

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 NO₂ 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.