

# Hounslow Local Implementation Plan III - Executive Summary

## Introduction

The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act that sets out how the London Borough of Hounslow proposes to implement the Mayor's Transport Strategy (MTS) locally, as well as contributing to other local and sub-regional goals. This document is the third LIP for the borough and covers the period 2019-2041. It describes a long-term vision and transport objectives for the for the next 20 years and includes a detailed programme of investment and delivery plan for the first three years. A set of indicators and associated targets are also included by which its contribution to the aims of the MTS will be measured.

Whilst the LIP is primarily a response to the policies, proposals and objectives of the MTS, it is also informed by analysis of local transport context, challenges and opportunities since the MTS recognises that the demographic, social and economic diversity found across London's boroughs must be considered if its goals are to be achieved. The LIP also takes account of other relevant local and regional policy such as the transport elements of the draft London Plan and the borough's Corporate Strategy.

To ensure that the environmental impact of the LIP was considered from throughout, a Strategic Environmental Assessment (SEA) was prepared concurrently. This concluded that that the Hounslow LIP is not expected to have any significant adverse impacts on the environment. In addition, an Equality Impact Assessment (EQIA) was carried out in order that the needs of all Hounslow residents are considered in setting the strategic direction for transport in the borough.

## Background to the MTS

The primary aim of the MTS is that 80 per cent of all trips in London will be made on foot, by cycle or using public transport (sustainable modes) by 2041. The LIP identifies how the London Borough of Hounslow will work towards achieving this aim within the scope of the three central goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

These high-level objectives align with 9 key outcomes that are set out in the MTS and with which the LIP, and the borough's own detailed outcomes, must comply. These are summarised as follows:

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

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

The LIP responds to each of the MTS outcomes by exploring the existing situation in the borough, identifying related challenges and opportunities and then proposing objectives and a delivery plan that will enable progress towards the outcomes.

## Hounslow – The Local Transport Context

The London Borough of Hounslow is a wedge-shaped area of approximately 56 square kilometres which extends from Chiswick in the east to the Greater London boundary, immediately south of Heathrow Airport. The borough has one of the most culturally diverse communities in the UK, with a population of approximately 278,000 people and four major town centres: Chiswick, Hounslow, Brentford and Feltham.

The borough's transport geography is dominated by east to west radial routes both on the road and public transport networks. The road network includes one motorway, the M4, and a network of trunk roads, including the A4 and A316, which are managed by Transport for London (TfL). All major routes suffer from congestion at peak times with hotspots at the junctions of popular routes such as the A315-A205 (Brentford High Street-South Circular) intersection. Hounslow has a well-established public transport network that includes National Rail and London Overground railway services, London Underground services on the Piccadilly and District lines and 44 bus routes. The tube network however serves only a small percentage of Hounslow's population since it runs along the borough's northern border for much of its route. As with the road network, the majority of these services connect east to west and orbital public transport routes are generally more limited in number and suffer from overcrowding at peak times.

Although it is just outside of the borough, Heathrow's influence as a trip generator far outweighs any other single destination, and over time, the transport network has developed to accommodate connections between the airport and central London. The borough's transport network is therefore, host to a very high proportion of through traffic across all modes.

The walking and cycling experience differs significantly across the borough. Current cycle mode share is around 3% of all trips with the highest levels of cycling occurring in the east of the borough, where cyclists can make up to 17% of vehicles in peak flows. The popularity of cycling for commuting generally decreases towards the west of the borough. The presence of wide, busy strategic roads in the borough has degraded the pedestrian experience in some areas, creating severance through slow, difficult crossings and poor air quality. In contrast, improvements to the public realm, pedestrianisation and the addition of convenient crossings have all contributed to improved walking conditions in many of the town centre areas. Encouraging active travel was set as a priority issue in the second LIP due to its health benefits and potential to address the high levels of obesity in both adults and children which is prevalent in some parts of the borough. Road safety is also a key issue due to recent increases in the number of children involved in minor road collisions.

## Challenges and Opportunities

The LIP identifies four overarching challenges faced across Hounslow along with four related opportunities which could help address them.

