

Wandsworth Council's Third Local Implementation Plan

Approved Version

April 2019



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Appendix 1: Summary of Consultation

Foreword

This Local Implementation Plan sets out Wandsworth Council's vision for transport in the borough to 2041: a borough in which people find it easy to get around on foot, by bicycle, or on public transport; a borough where it is safe – and feels safe – to travel; a borough with clean air, assisted by encouraging a shift to electric vehicles; and a borough that champions smarter use of cars, for example through shared services like car clubs, so that total mileage is reduced.

London continues to evolve, and the transport options available to support residents, business and visitors are also changing at great pace. The demographics, geography and ambitions of Wandsworth put us at the forefront of these rapidly-evolving changes in how people move around densely populated urban areas. We look forward to exploring these opportunities and acting as a catalyst for change.

A handwritten signature in black ink, reading "Jonathan Cook". The signature is written in a cursive style with a large initial 'J' and a trailing flourish.

Cllr Jonathan Cook

Cabinet Member for Strategic Planning and Transport

1. Introduction and preparing a LIP¹

1.1. Introduction²

- 1.1.1. The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the Greater London Authority (GLA) Act 1999 and sets out how the Council proposes to deliver the Mayor's Transport Strategy (MTS) in Wandsworth, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Guidance for Borough Officers on Developing the Third Local Implementation Plan (March 2018).
- 1.1.2. This document is the third LIP for the London Borough of Wandsworth. It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan, and other relevant Mayoral and local policies. The document sets out long term goals and transport objectives for the London Borough of Wandsworth for the next 20 years, a three-year programme of investment starting in 2019/20, and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough seeks to achieve. A more detailed delivery plan is provided for the financial year 2019/20.
- 1.1.3. This LIP identifies how the London Borough of Wandsworth will work towards achieving the MTS goals of:
 - Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
- 1.1.4. The Council notes that the overarching aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today, and there are different targets set for central, inner and outer London. The LIP outlines how Wandsworth Council will set local priorities and targets to assist with achieving this aim.

¹ Requirement R1: No response required in LIP submission. It is a requirement for the borough to provide a response to every Mandatory Requirement.

² Requirement R2: Boroughs are required to include in their LIP an explanation of the statutory background of the LIP process.

1.1.5. This document also outlines how the Council will work with Transport for London (TfL) to assist with delivering the outcomes, policies and proposals of the MTS to 2041.

1.2. Local approval process³

1.2.1. A draft LIP was considered by councillors on the Strategic Planning and Transportation Overview and Scrutiny Committee and the Executive in November 2018 (Paper No. 18-410), prior to consultation. Paragraph 23 of this paper allowed for post-consultation changes to the LIP to be made under delegated authority and the resulting “Final LIP” was subsequently submitted to TfL prior to approval as described in section 1.5 below.

1.3. Statutory consultation⁴

1.3.1. The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor.

1.3.2. Statutory consultees for Wandsworth’s LIP were:

- Metropolitan Police
- TfL
- Wandsworth Access Association
- Wandsworth Community Transport
- Other London boroughs:

³ Requirement R3: The boroughs are required to outline the democratic processes taken to approve the submission of the LIP at a borough level.

⁴ Requirement R4: Boroughs are required to provide evidence to show that all statutory consultees and any other organisations/groups have been engaged with during the formal statutory consultation period. They must also demonstrate how the views of their consultees have been taken into account.

- City of Westminster
- London Borough of Hammersmith and Fulham
- London Borough of Lambeth
- London Borough of Merton
- London Borough of Richmond-upon-Thames
- Royal Borough of Kensington and Chelsea
- Royal Borough of Kingston-upon-Thames.

