

Table Header	Information Required
Programme	This refers to the programme which the scheme falls under. Programme options are either 'Corridors, Neighbourhoods and Supporting Measures', 'Major Schemes' or 'Local Transport Funding'. Please pick the appropriate programme type from the drop down menu.
Scheme Title	Enter the name of the scheme in this field. The name should be self explanatory, it should include site location (town centre or road name) and works type. For example, <i>Winston Road with Churchill Street junction improvement works</i> .
Scheme Description	Use this field to provide a very brief description of the scheme. Description should be simple and should contain project duration, funding sources if there is more than one funder, primary objective and high level scope of works. It should be no longer than 1,000 characters long. When using abbreviations please ensure to use widely known abbreviations. For example, <i>Junction improvement works at Winston Road / Churchill Street are scheduled to commence on 10/02/10 and finish on 03/05/2012. Works includes traffic signal removal, kerb realignment, informal crossings, provision of accessible bus stops and guardrail removal.</i>
Funding Source (list multiple)	The first cell is for LIPs funding (the blue cell). Use the other cells to identify complementary funding sources (e.g. s106 funding). If there are more than two funding sources, please insert additional rows after the LIPs funding row - this will preserve the total calculations.
Portal ID of an on-going scheme	This field should contain the existing Portal Scheme ID if the scheme is ongoing from the previous year. Leave blank if this is a new scheme.
Funding £000's	Enter the forecast spend profile across the years.
MTS Goals/Outcomes	Identify which MTS outcomes the scheme will contribute towards. Select the appropriate outcome reference from the drop down menu. You will be able to select a maximum of 10 outcomes per scheme. This should be the primary outcomes from the scheme i.e. the main benefits.
Road Task Force Street Types	<p>Select the street type from the list below:</p> <p>Arterials: Reliable major routes for large volumes of traffic that mitigate the impact on adjacent communities.</p> <p>High roads: Reliable major routes through London that provide vibrant, safe, secure and well-maintained urban environments and make shops and services easily accessible.</p> <p>City hub/Boulevard: Vibrant focal points for business and culture. They reduce the impact of high traffic volumes while accommodating high pedestrian flows, bus access and essential traffic</p> <p>Connectors: Reliable routes for medium distance and local road journeys, comfortable roads for cyclists and safe and secure routes for pedestrians.</p> <p>High streets: Provide access by all modes to shops and services, and ensure a high-quality public realm and strong focus for community life.</p> <p>City streets: Provide a world-class, pedestrian friendly environment while ensuring excellent connections with the wider transport network.</p> <p>Local streets: Quiet, safe and desirable residential streets that foster community spirit and local pride.</p> <p>Town square / street: A focus for community activity and services (retail, leisure, public, etc) with ease of pedestrian movement a priority.</p> <p>City places: World-class, pedestrian friendly environments to support their role as places of major significance and encourage high levels of street activity and vibrancy.</p> <p>Not applicable: This applies to entries which are campaigns, strategies and resources only.</p>
Does the scheme impact on the TLRN or other TfL infrastructure	For schemes in the 2016/17 programme please provide details in scheme description if the scheme impacts on the TLRN or other TfL infrastructure such as bus stops/stands/shelter. Options are 'No' 'TLRN' 'Infrastructure' or 'Both'. Please do not leave blank.
Does the scheme involve bus route diversion either permanent or temporary	For schemes in the 2016/17 programme, answer Perm or Temp if the scheme involves either a permanent or temporary change to bus routes. Temporary diversions are those that will last more than 2 weeks. Please do not leave blank.
Are road humps proposed?	For schemes in the 2016/17 programme, answer 'Yes' or 'No' as appropriate. Please do not leave blank.
Is the scheme LCDS compliant	For schemes in the 2016/17 programme, that involve improvements for cyclists please 'Yes' or 'No' as appropriate if the scheme is compliant with LCDS. Please do not leave blank.
Would you like the following to be carried out by TfL?	See below.
Casualty Data Monitoring	The LIP funding guidance requires that a least three schemes are entered into TfL's Traffic Accident Diary System (TADS) database, to record the number and severity of collisions before and after the introduction of measures. A quarterly update will be sent to you showing the schemes performance. If you would like any non-LIP funded schemes monitored, these can also be added to the TADS system. TfL will issue a TADS form at the end of the financial year for Boroughs to complete their schemes. Please enter 'Yes' or 'No' as appropriate. Please do not leave blank
Bus Journey Time monitoring	For schemes in the 2016/17 programme, if you would like TfL to undertake monitoring for Bus Journey Time monitoring at intervals of 3, 6 and 12 months after completion of the scheme please answer 'Yes' or 'No' as appropriate. Please do not leave blank.
Press Coverage	For schemes in the 2016/17 programme, if you would like TfL to help maximise press coverage around any of your key projects being launched, completed or at key milestones please answer 'Yes' or 'No' as appropriate. Please do not leave blank.