Challenges	Opportunities
<p><b>Air Quality</b> Poor air quality negatively impacts our health and reduces the likelihood of walking and cycling.</p>	<p><b>Growth brings funding and demand</b> The population growth expected in Hounslow could bring significant investment and demand for new transport services.</p>
<p><b>Congestion</b> High levels of congestion have direct costs for businesses, contribute to poor air quality and impact our mental health through stress.</p>	<p><b>Active Travel Potential</b> A shift to walking and cycling would benefit congestion, air quality and personal health. Evidence collected by TfL shows that there is considerable scope to create this shift in Hounslow.</p>
<p><b>Severance</b> The separation of people and places due to large roads such as the A4 discourages walking and cycling.</p>	<p><b>Changing Behaviour</b> High levels of congestion and the prospect of improved health could encourage many residents to change their travel habits.</p>
<p><b>Orbital Transport Links</b> Hounslow's transport network is dominated by radial routes into London meaning that public transport services do not always cater for local journeys.</p>	<p><b>Overground and underground upgrades</b> The introduction of the Elizabeth Line and upgrades to the Piccadilly line bring additional capacity and improved services to some parts of Hounslow.</p>

## Vision and Objectives

Derived directly from these challenges and opportunities, the third LIP sets the following vision for Hounslow:

***The transport network and public realm will enable and encourage the development of a prosperous, healthy, accessible and safe environment for all residents and visitors.***

The objectives of Hounslow's third LIP are for a transport network that is:

### **Healthy, Clean and Green**

This will be achieved by reducing transport related emissions; improving the quality and accessibility of the public realm and maximising the opportunity for the transport system to improve health outcomes by removing barriers to the uptake of active travel.

### **Safe**

This will be achieved by reducing the number of people killed and seriously injured on our roads, contributing to the Mayor's Vision Zero target.

### **Efficient**

This will be achieved by ensuring that the transport network operates in an efficient manner facilitating economic growth in the borough and unlocks space for new homes and jobs for all users, particularly through a shift from private to public transport.

## Borough Objectives

As well as the three overarching, borough-wide objectives, the LIP sets out a total of 72 themed objectives under each of the nine MTS outcomes, shown in [Appendix A](#). They range from commitments designed to encourage active travel, such as by improving the provision of cycle parking, to those intended to improve public transport patronage by working with TfL to improve bus, rail and tube services. Overall, they represent a holistic package that contribute towards all three central MTS goals whilst addressing the local transport challenges in Hounslow.

## The Delivery Plan

The Delivery Plan was developed to target borough transport objectives and align the projects and programmes to the policy framework of the MTS. More specifically, the Delivery Plan aims to ensure Hounslow makes meets its commitments to the MTS's overarching sustainable mode share aim and the goals under each of the nine outcomes. Table 1 shows the delivery plan for the period 2019/20 to 2021/22. In designing the Delivery Plan, the borough has also considered the potential implications and opportunities presented as a result of upcoming projects in TfL's Business Plan, such as the Elizabeth Line (Crossrail) in 2019, Cycle Super Highway 9 and tube/rail network upgrades.

The LIP proposes a range of measures and initiatives, including improvements to the borough active travel network, pedestrian and cycle safety schemes, borough wide implementation of 20mph limit on all residential roads, a severance reduction programme, bus network improvements in partnership with TfL and the expansion of the resident Electric Vehicle (EV) charging scheme.

*Table 1: Summary of 3-year Delivery Plan*

<b>Safe - Road Danger Reduction</b>	
1	Completing borough wide Implementation of 20mph limit on all residential roads and town centre links.
2	Review of casualty data, with a focus on child casualties, and implementation of targeted engineering improvements to the road network.
<b>Safe – Road Safety Education, Training &amp; Publicity (ETP)</b>	
3	Road Safety ETP for young people to include: Primary school pedestrian training, Safe Drive Stay Alive, Car Seat Clinics and Theatre in Education. For goods vehicle drivers, Safe Urban Driving Courses will be offered.
4	Expansion of motorcycle ETP to all working or living in Hounslow to include free Bikesafe training, Biker Down (in partnership with London Fire Brigade) and a new project working with delivery riders which will deliver 'safe rider' training.
5	Adult and pupil cycle training: Bikeability levels 1, 2 and 3, learn to ride and women's cycle club - 'Hounslow Biking Belles'.
<b>Healthy, Clean and Green – Travel Demand Management</b>	
6	Sustainable Travel in Businesses and Communities. This programme will work with schools, employers and community groups to promote sustainable travel options. Projects include (but not limited to) business travel plan support, Hounslow Travel Active website and social media platforms, delivery of promotional campaigns such as