1.3.3. Another 52 bodies were directly consulted, in addition to the statutory consultees mentioned above. All direct consultees were written to, drawing attention to the consultation, where it could be found on the borough's website, and the closing date. These direct consultees fell into a number of broad categories as follows:

<i>Non-statutory consultee</i>	<i>Number consulted</i>
National agencies	4
Transport & environment groups and	16
Business groups	9
Community groups	10
Residents' groups and associations	6

1.3.4. Consultation ran from 30th November 2018 until 11th January 2019. The consultation appeared with an online questionnaire on the Council's website and was available for any member of the public to respond.

1.3.5. There were 40 responses in total, 26 of which were to the online questionnaire, nine were comments left on the Council website in response to a press release advertising the LIP consultation, and five were written (emailed) responses from organisations, including TfL.

1.3.6. More details of the consultation including analysis of the online questionnaire, and a summary of changes made to the LIP arising from consultation, are shown in [Appendix 1](#).

1.4. Statutory duties⁵

- 1.4.1. The Council has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP.
- 1.4.2. The Council has met its statutory duty and conducted a Strategic Environmental Assessment (SEA) and an Equality Impact Assessment (EQIA) on the proposals contained in its LIP. These assessments were available on the Council's website during the consultation period. The LIP Outcomes and programmes have been assessed for both purposes, and this process has not identified any necessary changes to the Objectives or schemes in the LIP programme of investment. However they have highlighted some issues for consideration in the delivery of schemes. These are mentioned in the Delivery Plan section of the LIP.

1.5. LIP approval⁶

- 1.5.1. The Final LIP, "Wandsworth Council's Third Local Implementation Plan" was submitted to TfL (acting on behalf of the Mayor) on 19th February 2019 and was approved on 12th April 2019. The Approved Third LIP has been published on the Council's website at www.wandsworth.gov.uk/lip, superseding the Second LIP.
- 1.5.2. Queries about the LIP can be emailed to transportation@wandsworth.gov.uk.

⁵ Requirement R5: There is a requirement to undertake a Strategic Environmental Assessment and it is recommended that an Equalities Impact Assessment is also done (which addresses the borough's Public Sector Equality Duty). The boroughs are required to consider whether it is appropriate for the LIP to be assessed against other matters, for example crime and disorder, health, economic and business issues, air quality and climate change.

⁶ Requirement R6: Boroughs must meet all of the following requirements for the submission of their LIP set out below under the following headings: a. Name of document b. Submitting the document to TfL c. Submission milestones.

2. Borough Transport Objectives

2.1. Introduction

- 2.1.1. This chapter sets out the local policy context for the third round of LIPs. It covers the borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key frameworks against which the borough plans and delivers local services.
- 2.1.2. The LIP firmly demonstrates that it is informed by evidence and analysis of local needs and issues and that it is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

