes where the traffic manager deems this necessary.
- **Action 10** - Speed Camera Renewal: The Borough welcomes the use of speed cameras in targeted locations to deal with an identified collision problem and looks forward to working with TfL to suggest potential new sites.
- **Actions 11/12** – 20mph Zones/Limits: The Borough is currently in the process of rolling out a programme of 20mph zones around primary schools. Once complete a wider review of the suitability of roads for a 20mph limit will be undertaken. We look forward to the dissemination of best practice from TfL on the use of 20 mph zones (with traffic-calming measures) vs limits (which are signed but have no additional traffic-calming), and any change in the Met Police’s current stance not to actively enforce... |
Officer Comment

### TfL/GLA Requirement

### Officer Comment

20mph limits.

- **Actions 15/17** – FORS: The Borough support and promotes FORS as part of our procurement process.
- **Actions 21/24** – Intelligent Speed Adaption (ISA)/Fleet Trials: The Borough warmly welcomes the intent to support the take up of ISA and would be interested in exploring further how the Authority can promote its use in our own grey fleet.
- **Action 24** – RFID tags for cyclists: We do not support the use of RFID tags to warn HGV drivers of cyclists given the near impossibility of achieving universal coverage of cyclists.
- **Action 28** – Targeting Vulnerable Road Users: We note the Borough has already done significant work around targeting ethnic minorities identified as being of higher risk in being involved in a collision (notably from the Somali community). We commit to continue to analyse collision and casualty data to continue to target resources at the areas of most need.
- **Actions 30/31** – Junior Road Safety Officers (JRSOs), Cycle Training: The Borough has a very well established network of JRSOs across a large percentage of our primary schools which will continue to be supported by our Road Safety ETP programme. We also have a very high take up of our free cycle training programme amongst primary schools, which is again committed to in our programme of investment.

Boroughs are strongly encouraged to consider air quality issues in producing their new Delivery Plan, both in terms of the prioritisation of specific locations for interventions, as well as the particular measures to be progressed.

The entirety of Hounslow borough is a dedicated Air Quality Management Area (AQMA) and the Authority is acutely aware that surface transport forms a key contributor towards local air pollution – particularly as a result of trips heading to Heathrow or the city which pass through the authority area but over which we have very little influence.

Most of the schemes in the programme of investment will deliver air quality benefits, be that from facilitating the uptake of sustainable modes through provision of improved infrastructure and education, training and publicity schemes (including signposting towards FORS for freight operators); smoothing traffic flow schemes that reduce idling; or encouraging more efficient car use through the ‘car lite’ programme.
<table>
<thead>
<tr>
<th>TfL/GLA Requirement</th>
<th>Officer Comment</th>
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<tbody>
<tr>
<td>In developing their LIP programmes, boroughs are advised to work with their Health and Wellbeing Board to consider the health impacts of the transport system and on an ongoing basis feed into their Joint Strategic Needs Assessment, setting out the health needs of the population.</td>
<td>The transport and public health teams work closely together on our shared agenda to promote active travel, particularly in regards to schemes targeting schools and children. From 2012 we have run a cycle referral scheme where GPs can signpost patients towards a free 1:1 cycle confidence training session, including bike maintenance, route guidance and a bespoke challenge. Whilst initially funded via the SEGMENT EU programme this will now be supported through our cycle training budget. During the next delivery plan period we are looking at the potential of jointly funding active travel promotion schemes – with transport taking a lead on provision of appropriate infrastructure (e.g. greenways) and public health leading on the behaviour change element. Such partnership schemes will be particularly targeted at areas of high health inequality in the west of the borough.</td>
</tr>
<tr>
<td>Provide supporting commentary on how the Programme of Investment has been derived.</td>
<td>The proposed programme of investment 2014/15 – 2016/17 is an evolution of the previous programme set out in the approved LIP, which was based on transport priorities derived from a survey to our residents panel. Accepting that the Network 2020 programme will provide bus, cycle, safety and public realm improvements roughly in equal measure, the proportion spent on each transport programme area remains broadly equal (and consistent with the priorities indicated by the Residents Panel), albeit there has been a small shift from education, training and publicity/travel demand management initiatives to infrastructure schemes. We have also allowed for a partnership project around active travel/physical activity with the new Public Health team, following transference of that function to the Local Authority from the NHS. The evolution between the first and second delivery plans is particularly clear in relation to the provision of funding for ‘Network 2020’ in order to exploit the opportunity provided by the PFI core investment period. Clearly the Core Investment Period of the PFI, up to 2019, is a once in a generation opportunity to develop the network and the LIP must respond to this. Provision, in the form of the suite of targeted programmes has been made to ensure focus on achieving the performance monitoring plan targets, particularly where there have been deviations from desired trajectories. As required under the GLA act we will commit to delivering each of these schemes and initiatives in full by 2016/17 and will refresh the Delivery Plan every three years (2016 being the next refresh).</td>
</tr>
</tbody>
</table>
Section 4: Revised Performance Monitoring Plan