	<p>'beat the street', public transport promotions, anti-idle and air other quality campaigns, 'small grant' fund for onsite improvements e.g. cycle parking.</p> <p>Promotion of TfL STARS and associated projects e.g. Youth Travel Ambassador, provision of a support officer and grants package for STARS activities.</p>
<b>Healthy, Clean and Green – Asset Maintenance</b>	
7	<p>Ensure the innovative Highways PFI arrangement delivers on requirements to maintain a robust highways asset with appropriate levels of street cleanliness. <b>This is funded through the PFI arrangement and receives no allocation from TfL.</b></p>
<b>Healthy, Clean and Green – Better, more accessible streets</b>	
8	<p>Funding available to elected members to bid for annually to deliver targeted improvements. Scheme will support interventions to promote accessibility (e.g. through implementing drop kerbs, tactile paving, signage), sustainable transport uptake and improved public realm.</p>
9	<p>Provision of on and off-street, residential cycle parking (e.g. Bike Hangers) across the borough plus a review and upgrade of facilities in town centres and at public buildings.</p>
10	<p>LIP funding to support delivery of Feltham Town Centre Major Scheme. Includes provision of Legible London signage.</p>
11	<p>Submission of Liveable Neighbourhoods bids for Dukes Meadows Chiswick and Feltham Town Centre, centred around the Healthy Streets approach.</p>
<b>Healthy, Clean and Green – Developing a Hounslow active travel network</b>	
12	<p>Feasibility and outline design for a Hounslow Priority Active Travel Network. Developing a series of cycle routes linking the borough's town centres, neighbouring borough town centres, key employment sites, including Heathrow Airport and transport hubs. Developing proposals with our partners for improving access to rail and tube stations by foot, bike and for the mobility impaired.</p>
13	<p>Implementation of Hounslow Priority Cycle Route 1 - route to be determined by feasibility project above. Completion of current town centre cycle corridor programme including Staines Rd, Hounslow Rd and Bath Rd.</p>
<b>Works Efficiently, Unlocks Growth – Bus network improvements</b>	
14	<p>Implementation of measures that improve bus journey time reliability (for example through new or enhanced bus lanes, targeted parking restrictions on bus routes etc) and also bus stop accessibility.</p>
<b>Works Efficiently, Unlocks Growth – Rail enhancement programme.</b>	
15	<p>Funding to progress development of strategic transport schemes on and around 'Great West Corridor' and 'West of Borough' opportunity areas, for example the proposed Golden Mile rail station, and to support step free access at stations generally. A key aspect of this work will be supporting the development of the Local Plan Reviews for the two areas to ensure transport challenges and requirements remain at the heart of the planning process.</p>
<b>Works Efficiently, Unlocks Growth – Encouraging Efficient Car Use</b>	
16	<p>Identification, development and implementation of new Controlled Parking Zones. Monitoring and evaluation of current zones. Support for traffic restrictions on residential roads. Formalisation of footway parking restrictions and junction protection via waiting/loading restrictions.</p>
17	<p>Supporting uptake of Electric and other low emission vehicles in line with the Air Quality Action Plan. Projects include: Continuation of resident EV lamppost charging scheme, working with TfL to introduce on-street rapid charging, further expansion of</p>

	car club provision, promotion of eco-driving, promotion of car sharing, promotion of electric vehicles/low emission vehicles etc. Support for air quality monitoring of schemes as required.
18	Creation of a business case, including full public consultation to assess the potential for a Workplace Parking Levy (a charge made by LB Hounslow on employers for parking spaces they provide for employees) in the Great West Corridor.