London Borough of City of Westminster

Local Implementation Plan (LIP) 2017/18 Annual Spending Submission and Programme of Investment Form

Borough officer contact details

Name	Hugh Brennan
Contact Number	020 7641 2936
Email	hbrennan@westminster.gov.uk

Financial Summary Information

Year		Corridors Neighbourhoods and Supporting Measures	Major Schemes	Local Transport Fund	Total
2017/18	Confirmed Allocation £k	3,490	2,300	100	5890
	Submission £k	3,490	2,300	100	5890
2018/19	Indicative Allocation £k			100	100
	Submission £k	0	0	0	0
2019/20	Indicative Allocation £k			100	100
	Submission £k	0	0	0	0

MTS Outcomes
O 01 Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel
O 02 Improving people's access to jobs
O 03 Improving access to commercial markets for freight movement & business travel, supporting the need for business to grow
O 04 Smoothing traffic flow
O 05 Improving public transport reliability
O 06 Reducing operating costs
O 07 Bringing and maintaining all assets to a state of good repair
O 08 Enhancing the use of the Thames for people and goods
O 09 Improving public transport customer satisfaction
O 10 Improving road user satisfaction (driver, pedestrians, cyclists etc)
O 11 Reducing public transport crowding
O 12 Enhancing streetscapes, improving perception of the urban realm and developing the better streets initiative
O 13 Protecting and enhancing the natural environment
O 14 Reducing air pollutant emissions from ground based transport, contributing to EU air quality targets
O 15 Improving perceptions and reducing the impact of noise
O 16a Facilitating an increase in walking
O 16b Facilitating an increase in cycling
O 17 Reducing crime rates
O 18 Reducing the number of road traffic casualties
O 19 Reducing casualties on public transport networks
O 20 Improving the physical accessibility of public transport networks
O 21 Improving access to services
O 22 Supporting the wider regeneration
O 23 Reducing CO2 emissions from ground based transport
O 24 Maintaining the reliability of transport networks

	Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	Portal ID of an on going scheme	Funding £000's					MTS Outcomes Please select from dropdown menus Full list can be found here										Road Task Force Street Type		Does the scheme impact on the TLRN or other TfL infrastructure	Does the scheme involve bus route diversions permanent or temporary?	Is vertical deflection (e.g. road humps) proposed?	
						FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed					
Example	Corridors Neighbourhoods and Supporting Measures			LIP Allocation		0			0	0	O 01 Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel	O 20 Improving road user satisfaction (driver, pedestrians, cyclists etc)	O 07 Bringing and maintaining all assets to a state of good repair	O 10 Improving road user satisfaction (driver, pedestrians, cyclists etc)	O 12 Enhancing streetscapes, improving perception of the urban realm and developing the better streets initiative	O 16a Facilitating an increase in walking	O 18 Reducing the number of road traffic casualties	O 20 Improving the physical accessibility of public transport networks	O 23 Reducing CO2 emissions from ground based transport	pij-l	City Streets (M2/P3)	City Streets (M2/P3)	Both	No	No	
				S106				0																		
				Council Capital				0																		
	Corridors Neighbourhoods and Supporting Measures	1.Legible London - Development & Implementation	During the programme period the Council will continue the implementation and upgrade of the Legible London wayfinding system on its streets.	LIP Allocation	18792	70			70	70	O 01 Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel	O 20 Improving road user satisfaction (driver, pedestrians, cyclists etc)	O 07 Bringing and maintaining all assets to a state of good repair	O 10 Improving road user satisfaction (driver, pedestrians, cyclists etc)	O 12 Enhancing streetscapes, improving perception of the urban realm and developing the better streets initiative	O 16a Facilitating an increase in walking	O 18 Reducing the number of road traffic casualties	O 20 Improving the physical accessibility of public transport networks	O 23 Reducing CO2 emissions from ground based transport		City Streets (M2/P3)	City Streets (M2/P3)	Both	No	No	
				S106				0																		
				Council Capital				0																		
	Corridors Neighbourhoods and Supporting Measures	2.Civic Streets Programme - Development	The Civic Streets Programme is propopsed to end in 2017/18. In the meantime it is proposed that support for Northbank BID's plan to redevelop the Strand/Aldwych area will continue into 2017/18 (£200,000). This proposal has the potential to substantially improve pedestrian access, cycle access, bus access and Bus Stands, road safety and the public realm.	LIP Allocation	Range	200			200	200	O 01 Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel	O 02 Improving people's access to jobs	O 03 Improving access to commercial and community facilities	O 04 Smoothing traffic flow	O 05 Improving public transport reliability	O 06 Reducing operating costs	O 07 Bringing and maintaining all assets to a state of good repair	O 08 Enhancing the use of the Thames for people and goods	O 10 Improving road user satisfaction (driver, pedestrians, cyclists etc)	O 12 Enhancing streetscapes, improving perception of the urban realm and developing the better streets initiative		High Streets (M2/P2)	High Streets (M2/P2)	Both	No	No
								0																		
								0																		

[illegible]

