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, Winston Road with Churchill Street junction improvement works.
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, 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.
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	Select the street type from the list below:  Arterials: Reliable major routes for large volumes of traffic that mitigate the impact on adjacent communities.  High roads: Reliable major routes through London that provide vibrant, safe, secure and well-maintained urban environments and make shops and services easily accessible.  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  Connectors: Reliable routes for medium distance and local road journeys, comfortable roads for cyclists and safe and secure routes for pedestrians.  High streets: Provide access by all modes to shops and services, and ensure a high-quality public realm and strong focus for community life.  City streets: Provide a world-class, pedestrian friendly environment while ensuring excellent connections with the wider transport network.  Local streets: Quiet, safe and desirable residential streets that foster community spirit and local pride.  Town square / street: A focus for community activity and services (retail, leisure, public, etc) with ease of pedestrian movement a priority.  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.  Not applicable: This applies to entries which are campaigns, strategies and resources only.
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, answerPerm 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 monitioring	For schemes in the 2016/17 programme, if you would like TfL to undertake monitoring for Bus Journey Time monitoriing 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 of	ficer contact details
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**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
2011/10	Submission £k	3,490	2,300	100	5890
2018/19	Indicative Allocation £k			100	100
2010/19	Submission £k	0	0	0	0
2019/20	Indicative Allocation £k			100	100
2019/20	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

	<u>Programme</u>	Programme Scheme Title Scheme Description		Funding Source	Portal ID of an on going		<u>Fun</u>	ding £00	<u>10's</u>					MT e select Full list	t from		own m	<u>enus</u>			Road Task For	ce Street Type	Does the scheme impact on the TLRN or	Does the scheme involve bus route	Is vertical deflection (e.g. road
				(list multiple)	<u>scheme</u>	FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed	other TfL infrastructure	diversions permanent or temporary?	humps) proposed?
le				LIP Allocation		0			0		apacity and			oad user sa	streetscape	ı an increas	e number o	the physical	CO2 emissio						
Example	Corridors Neighbourhoods and Supporting Measures			S106				4	0	0	Balancing c	O 20	0 0 0	Improving n	Enhancing	Facilitating	Reducing th	Improving th	Reducing C	]-íid	City Streets (M2/P3)	City Streets (M2/P3)	Both	No	No
				Council Capital					0		0 01	0		0 10	0 12	O 16a	9 0 18	0 20	0 23						
		LIP Allocation		70			70		icity and de	nysical acce	and maintaining al	user satisfa	streetscapes, in	increase in	mber of ros	nysical acce	emissions fr								
	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.	S106	18792				0	70	ancing capa	oving the phy	ging and ma	oad	Enhancing stree	cilitating an increa	Reducing the number	Improving the phys	Reducing CO2		City Streets (M2/P3)	City Streets (M2/P3)	Both	No	No
				Council Capital					0		O 01 Balan	O 20 Improvi	O 07 Bringing		O 12 Enha	O 16a Facili	O 18 Redu	O 20 Impr	O 23 Redi						
		The Civic Streets Programme is propopsed to end in 20171/8. In the meantime it is proposed that	LIP Allocation		200		:	200		city and der	ople's access t	sess to comme	affic flow	transport r	rating costs	intaining all	use of the Ti	user satisfa	etscapes, im						
		2.Civic Streets Programme - Development	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		Range				0	200	cing capa	Improving people	Improving acces	Smoothing traffic flow	Improving public	Reducing opera	Bringing and maintaining	Enhancing the u	Improving road user	cing stre	High Streets (M2/P2)	High Streets (M2/P2)	Both	No	No
			access, bus access and Bus Stands, road safety and the public realm.			_	_		0		O 01 Balan	O 02 Impro	O 03 Impr	0 0	O 05 Impr	O 06 Red	O 07 Bring	O 08 Enha	O 10 Impr	O12 Enhan					