Some specific longer-term initiatives (to 2041) have also been identified and these include:

- Southall – Brentford Elizabeth Line rail link and A4 public realm improvements
- West London Orbital
- Southern Rail Access to Heathrow inclusive of a station at Bedfont
- Jolly Waggoners roundabout improvements
- Severance reduction programme – bridge enhancements to facilitate improved pedestrian and cycle access:
- Bridge improvements at various locations such as Clockhouse Road
- Boston Manor Station – Golden Mile pedestrian link
- Step-free access, a wider programme at train & tube stations within the borough with a particular focus on Turnham Green; Gunnersbury; Hounslow West; Hounslow Mainline and Chiswick.

## Sources of Funding

Table 2 below identifies potential funding sources for implementation of the LIP, including LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources such as contributions from developers (£106 monies). The key source of funding is the borough's LIP allocation. Figures provide by TfL indicate that the borough will receive £2.36m/yr from 2019/20 – 2021/22. This is a reduction of around £300,000 from the 2018/19 level of resource.

*Table 2 – Summary of Potential funding for LIP delivery*

Funding source	2019/20	2020/21	2021/22	Total
	£000k	£000k	£000k	£k
<b>TfL/GLA funding</b>				
LIP Formula funding –Corridors & Supporting Measures	2,366	2,366	2,366	7,098
Discretionary funding – Major Schemes	4,424			4,424
Discretionary funding – Liveable Neighbourhoods (two bids)	0	2,600	2,600	5,200
Strategic funding – TfL Quietways Fund (Twickenham – Brentford)	100	900	0	1,000
Strategic funding - Go Ultra Low City Scheme (estimated as based on resident demand)	30	0	0	30
	50	50	50	150

Funding source	2019/20	2020/21	2021/22	Total
	£000k	£000k	£000k	£k
Strategic funding - Mayors Air Quality Fund (not secured, application autumn 2018)				
Strategic funding – Bus Priority	500	500	500	1,500
Sub-total	7,470	6,416	5,516	19,042
<b>Borough funding</b>				
Capital funding The borough provides a small amount of money for capital schemes which enhance amenity and improve air quality through the leader’s green fund.	50	50	50	150
Revenue funding – The total highways maintenance budget is around £20m/year inclusive of the highways PFI grant from the DfT.	20,600	20,600	20,600	61,800
Parking revenue (estimated)	10	10	10	30
Workplace parking levy	0	0	1,000	1,000
Sub-total	20,660	20,660	21,660	62,980
<b>Other sources of funding</b>				
S106 Developer Contributions	800	700	500	1,500
Strategic CIL (Community Infrastructure Levy) + Local CIL	1,100	1,100	1,100	3,300
Heathrow Public Transport Levy (indicative amount based on previous awards)	250	250	250	750
Sub-total	2,150	2,050	1,850	5,550
<b>Total</b>	<b>30,280</b>	<b>29,126</b>	<b>29,026</b>	<b>87,932</b>

## Indicators and Targets

The targets that have been set define Hounslow’s contribution to the overarching MTS targets whilst taking into account Hounslow’s context as an outer London borough. Table 3 details the indicators and targets that will be used to assess the effectiveness of the delivery plan. They are ambitious, particularly the 2041 values, and will be challenging to meet with many external factors in play such as background economic conditions which could influence traffic volumes. Most are also only partially within the council’s control and will be dependent on the success of London-wide measures such as the Ultra-Low Emission Zone, Vision Zero Action Plan and bus, rail and tube upgrades.