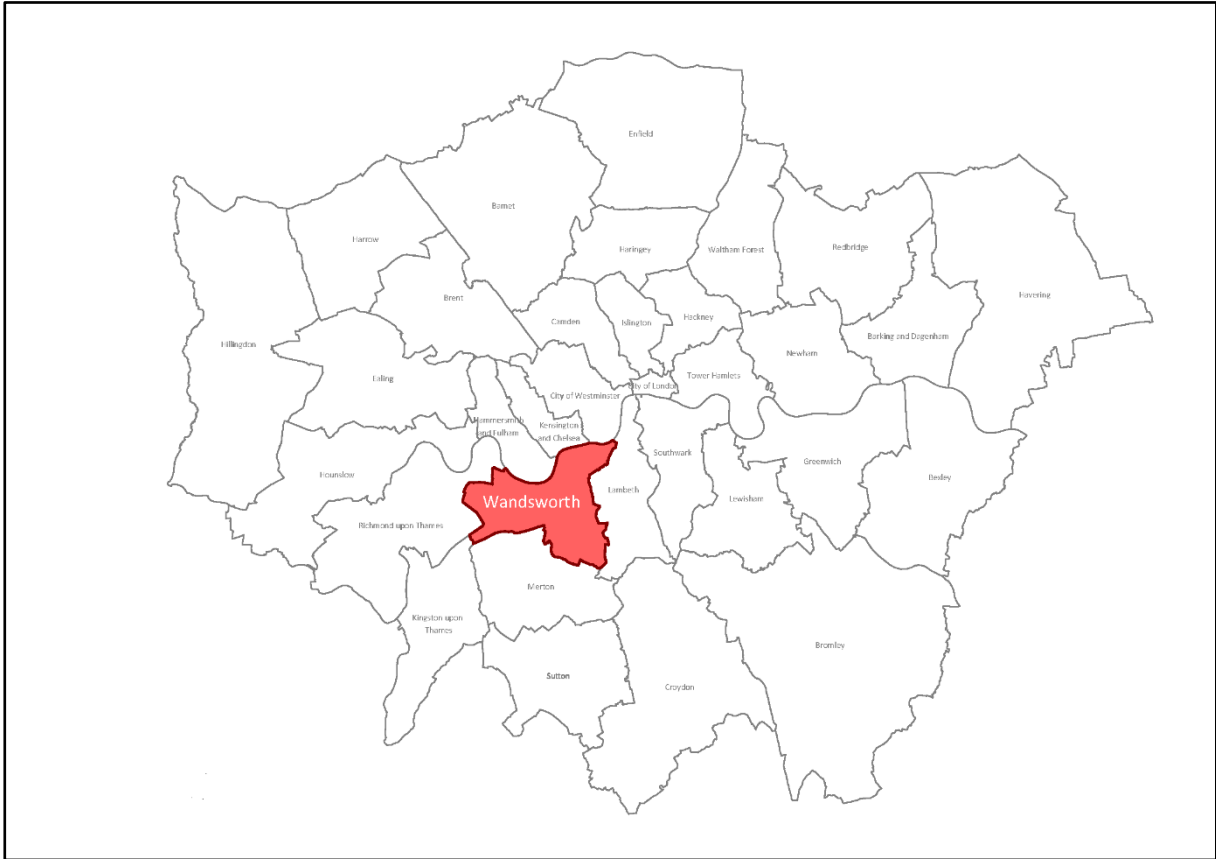
2.2. Local context⁷

Geography

- 2.2.1. Wandsworth is the ninth most populated borough in Greater London (Office for National Statistics (ONS) Mid-2017 Population Estimates) and is the largest of the 12 Inner London boroughs, occupying an area of 34 sq. km. In the west, it extends to the edge of Richmond Park and Wimbledon Common. While much of Wandsworth is densely populated, almost one quarter (23%) is open space made up of commons, district/local parks and playing fields. Much of the borough and its heritage of buildings and spaces are of particularly distinctive character, and there are 45 conservation areas.
- 2.2.2. Administratively, the borough is made up of 20 Wards. The London boroughs of Lambeth, Merton and Richmond upon Thames and the Royal Borough of Kingston upon Thames border Wandsworth south of the River Thames, while borders across the Thames to the north are shared with the London Borough of Hammersmith and Fulham, the Royal Borough of Kensington and Chelsea, and the City of Westminster. Parts of the borough therefore share characteristics with central and west London. Wandsworth's location in Greater London is shown in [Figure 1](#).