<u>Programme</u>	Scheme Title	Scheme Description	Funding Source	Portal ID of an on going		<u>Fund</u>	iding £0	000's					e sele		dropd	e <u>s</u> lown m d here				Road Task For	ce Street Type	Does the scheme impact on the TLRN or	Does the scheme involve bus route	Is vertical deflection (e.g. road
			(list multiple)	<u>scheme</u>	FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed	other TfL infrastructure	diversions permanent or temporary?	humps) proposed?
		In line with demand the City Council will continue to implement Electric Vehicle charging points in addition to those already on the street. In 2015/16 into 2016/17 the programme's focus was to implement EV points on Car Club bays. In 2017/18	LIP Allocation		140			140		erating costs	user satisfa	ollutant emis:	eptions and r	emissions fr	reliability of									
Corridors Neighbourhoods and Supporting Measures	3.Electric Vehicle Charging Points - Implementation	this will primarily revert back to the implementation of EV points for conventional driver's needs.  Notwithstanding this the Council is currently negotiating with a range of EV point market		17277				0	140	Reducing ope	Improving road	Reducing air po	proving perce	ducing CO2	Maintaining the					High Streets (M2/P2)	High Streets (M2/P2)	No	No	No
		operators and subject to the signing of a new contract(s) the ongoing LIP support towards the implementation of new EV points may cease, as such points may beginned through such the LIP - Derivery Plan includes Controls	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		ر	Ф																		
	Neighbourhoods Schemes to be developed full programme period and beyond. These is develop key retail centre high streets and or major centres. Some of which are outside or west End/ or as part of other major Public Fighbourhoods and Schemes Development.  4. Corridors & Neighbourhoods Schemes Development.	Neighbourhoods Schemes to be developed over the full programme period and beyond. These seek to develop key retail centre high streets and other	LIP Allocation		200			200		acity and de	ople's access	ss to comm	traffic flow	c transport	Bringing and maintaining al	transport	user satisfa	etscapes, in	ss to service					
Corridors Neighbourhoods and Supporting Measures		West End/ or as part of other major Public Realm transport led schemes. For project 4 the following schemes are identified for investment in 2017/18:		Range				0	200	ancing capa	Improving peop	Improving acces	Smoothing tr	Improving public transport	ging and ma	oving public 1	oving road	ancing streets	oving acces	High Streets (M2/P2)	High Streets (M2/P2)	Both	No	No
		Normbank BiD Feasibility Study of this mixed of corridor that links the Thames of the corridor that links the Thames of the corridor that links the Strand of the Strand o	O 12 Enhan	O 21 Improv																				
		The LIP - Delivery Plan includes Corridors and Neighbourhoods Schemes to be delivered/implementated over the full programme	LIP Allocation		1,005			1,005		acity and der	e's access t	s to comme	ıffic flow	transport r	and maintaining all	transport c	user satisfa	streetscapes, im	s to service					
Corridors Neighbourhoods and Supporting Measures	5.Corridors & Neigbourhoods Schemes - Implementation	period. Current schemes to be supported in 2017/18 are: Cambridge Circus (£400,000), St James' Palace Forecourt (£100,000), Savile Row (£250,000), Broadwick Street (£40,000), Beak		Range				0	1,005	lancing capa	Improving people's	Improving acces	Smoothing traff	Improving public	ing and ma	Improving public	Improving road u	Enhancing stree	ng acces	High Streets (M2/P2)	High Streets (M2/P2)	Both	No	No
		Street (£50,000), Ramillies Street (£20,000) and Hanover Square (£145,000)						0		O 01 Bala	O 02 Impro	O 03 Impr	O 04 Sr	O 05 Impr	O 07 Bringing	O 09 Impro	O 10 Impr	O 12 Enha	O 21 Improvi					
		This now establised programme will be used to identify, develop and implement a range of road safety schemes where casualty related accidents	LIP Allocation		500			500		ıffic flow	maintaining all	user satisfa	increase in	mber of roa	mber of roa	physical acce	s to service							
Corridors Neighbourhoods and Supporting Measures	6 & 7. Vulnerable Traffic Management & Safety Schemes - Development & Implementation combined	that involve vulnerable road users have risen or are of concern. This will focus on the development of casualty reduction schemes at the following locations: Harrow Road - Sutherland Avenue to		Range				0	500	Smoothing traffic flow	and	Improving road u	llitating an	cing the num	cing the number	ng the	Improving access			Connector (M2/P1)	Connector (M2/P1)	No	No	No
		Marylands Road (£130,000), Great Western Road/Elkstone Road (£220,000), Elgin Avenue/ Chippenham Road (£150,000). As at October 2016.						0		O 04 Sr	O 07 Bringing	O 10 Impr	O 16b Faci	O18 Reducing 1	O 18 Reducing	O 20 Improvi	O 21 Impro							
		evolving influences of transportation and public realm improvement schemes have been established. Firstly, the West End Partnership	LIP Allocation		100			100		capacity and der	e's access t	s to comme	ıffic flow	and maintaining all	user satisfa	scapes, im	increase in	an increase in	number of roa					
Corridors Neighbourhoods and Supporting Measures	8.Transport and Streets - small scale West End, BID and Community Schemes - Development and Implementation	(WEP) is expected to identify future transportation projects for development and implementation and secondly the seven Business Improvement Districts (BIDs) have commenced the development of joint projects with the Council This commission had		Range				0	100	incing capac	Improving people's	Improving acces	Smoothing traff	ing and mai	Improving road u	ncing street	Facilitating an ir	Facilitating an ir	the	City Hubs (M3/P3)	City Hubs (M3/P3)	No	No	No
	Development and implementation	projects with the Council. This commission had been established to enable both programme areas to develop. As at October 2016 it is not yet possible to propose a scheme(s) for this programme as the City Council and TfL and other stakeholders are						0		O 01 Bala	O 02 Impro	O 03 Impre	O 04 Sn	O 07 Bringing	O 10 Impro	O 12 Enhan	O 16a Fac	O 16b Faci	O 18 Reducing					
		This ongoing programme will ensure that the	LIP Allocation		30			30		ating costs	user satisfa	llutant emis	ptions and r	emissions fr	reliability of									