*Table 3: Indicators and Targets*



## Appendix A: Hounslow LIP III – Objective Summary

### Outcome 1: London's streets will be healthy, and more Londoners will travel actively

- 01a. To continue to improve provision of active travel infrastructure by implementing the Hounslow Priority Cycle Network. Consultation on first tranche of routes to start in 2019/20.
- 01b. To use Liveable Neighbourhoods or similar funding to improve the attractiveness of active travel in areas with high potential for change.
- 01c. To support TfL in delivering a segregated cycle facility between Chiswick, Brentford and Hounslow Town Centre (CS9) by 2022.
- 01d. To improve accessibility for pedestrians, particularly for those with mobility or sight impairments, through our 'better streets' programme.
- 01e. To install pedestrian countdown at all town centre located controlled crossings by 2022 (subject to relevant controller upgrades being progressed by TfL).
- 01f. To expand the Legible London pedestrian sign programme to cover Hounslow, Brentford, Chiswick and Feltham town centres by 2020.
- 01g. To further reduce the impact of severance on communities, working with Transport for London, Highways England and Network Rail to investigate new opportunities.
- 01h. To ensure that everyone cycling to school, the high street, leisure centre or library can park their bike securely and that those without space inside their home have an option for on-street storage.
- 01i. To continue to assess the benefits of a dockless bike offering for residents and visitors.
- 01j. To continue to maintain and where possible enhance the Strategic Walking Network (Thames Path, London Loop, Capital Ring).
- 01k. To reduce the prevalence of obesity in school age children by increasing the number of schools accredited under the STARS programme by 5% per year.
- 01l. To challenge misconceptions about active travel and overcome perceived barriers, particularly through the provision of cycle training.

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

- 02a. To reverse the recent increase in KSIs by 2020 and in the longer term fulfil our commitment towards the Mayor's 'Vision Zero' target.
- 02b. To investigate and implement the most effective engineering and education measures to reduce casualties on our roads, particularly those impacting on vulnerable road users and children.
- 02c. To complete the 20mph programme and consider enhanced speed reduction strategies in streets where there are reports of high speeds or hostile driving and supporting data on collisions.
- 02d. To improve the safety and confidence of all those wishing to travel actively by maximising the take-up of cycle and pedestrian training for children and adults.
- 02e. To improve goods vehicle drivers' awareness of vulnerable road users by offering free Safe Urban Driving courses for all those working or living in Hounslow.
- 02f. To ensure that safety is considered in all public realm projects by embedding the Healthy Streets approach in design processes.

- 02g. To work with TfL and the construction industry to improve road safety around construction sites and reduce the number of collisions involving construction vehicles.

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

- 03a. To respond efficiently to resident demand for Controlled Parking Zones (CPZs).
- 03b. To support residents in investigating and implementing measures to reduce through traffic on local roads.
- 03c. To review our approach to the provision and charging of car parking across the borough in order to ensure this is aligned with the LIP objective to reduce traffic where possible, and support a shift towards lower emission vehicles (link to Outcome 4)
- 03d. To inform and support proposed improvements to the bus, rail and tube network (see Outcome 9 for details).
- 03e. To expand car club provision across the borough, providing an option for residents who only need occasional access to a vehicle.
- 03f. To continuously monitor new technological developments and adapt the LIP as needed to maximise the beneficial impact of new innovations.
- 03g. To assess the feasibility of introducing last mile delivery schemes using active travel modes.
- 03h. To use the planning system to encourage consolidation and re-timing of deliveries, including to and from construction sites, especially in areas subject to high levels of development, for example Opportunity Areas.
- 03i. To continue to engage with Heathrow Airport and provide feedback on the expected impacts of expansion and proposed surface transport mitigation measures.

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

- 04a. To work with TfL to investigate the benefits of introducing zero emission zones in town centres.
- 04b. To continue to lobby for the expansion of the Ultra-Low Emission Zone to cover, in some form, the entire area within the M25 (the existing Low Emission Zone).
- 04c. To support TfL's proposal for a new Low Emission Bus Zone along Chiswick High Road and lobby for improvements in other 'air quality focus areas' and particularly around the airport.
- 04d. To expand the provision of lamppost EV charging and Source London public charging throughout the borough and support TfL to install at least 10 rapid chargers in the borough by 2020.
- 04e. To increase the number of ULEVs in the council's fleet.
- 04f. To support schools in raising awareness of the health impacts of poor air quality amongst pupils and parents including through the STARS programme or its successors.
- 04g. To reduce the amount of unnecessary idling in the borough through the implementation of an anti-idling Traffic Management Order in 2019 and targeted enforcement activity.