4.1 Revisions to the Performance Monitoring Plan

Whilst the Authority is not required to change the adopted long term targets within the approved transport strategy, it is necessary to review progress towards achieving these targets, update interim (in most cases three year targets) and reflect on the targets generally in response to wider developments impacting transport within the capital. New interim targets are provided in Table 4-1 (Mandatory Indicators) and Table 4-2 (Local Indicators) below.

4.2 Discussion on changes to Performance Monitoring Plan

In most cases the long term targets within our approved transport strategy remain extant. However it is proposed to amend the following targets to bring the Council in line with wider aspirations for the capital being promoted by TfL.

(a) Road Safety

The Borough has revised its mandatory and local road safety targets from a 33% reduction from 2004-8 baseline to a 40% reduction on a baseline from 2005-9 by 2020 to ensure compliancy with the capital wide ‘Safe Streets for London’ Plan (June 2013). We note that we had already proposed a 40% reduction on collisions on Borough controlled roads.

(b) Bus Stop Accessibility

To keep the Borough in line with the Mayor of London’s Accessibility Action Plan (2013) it is proposed to set a stretch target for achieving 90% of bus stops on borough roads accessible by 2016. This is less than the proposed capital wide target of 95% but reflects the fact that an important aspect of accessibility refers to the raised kerb height required to successfully deploy the wheelchair ramp from the bus. The provision of this kerb height is required as part of the Hounslow Highways PFI contract and will be delivered at many sites over the five year Core Investment period works which conclude in 2018/19. Raising kerbs separate to this programme, purely to meet the 2016 target, would be wasteful of resources. The Authority, working with London Buses, is currently assessing the works required at all of its remaining bus stops to achieve accessibility criteria and will develop an action plan for dealing with these sites during 2013/14 for implementation over the next Delivery Plan period.
<table>
<thead>
<tr>
<th>Core indicator</th>
<th>Definition</th>
<th>Year type</th>
<th>Units</th>
<th>Base year</th>
<th>Base year value</th>
<th>Target year</th>
<th>Target year value</th>
<th>Trajectory data</th>
<th>Data source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode share of residents</td>
<td>% of trips by walking</td>
<td>Financial</td>
<td>%</td>
<td>2006/7-2008/9</td>
<td>28.5</td>
<td>2014/15 - 2016/17</td>
<td>29.2</td>
<td>2011/12 - 2013/14</td>
<td>LTDS</td>
</tr>
<tr>
<td>Mode share of residents</td>
<td>% of trips by cycling / no of trips</td>
<td>Financial</td>
<td>%</td>
<td>2006/7-2008/9</td>
<td>2.8</td>
<td>2014/15 - 2016/17</td>
<td>4.3</td>
<td>2011/12 - 2013/14</td>
<td>LTDS</td>
</tr>
<tr>
<td>Bus service reliability</td>
<td>Excess wait time in mins</td>
<td>Financial</td>
<td>Mins</td>
<td>2009/10</td>
<td>1.3</td>
<td>2017/18</td>
<td>1.4</td>
<td>2014/15</td>
<td>iBus</td>
</tr>
<tr>
<td>Asset condition - principal roads</td>
<td>% length in need of repair</td>
<td>Financial</td>
<td>%</td>
<td>2009/10</td>
<td>7</td>
<td>2017/18</td>
<td>3</td>
<td>2014/15</td>
<td>Detailed Visual Inspection (DVI) data supplied for each borough to TfL by LB Hammersmith and Fulham</td>
</tr>
<tr>
<td>Road traffic casualties</td>
<td>Total number of people killed or seriously injured</td>
<td>Calendar</td>
<td>Number</td>
<td>2005-9 Average</td>
<td>114</td>
<td>2017</td>
<td>86</td>
<td>2014</td>
<td>London Road Safety Unit</td>
</tr>
<tr>
<td>Road traffic casualties</td>
<td>Total casualties</td>
<td>Calendar</td>
<td>Number</td>
<td>2005-9 Average</td>
<td>958</td>
<td>2017</td>
<td>719</td>
<td>2014</td>
<td>London Road Safety Unit</td>
</tr>
<tr>
<td>CO2 emissions (total ground based transport emissions)</td>
<td>CO2 emissions</td>
<td>Calendar</td>
<td>Tonnes/year</td>
<td>2008</td>
<td>356</td>
<td>2017</td>
<td>264</td>
<td>2014</td>
<td>GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI)</td>
</tr>
</tbody>
</table>
Table 4-2: Revised Performance Monitoring Plan (Local Targets)