<u>Programme</u>	Scheme Title	Scheme Description	<u>Funding</u> Source	Portal ID of an on going		<u>Fun</u>	iding £0	000's							dropd	own m	enus			Road Task For	ce Street Type	Does the scheme impact on the TLRN or	Does the scheme involve bus route	ls vertical deflection (e.g. road
			(list multiple)	scheme	FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed	other TfL infrastructure	diversions permanent or temporary?	humps) proposed?
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		18814				0	30	Reducing opera	Improving road	Reducing air po	oving percer	Reducing CO2 e	ıtaining the ı	Î				High Roads (M3/P2)	High Roads (M3/P2)	No	No	No
		enacted.						0		O 06 Re	O 10 Imp	O 14 Rec	O 15 Improvi	O 23 Red	O 24 Mainta									
	In order to ensure that a higher number of bus are upgraded during the period up to 2016/17		LIP Allocation		100			100		city and der	e's access t	s to comme	traffic flow	transport r	ting costs	maintaining all	transport c	transport c	physical acce					
Corridors Neighbourhoods and Supporting Measures	now into 2017/18. With this final year's invest is expected that the programme will essential completed. Any surplus funding thereafter will comitted to a new TfL Bus Route Test works	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		26278				0	100	ncing capa	Improving people's acce	Improving access	Smoothing tra	Improving public	Reducing operating	Bringing and ma	Improving public transport c	Reducing public transport c	Improving the ph	City Streets (M2/P3)	City Streets (M2/P3)	Infrastructure	Temp	No
		programme - trial scheme.						0		O 01 Bala	O 02 Impro	O 03 Impr	O 04 Sr	O 05 Impr	O 06 Red	O 07 Bring	O 09 Impre	O 11 Redu	O 20 Impro					
	Plans to promote safe walking and cycling for reduce the reliance on cars, child obesity, train congestion around the school and to raise a	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 concestion around the school and to raise air quality	LIP Allocation		10			10		city and der	satisfa	pollutant emis	increase in	an increase in	nber of roa	Ф								
Corridors Neighbourhoods and Supporting Measures	11. School Travel Plans -	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		Range				0	10	Balancing capad	Improving road user	Reducing air pol	ating an	Facilitating an i	Reducing the number	Improving the physical aco				Local Streets (M1/P1)	Local Streets (M1/P1)	No	No	No
		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.						0		O 01 Bala	O 10 Impro	O 14 Redu	O 16a Facilit	O 16b Fac	O 18 Redu	O 20 Impro								
		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	LIP Allocation		30			30		sity and der	ıser satisfa	lutant emis:	ncrease in	ocrease in	mber of roa	ysical acce								
Corridors Neighbourhoods and Supporting Measures	Development and Implementation	lessons at schools to advise on road safety, the re- introduction of the Child Pedestrian Training Programme and the disemination and promotion of TfL, Police and other campaings that seek to		Range				0	30	ncing capa	Improving road u	Reducing air pol	ilitating an i	ilitating an ir	Reducing the nu	Improving the ph				High Roads (M3/P2)	High Roads (M3/P2)	No	No	No
		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						0		O 01 Bala	O 10 Impre	O 14 Redu	O 16a Fac	O 16b Faci	O 18 Redu	O 20 Impre								
			LIP Allocation		30			30		scapes, im	enhancing th	ollutant emis	eptions and r	emissions fr										
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 acions and measures of the AQAP will be developed in part through the LIP process and a wider reason of other funding accuracy.		26339				0	30	ncing street	cting and	airp	Improving percep	CO2						High Streets (M2/P2)	High Streets (M2/P2)	No	No	No
		wider range of other funding sources.						0		O 12 Enhai	O 13 Protec	O 14 Reducing	O 15 Impro	O 23 Reducing										
			LIP Allocation		200			200		acity and der	user satisfa	pollutant emis	ceptions and r	emissions fr										
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		Range				0	200	ancing capac	oving road u	ucing air poll	oving percep	ucing CO2 er						High Roads (M3/P2)	High Roads (M3/P2)	No	No	No