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	Portal ID of an on going scheme	Funding £000's					MTS Outcomes Please select from dropdown menus Full list can be found here									Road Task Force Street Type		Does the scheme impact on the TLRN or other TfL infrastructure	Does the scheme involve bus route diversions permanent or temporary?	Is vertical deflection (e.g. road humps) proposed?	
					FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed				
Corridors Neighbourhoods and Supporting Measures	9. Electric Vehicle Development/ Concept - Development	Council continues to develop and manage its Electric Vehicle Charging programme. For 2017/18 it is proposed that an evaluation and possible trial of EV points within adapted lamp columns will be enacted.		18814				0	30	O 06 Reducing operational capacity and der	O 10 Improving road user satisfaction	O 14 Reducing air pollutant emissions	O 15 Improving perceptions and r	O 23 Reducing CO2 emissions from road	O 24 Maintaining the					High Roads (M3/P2)	High Roads (M3/P2)	No	No	No
								0																
Corridors Neighbourhoods and Supporting Measures	10. DDA Bus Stop Accessibility - Implementation	In order to ensure that a higher number of bus stops are upgraded during the period up to 2016/17 and now into 2017/18. With this final year's investment it is expected that the programme will essentially be completed. Any surplus funding thereafter will be committed to a new TfL Bus Route Test works programme - trial scheme.	LIP Allocation	26278	100			100	100	O 01 Balancing capacity and der	O 02 Improving people's access to	O 03 Improving access to commo	O 04 Smoothing traffic flow	O 05 Improving public transport r	O 06 Reducing operating costs	O 07 Bringing and maintaining all	O 09 Improving public transport c	O 11 Reducing public transport c	O 20 Improving the physical acce	City Streets (M2/P3)	City Streets (M2/P3)	Infrastructure	Temp	No
								0																
								0																
Corridors Neighbourhoods and Supporting Measures	11. School Travel Plans - Development	Schools are encouraged to produce School Travel Plans to promote safe walking and cycling for all, to reduce the reliance on cars,child obesity,traffic congestion around the school and to raise air quality levels and the health of those participating. This programme enables the Council to support participating schools in their development of School Travel Plans through staff time and the use of resources. Projects planned for 2017/18 currently include: Road Safety Week, Walk to School Month, Green Transport Week, Bus Week, Bike Week and National bike challenge.	LIP Allocation	Range	10			10	10	O 01 Balancing capacity and der	O 10 Improving road user satisfaction	O 14 Reducing air pollutant emissions	O 16a Facilitating an increase in	O 16b Facilitating an increase in	O 18 Reducing the number of road	O 20 Improving the physical access				Local Streets (M1/P1)	Local Streets (M1/P1)	No	No	No
								0																
								0																
Corridors Neighbourhoods and Supporting Measures	12. Transport Education - Development and Implementation	Over the next three years the Council will support a range of initiatives designed to educate both children and adults in road safety matters. This includes the long standing practice of attending lessons at schools to advise on road safety, the re-introduction of the Child Pedestrian Training Programme and the dissemination and promotion of TfL, Police and other campaigns that seek to change driver, pedestrian and all road users' behaviour. Projects include: Motorcycle safety campaigns, Distraction from mobiles campaign, Adults and children campaign in the West End etc	LIP Allocation	Range	30			30	30	O 01 Balancing capacity and der	O 10 Improving road user satisfaction	O 14 Reducing air pollutant emissions	O 16a Facilitating an increase in	O 16b Facilitating an increase in	O 18 Reducing the number of road	O 20 Improving the physical access				High Roads (M3/P2)	High Roads (M3/P2)	No	No	No
								0																
								0																
Corridors Neighbourhoods and Supporting Measures	13. Air Quality - Development	The programme will assist in the delivery of the Westminster Air Quality Action Plan (AQAP) 2013-2018. The actions and measures of the AQAP will be developed in part through the LIP process and a wider range of other funding sources.	LIP Allocation	26339	30			30	30	O 12 Enhancing streetscapes, im	O 13 Protecting and enhancing th	O 14 Reducing air pollutant emissions	O 15 Improving perceptions and r	O 23 Reducing CO2 emissions from road						High Streets (M2/P2)	High Streets (M2/P2)	No	No	No
								0																
								0																
Corridors Neighbourhoods and Supporting Measures	14. Local Safety & School Travel Plan Projects - Development and Implementation	Schemes currently being developed include Sutherland Avenue - Lauderdale to Maida Vale (£100,000), Bedford Street - Henrietta Street to Long Acre (£100,000). Both are currently LSS schemes as at October 2016.	LIP Allocation	Range	200			200	200	O 12 Enhancing streetscapes, im	O 13 Protecting and enhancing th	O 14 Reducing air pollutant emissions	O 15 Improving perceptions and r	O 23 Reducing CO2 emissions from road						High Roads (M3/P2)	High Roads (M3/P2)	No	No	No

[illegible]

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	Portal ID of an on going scheme	Funding £000's					MTS Outcomes Please select from dropdown menus Full list can be found here										Road Task Force Street Type		Does the scheme impact on the TLRN or other TfL infrastructure	Does the scheme involve bus route diversions permanent or temporary?	Is vertical deflection (e.g. road humps) proposed?
					FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed				
Corridors Neighbourhoods and Supporting Measures	20. Bay Sensor traffic managemant - Development	The 2016/17 allocation has been used to develop the WCC Sensor and Parkright application to improve usability and for 2017/18 the plan is to evolve Parkright into an enhanced product that will include detail about cycle parking across the borough and then to propose the inclusion of freight and delivery access pages and information.	LIP Allocation	26280	15			15	15	O 01 Balancing capacity and demand	O 03 Improving access to communities	O 04 Smoothing traffic flow	O 06 Reducing operating costs	O 10 Improving road user satisfaction	O 12 Enhancing streetscapes, improving the environment	O 14 Reducing air pollutant emissions	O 21 Improving access to services	O 23 Reducing CO2 emissions from transport	O 24 Maintaining the reliability of the network	High Streets (M2/P2)	High Streets (M2/P2)	No	No	No
							0																	
							0																	
Corridors Neighbourhoods and Supporting Measures	21. Air Quality Management - Development	The programme will assist in the delivery of the Westminster Air Quality Action Plan (AQAP) 2013-2018. The actions and measures of the AQAP will be developed in part through the LIP process and will include projects such as the development of local communications campaigns, to raise awareness of air quality in general but also to encourage efficient and smoother driving etc.This programme therefore contributes much towards the delivery of the AQAP.	LIP Allocation	NA	70			70	70	O 12 Enhancing streetscapes, improving the environment	O 13 Protecting and enhancing the environment	O 14 Reducing air pollutant emissions	O 15 Improving perceptions and road safety	O 23 Reducing CO2 emissions from transport						Local Streets (M1/P1)	Local Streets (M1/P1)	No	No	No
							0																	
							0																	
Local Transport Fund	22. Local Transport Fund	Annual Traffic Counts Programme (£10,000),HGV signs audit and renewal for emerging deliveries work (£10,000), TfL Portal Management (£30,000),Residential Cycle Hanger trial (£20,000) and an On-street loading and deliveries re-timing trial project (£30,000).		Range	100			100		O 01	O 02	O 03	O 04	O 05	O 06	O 07	O 08	O 09	O 10			No	No	No
			LIP Allocation					0	0															
							0																	
							0																	