- 04h. To use contract renewals to ensure car clubs adopt zero emission vehicles as quickly as possible, plus use our procurement powers to encourage suppliers to the council to do the same.
- 04i. To encourage the take up of cleaner vehicles by offering free or discounted residential parking permits for ULEVs and surcharges on diesel vehicles below Euro 6 standard.
- 04j. Work with Highways England and Heathrow Airport Ltd to reduce current and future exceedances and mitigate adverse effects of NO<sub>2</sub> and PM.
- 04k. To integrate SuDS into the design of public realm schemes and new developments wherever practicable.

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

- 05a. To work with TfL and other transport operators to improve bus and rail connectivity in those areas with the lowest PTAL and those with the potential for growth.
- 05b. To work with TfL to improve bus connections to new strategic infrastructure such as the Crossrail (Elizabeth Line).
- 05c. To work with TfL to enhance orbital and cross-borough bus services that provide residents access to employment and local services including to Heathrow in a way that is competitive with the private car,
- 05d. To work with train operators to ensure that the frequencies of services meet demand without excessive crowding.

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

- 06a. To improve public transport accessibility by making public realm improvements at transport hubs and bus stops
- 06b. To work with Hounslow Highways to ensure public realm assets are maintained to the standards set in the PFI contract.
- 06c. To work with partners to implement step free access at all stations on the Hounslow Loop during the lifetime of this LIP.
- 06d. To work with the local landowner, TfL and Network Rail to deliver step-free access at Gunnersbury Station.
- 06e. To work with TfL to provide step-free access at Hounslow West and other tube stations.
- 06f. To work with TfL to improve bus driver's awareness of accessibility issues including through accessibility forum training.
- 06g. To ensure 95% of all bus stops in Hounslow continue to meet accessibility guidelines and that other improvements such as seating and real-time information for passengers is provided where the need is greatest.

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

- 07a. To work in partnership with TfL to improve bus journey times through active or passive bus priority measures.
- 07b. To review kerbside waiting and loading restrictions and alter them where it improves bus reliability.

- 07c. To investigate, in partnership with TfL, the feasibility of a Bus Rapid Transit scheme along the A4 corridor between Heathrow Airport and Chiswick roundabout.
- 07d. To increase residents' awareness of transport information sources e.g. journey planners.

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

- 08a. To use the planning system to ensure new developments incorporate the healthy streets principles into their designs, in line with policy T2 of the new London Plan.
- 08b. To use the planning system to promote car-free and low-car developments.
- 08c. To use the planning system to ensure new developments provide high quality cycle parking in line with London Plan standards.
- 08d. To secure s106 and CIL contributions so that developers mitigate any significant impacts on the transport network and contribute to LIP objectives.
- 08e. To ensure developer Travel Plans are prepared in accordance with latest guidance from Transport for London and the council's '10 Point Guide'.
- 08f. To support businesses and developers with implementing and monitoring their travel plan commitments.
- 08g. To use developer funding to minimise any increase in noise or reduction in air quality as a result of new development.
- 08h. To promote increased surface access provision to Heathrow Airport by working with partners to improve public transport connections and cycle infrastructure.

Outcome 9: Transport investment will unlock the delivery of new homes and jobs' (strategic transport)

- 09a. To further promote and support the development of new rail links from Brentford to Southall (to connect with the Elizabeth Line) and Brentford to Cricklewood/West Hampstead (the West London Orbital Route).
- 09b. To investigate the potential of a charge on workplace parking to fund major public transport improvements, with a particular focus on the Great West Corridor.
- 09c. To support improved access to Heathrow Airport and the Heathrow Opportunity Area through new southern rail access.
- 09d. To support TfL in delivering planned upgrades to the Piccadilly and District lines and promote the introduction of a permanent stop at Turnham Green.
- 09e. To work with the local landowner, TfL and Network Rail to deliver improved capacity to the platform at Gunnersbury.
- 09f. To provide support to TfL in delivering improved bus services serving growth areas, the Great West Corridor and Heathrow Opportunity Areas.
- 09g. To support TfL with the potential introduction of Demand Responsive Bus Services to London.
- 09h. To work with TfL to increase station capacity in growth areas and improve active travel links between stations and employment and residential areas.
- 09i. To utilise developer funding to carry out improvements to the highway network to best facilitate sustainable modes and reduce congestion
- 09j. To support initiatives to reduce the impact of road infrastructure in the built environment.