<table>
<thead>
<tr>
<th>Local indicator</th>
<th>Definition</th>
<th>Year type</th>
<th>Units</th>
<th>Base year value</th>
<th>Target year value</th>
<th>Trajectory data</th>
<th>Data source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road traffic collisions - borough roads only</td>
<td>Collisions occurring on borough roads.</td>
<td>Calendar</td>
<td>number</td>
<td>2007-2010</td>
<td>2020-2022</td>
<td>2013/16</td>
<td>2016/19 2019/22</td>
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<td>2017</td>
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<tr>
<td>Accessible bus stops</td>
<td>Percentage of bus stops which are classed as accessible</td>
<td>Financial</td>
<td>%</td>
<td>2009/10</td>
<td>2016/17</td>
<td>2013/14</td>
<td>2014/15 2015/16 2016/17 2016/17</td>
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<td></td>
<td></td>
<td>80</td>
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<tr>
<td>Mode of travel to primary school - walking</td>
<td>Percentage of children walking to school</td>
<td>Academic</td>
<td>%</td>
<td>2009/10</td>
<td>2030/2031</td>
<td>2014/15</td>
<td>2015/16 2016/17 2017/18</td>
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<td>64.3</td>
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<tr>
<td>Mode of travel to primary school - cycling</td>
<td>Percentage of children cycling to school</td>
<td>Academic</td>
<td>%</td>
<td>2009/10</td>
<td>2030/2031</td>
<td>2014/15</td>
<td>2015/16 2016/17 2017/18</td>
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<tr>
<td>Mode of travel to primary school - car (not-sharing)</td>
<td>Percentage of children travelling to school by car</td>
<td>Academic</td>
<td>%</td>
<td>2009/10</td>
<td>2030/2031</td>
<td>2014/15</td>
<td>2015/16 2016/17 2017/18</td>
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<td>33.0</td>
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<tr>
<td>Mode of travel to secondary school - car (not-sharing)</td>
<td>Percentage of children secondary cycling to school by car</td>
<td>Academic</td>
<td>%</td>
<td>2009/10</td>
<td>2030/2031</td>
<td>2014/15</td>
<td>2015/16 2016/17 2017/18</td>
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<td>Travel plan monitoring reports from new developments</td>
<td>Percentage of travel plan monitoring reports returned to the authority each year from developments where are travel plan has been secured</td>
<td>Financial</td>
<td>%</td>
<td>2009/10</td>
<td>2016/17</td>
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