Will the scheme be LCDS compliant	Would you like the following to be carried out by TfL?		
	Casualty Data monitoring (TADS)	Bus Journey Times monitoring	Press coverage
No	No	No	Yes
No	No	No	No
No	No	No	No

Will the scheme be LCDS compliant	Would you like the following to be carried out by TfL?		
	Casualty Data monitoring (TADS)	Bus Journey Times monitoring	Press coverage
No	No	No	No
No	No	No	Yes
No	No	No	No
No	Yes	No	Yes
No	No	Yes	Yes

Will the scheme be LCDS compliant	Would you like the following to be carried out by TfL?		
	Casualty Data monitoring (TADS)	Bus Journey Times monitoring	Press coverage
No	No	No	No
No	No	No	No
No	No	No	No
No	No	No	No
No	No	No	No
No	Yes	No	No

Will the scheme be LCDS compliant	Would you like the following to be carried out by TfL?		
	Casualty Data monitoring (TADS)	Bus Journey Times monitoring	Press coverage
No	Yes	Yes	No
No	No	No	Yes
No	No	No	No
No	No	No	No
No	No	No	No

Will the scheme be LCDS compliant	Would you like the following to be carried out by TfL?		
	Casualty Data monitoring (TADS)	Bus Journey Times monitoring	Press coverage
No	No	No	No
No	No	No	No
No	No	No	No

MTS GOAL
Support Economic development and growth
Enhance the quality of life for Londoners
Improve the safety and security of all Londoners
Improve transport opportunities
Reduce transports

MTS Outcomes
O 01 Balancing capacity and demand for travel through increasing public transport capacity
O 02 Improving people's access to jobs
O 03 Improving access to commercial markets for freight movement & business travel, supp
O 04 Smoothing traffic flow
O 05 Improving public transport reliability
O 06 Reducing operating costs
O 07 Bringing and maintaining all assets to a state of good repair
O 08 Enhancing the use of the Thames for people and goods
O 09 Improving public transport customer satisfaction
O 10 Improving road user satisfaction (driver, pedestrians, cyclists etc)
O 11 Reducing public transport crowding
O 12 Enhancing streetscapes, improving perception of the urban realm and developing the k
O 13 Protecting and enhancing the natural environment
O 14 Reducing air pollutant emissions from ground based transport, contributing to EU air q
O 15 Improving perceptions and reducing the impact of noise
O 16a Facilitating an increase in walking
O 16b Facilitating an increase in cycling
O 17 Reducing crime rates
O 18 Reducing the number of road traffic casualties
O 19 Reducing casualties on public transport networks
O 20 Improving the physical accessibility of public transport networks
O 21 Improving access to services
O 22 Supporting the wider regeneration
O 23 Reducing CO2 emissions from ground based transport
O 24 Maintaining the reliability of transport networks

and / or reducing the need to travel

orting the need for business to grow

better streets initiative

uality targets