<u>Programme</u>	Scheme Title	Scheme Description	<u>Funding</u> Source	Portal ID of an on going		<u>Fun</u>	nding £(	000's				Pleas	e sele	ITS Ou ct from t can b	dropo	e <u>s</u> down m nd here	nenus			Road Task For	ce Street Type	Does the scheme impact on the TLRN or	Does the scheme involve bus route	ls vertical deflection (e.g. road
			(list multiple)	scheme	FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed	other TfL infrastructure	diversions permanent or temporary?	humps) proposed?
		301.011.00 do de 00.000 £010.						0		O 01 Bala	O 10 Impr	O 14 Redi	O 15 Impr	O 23 Red										
		Subject to agreement with TfL colleagues before the end of 2016/17 the Council will continue to	LIP Allocation		100			100		cing capacity and der	le's access t	ss to commo	traffic flow	Improving public transport r	rating costs	maintaining all	c transport c	Reducing public transport c	the physical acce					
Corridors Neighbourhoods and Supporting Measures	ghbourhoods and porting Measures  15. Local Bus Challenge - Development and Implementation  16. Local Bus Challenge - Development and Implementation  17. Local Bus Challenge - Development and Implementation  18. Local Bus Challenge - Development and Implementation	deliver a modest Local Bus Challenge scheme(s). If no schemes are identified this commission will again be added into LIP 10. DDA Bus Stop Accessibility Programme to accelerate the		26289				0	100	ancing cap	Improving people's	Improving acce	Smoothing to	roving publi	Reducing operating costs	and	Improving public transport	lucing publi	ing	City Streets (M2/P3)	City Streets (M2/P3)	No	No	No
		implementation work in that area.  The Council's adopted Cycling Strategy sets out	0 003 0003 0003 0000 0000 0000 0000 0000 0000 0000 0000	0 11	O 20 Improv																			
	Corridors Neighbourhoods and Supporting Measures  16. Cycle Strategy Programme - Development and Implementation  how it will Cycling wit circumstar cycling schimplement draw upon more substantial more substanti	how it will assist to deliver the Mayor's Vision for Cycling within Westminster's particular circumstances and challenges. A wide range of cycling schemes and projects are to be	LIP Allocation		320			320		ople's access	raffic flow	user satisfa	c transport	ollutant emis	increase in	the number of ro	emissions f	reliability of						
Corridors Neighbourhoods and Supporting Measures		implemented over the strategy's duration that will draw upon funding from this programme and the more substantial and separate TfL Cycle Vision funding streams. Projects to be developed and		26290				0	320	Improving peop	Smoothing traffic flow	Improving road	Reducing public	ducing air po	Facilitating an increase	Reducing the n	Reducing CO2	ntaining the		Connector (M2/P1)	Connector (M2/P1)	No	No	No
		implemented include: the provision of cycle training for anyone living, working or studying in Westminster; Safety campaigns aimed at different road users: the 'Cycle Station' events, cycle parking:						0		0 02	0 04 8	010	0 11 Rec	O 14 Redu	O 16b	0 18	O 23 Rec	O 24 Maintair						
			Local Transport Fund		150			150		maintaining all	maintaining al	user satisfa	ollutant emis	increase in	the number of roa	emissions fr								
Corridors Neighbourhoods and Supporting Measures	17. Walking Strategy Programme - Development and Implementation	The Council has been developing a Walking strategy in 2016/17. Once designated projects have been identified these will be implemented from 2017/18 onwards.						0	150	ng and	ng and	roving road	lucing air poll	cilitating an increa	ing	cing CO2				City Streets (M2/P3)	City Streets (M2/P3)	No	No	No
								0		O 07 Bringi	O 07 Bringi	O 10 Impro	O 14 Reduc	O 16a Facil	O 18 Reduc	O 23 Redu								
		It is increasingly the case that that the Council is called upon to upgade or modernise traffic signal controlled junctions and fund TfL for such work. This	LIP Allocation		200			200		traffic flow	c transport ı	ating costs	aintaining al	user satisfa	pollutant emis	number of roa	the reliability of							
Corridors Neighbourhoods and Supporting Measures	18. Traffic Signals - Development	commission is in place to enable such work to be undertaken and also to assist with the roll-out of the well regarded Pedestrian Countdown scheme accross the borough. The programme has enabled		26293				0	200	Smoothing tr	Improving public	ducing ope	Bringing and ma	roving road	Reducing air po	Reducing the n	ning			City Streets (M2/P3)	City Streets (M2/P3)	No	No	No
		the Council to agree a full and effective lists of schemes for PcAT upgrade over the 2015/16 to 2017/18+ period.						0		0 04	O 05 Imp	O 06 Redu	O 07 Brin	O 10 Improv	O 14 Rec	0 18	O 24 Maintai	į						
			LIP Allocation		20			20		etscapes, im	pollutant emis	increase in	increase in	alties on pub	hysical acce	ss to service	wider regen	emissions fr						
Corridors Neighbourhoods and Supporting Measures	eighbourhoods and inporting Measures 19. Health and Wellbeing - Development	The development of health and wellbeing projects that align with the Council's wider objectives in this area with a focus on air quality, walking, cycling, safety and security projects.		26294				0	20	Enhancing stree	cing air	cilitating an	cilitating an	Reducing casua	Improving the phys	ng acce	Supporting the	Reducing CO2 emis		High Streets (M2/P2)	High Streets (M2/P2)	No	No	No
								0		O 12 Enh	O 14 Redu	O 16a Faci	O 16b Faci	O 19 Red	O 20 Impr	O 21 Improvi	O 22 Sup	O23 Red						

