Transport Local Implementation Plan 2011-2031

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

Area Forum Meetings
July 2013
Our approved transport strategy (Local Implementation Plan for Transport 2011-2031) sets out our vision for the transport network over next 20yrs – in line with the Mayor of London’s Transport Strategy.

In short..

• Targets for increasing walking, public transport and (particularly) cycling trips.
• Targets for improving road safety for all users.
• Better streetscapes, smoother traffic flow.
‘LIP’ Update

- The strategy includes a ‘delivery plan’ which details the schemes and initiatives we are going to implement in order to achieve our targets.
- Every three years we need to review this delivery plan, in particular in the light of our progress towards our targets, and propose a new list of schemes for implementation over the next three years.
- This document is then subject to approval by Transport for London (TfL) as the regional transport authority.
‘LIP’ Update

- The updated document is now out to consultation, and provided in draft as Appendix 1 to this report. It includes:
  - A review of progress made towards implementing the schemes in the first Delivery Plan (2011-2014)
  - A review of progress towards achieving targets set out in the Performance Monitoring Plan – notably in terms of improving safety and encouraging a shift towards more sustainable transport modes
  - A proposed new Delivery Plan and revised trajectories for the Performance Monitoring Plan.
As part of the development of an updated Delivery Plan, we undertook a revision exercise of the last two and half years.

The update document sets out progress against the ‘five priorities’ prescribed to each of the LIP programmes we proposed in the first delivery plan. Some highlights include:

• Completion of major bus priority schemes (with benefits for other users) – Grove Road (Hounslow); Ealing Road (Brentford) and Turnham Green (Chiswick)
• Commencement and detailed design for whole of the Twickenham Road Corridor
• A network of Electric Vehicle Charging Points across the borough
Progress to date – Delivery Plan 2011-2014 (Cont)

• Further cycling improvements to A315 in readiness for Cycle Superhighway 9
• High coverage in primary schools of on and off-road cycle training and pedestrian skills training
• High proportion of schools being accredited (under the TfL classification system) for their school travel plan
• Above trajectory target for improving the percentage of accessible bus stops
• A suite of small infrastructure projects delivered in Isleworth & Brentford to improve facilities for cyclists
• Greenway schemes delivered in Lampton Park, Hanworth Park and Crane Park.
### Progress to date – Performance Monitoring Plan

<table>
<thead>
<tr>
<th>On/Ahead of Trajectory</th>
<th>Off/behind Trajectory</th>
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<tbody>
<tr>
<td>All Killed and Seriously injured</td>
<td>All collisions,</td>
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<td></td>
<td>Collisions amongst some vulnerable road user types</td>
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<td></td>
<td>Collisions only on borough roads</td>
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<tr>
<td>Cycling Mode Share</td>
<td>Walking Mode Share (transfer to cycling)</td>
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<td>Accessible bus stops (though note new target)</td>
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<td>Proportion of monitoring reports received from</td>
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<td>new developments with a travel plan condition/obligation</td>
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<td>Asset Condition</td>
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**Not yet able to report (awaiting new data)**

- School travel mode share
- CO₂ emissions
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.

A new delivery plan has been proposed, four broad changes can be noted and these are discussed below.

The updated document also details other sources of funding for achieving objectives of the transport strategy, and sets out compliance with TfL/GLA approval criteria.
(a) Holistic approach

We made clear in our first Delivery Plan that we would look to approach projects from a multi-modal perspective, however this was largely focussed on the major corridor scheme, and we maintained programmes such as the ‘bus infrastructure programme’ and ‘cycle infrastructure programme’.

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
- 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.

Given this 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 (see next slides), rather than into modal specific categories.

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 Programme

- Resurfacing & Footway Reconstruction (Hounslow Highways PFI)

- Improvements/Changes to Street Alignments (LB Hounslow)
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.

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**Resurfacing & Footway Reconstruction (Hounslow Highways PFI)**

**Improvements/Changes to Street Alignments (LB Hounslow)**
(b) Network 2020 Programme

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

- Tackle areas with an identified collision problem
- Unlock the potential for continuous cycle networks – along the proposed CS9 route, 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; routes that form part of the emerging ‘Quietways’ and ‘Greenways’ network
- Provide for a systematic review of opportunities to introduce or improve cycle facilities (e.g. where road widths exceed 4.5m, removal of all pinch points caused by lane widths between 3.2m and 4.2m etc) across the network.
- Tackle stretches which contribute to excess bus delay (e.g. Grove Road, Hounslow)
- Provide for a system wide approach to improving accessibility, particularly through introduction of drop kerbs/junction treatments catering for mobility impaired people
- Tackle congestion ‘pinch points’ where feasible
- Better cater for freight traffic, particularly in town centres
- Improve routes for all pedestrians, particularly across major roads and at barriers such as bridges
- Generally improve the public realm, particularly in town centres within regeneration areas
(b) Network 2020 Programme

- The Network 2020 principles set out 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.
- 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).
- 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

As part of our second Delivery Plan we must show that we have taken into consideration the need to maintain priorities towards the targets in our Performance Monitoring Plan. As such, 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, Better Streets Programme (Community Street)
- Bus Stop Accessibility
- Cycle Improvements (notably cycle parking)
Changes have been made to the Education, training and publicity initiatives (which mainly relate to road safety education and sustainable travel promotion) 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).
Revisions to Performance Monitoring Plan

- The Authority is not required to change the adopted long term targets within the approved transport strategy,
- It is however 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.
- In most cases the long term targets within our approved transport strategy remain extant.
- It is proposed to amend the following targets to bring the Council in line with wider aspirations for the capital being promoted by TfL – as discussed on the next slide.
(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.
Timeline and Consultation information

• Public Consultation opened 9 July, closes 12 August
• Cabinet Meeting 12 September
• Submission to TfL/GLA 4 October
• Programme for 2014/15 confirmed December 2013, indicative approval provided for 2015/16 and 2016/17