<u>Programme</u>	<u>Scheme Title</u>	Scheme Description	<u>Funding</u> <u>Source</u>	Portal ID of an on going		<u>Func</u>	ding £00	<u>00's</u>				Pleas !	se sele	ct fron	utcomen drope be four	es down r nd here	nenus <u>è</u>			<u>Road Task For</u>	rce Street Type	Does the scheme impact on the TLRN or	Does the scheme involve bus route	Is vertical deflection (e.g. road
			(list multiple)	<u>scheme</u>	FY 17/18	FY 18/19	FY 19/20	Sub-Total	Grand Total	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Borough Provisional	Borough Agreed	other TfL infrastructure	diversions permanent or temporary?	humps) proposed?
		The 2016/17 allocation has been used to develop the WCC Sensor and Parkright application to	LIP Allocation		15			15		icity and der	ss to comme	traffic flow	rating costs	user satisfa	itscapes, im	llutant emis:	ss to service	emissions fr	the reliability of					
Corridors Neighbourhoods and Supporting Measures	improve usability and for 2017/18 the plan is to evolve Parkright into an enhanced product that winclude detail about cycle parking across the borough and then to propose the inclusion of frei		26280				0	15	Balancing capacity and de	Improving acce	Smoothing tr	Reducing oper	Improving road user satisfe	Enhancing streetscapes,	Reducing air polluta	Improving access	Reducing CO2 emissions fr	Maintaining the	High Streets (M2/P2)	High Streets (M2/P2)	No	No	No	
		and delivery access pages and information.						0		0 0 1	th O 03 Imp	O 04	n 0 06	0 10	O 12 Enh	O 14 Rec	O 21 Imp	O 23 Rec	O 24 Mai					
	West 2018.	The programme will assist in the delivery of the Westminster Air Quality Action Plan (AQAP) 2013-2018. The acions and measures of the AQAP will	LIP Allocation		70			70		etscapes, im	enhancing t	ollutant emis	ceptions and	emissions fr										
Corridors Neighbourhoods and Supporting Measures	21. Air Quality Management - Development	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		NA				0	70	Enhancing stre	Protecting and	Reducing air pollutant	Improving perc	Reducing CO2						Local Streets (M1/P1)	Local Streets (M1/P1)	No	No	No
		programme therefore contributes much towards the delivery of the AQAP.						0		O 12 Enh	O 13 Prot	O 14 Rec	O 15 Imp	O 23 Rec										
		Annual Traffic Counts Programme (£10,000),HGV			100		1	100																
Local Transport Fund	22. Local Transport Fund	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		Range						0 01	0 02	0 03	O 04	0 02	90 0	0 07	0 08	60 O	0 10			No	No	No
		trial project (£30,000).																						
		LIP Allocation					0																	
							0	0																
								0																

Would you like the following to be carried out by TfL? Will the scheme be LCDS compliant No No No Yes No No No No No No No No

Will the scheme be LCDS	Would you be car	like the follo	wing to
compliant	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	Would you be car	like the follo	wing to fL?
compliant	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	Would you be car	like the follo	wing to
compliant	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

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
O 13 Protecting and enhancing the natural environment
O 14 Reducing air pollutant emissions from ground based transport, contributing to EU air of
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

petter streets initiative

uality targets