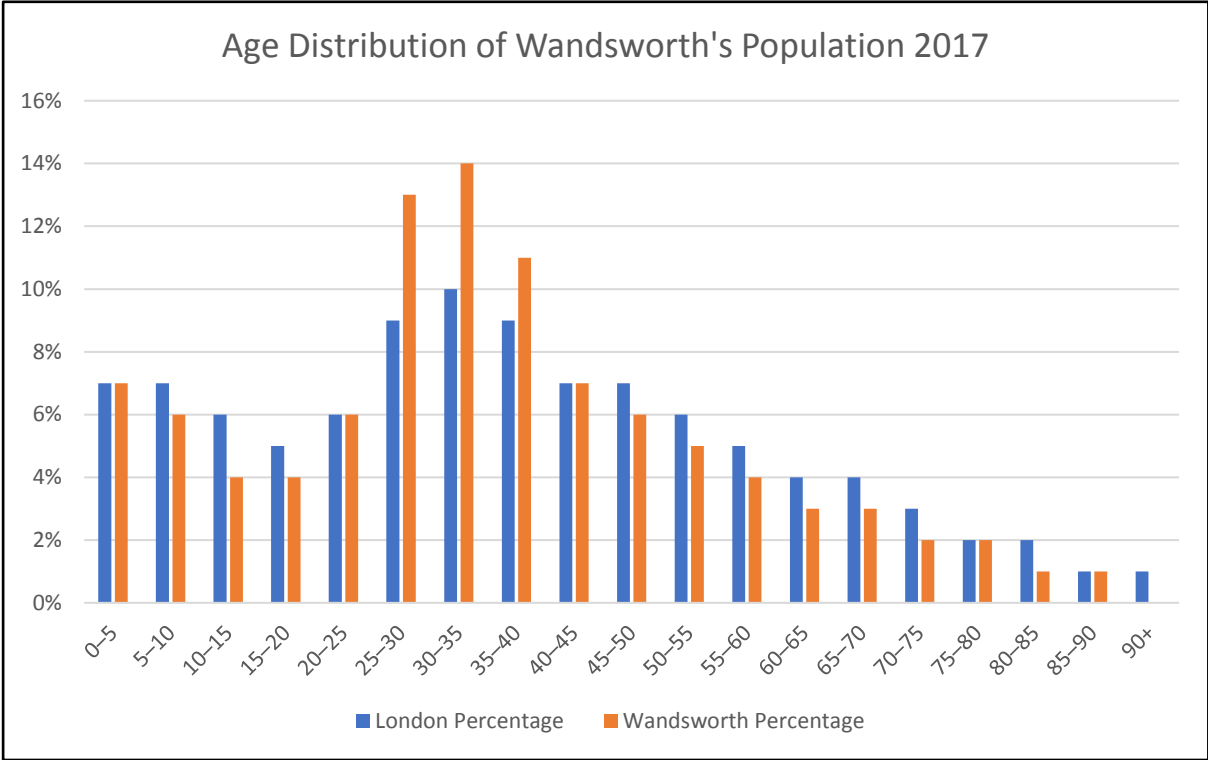
⁷ Requirement No R7: Boroughs are required to set out the local context including the geographical, demographic and other characteristics of their boroughs, cross-referencing existing policy and context documents as appropriate. Alternatively, please provide web-link(s) to a borough document that contains this information and reference the section and page numbers where this information can be found.

Figure 1: Wandsworth's Location in Greater London



2.2.3. The population of Wandsworth as of 2017 is estimated to be 323,300 (ONS Mid-2017 Population Estimates), in 137,100 households (GLA 2016-based Demographic Projections). Wandsworth is a popular, largely residential borough with many different types of housing, from the leafy suburbs of Putney to the inner-city housing estates of North Battersea. Wandsworth remains a 'collection' of districts giving different characters and identity to each local area. The settlement pattern, coupled with its location on main commuter routes into central London, determines the borough's transport needs, problems and opportunities. Wandsworth has a higher percentage of 25–40 year olds in its population compared to Greater London, and lower percentages in other age groups (Figure 2). This age group is heavily reliant on good rail and London Underground links to jobs and other attractions in central London.

Figure 2: Wandsworth's Population by Age Group



Source: Office for National Statistics, Population Estimates for UK, England and Wales, Scotland and Northern Ireland: Mid-2017

2.2.4. The five town centres of Tooting, Putney, Wandsworth, Clapham Junction and Balham provide employment, shopping and leisure activities. Though focused in the town centres, businesses are spread across many parts of the borough. Overall 145,000 people are employed in Wandsworth (ONS 2016 Jobs Density).

2.2.5. Population and jobs are forecast to continue growing. Population is expected to increase by 24% by 2041, to 401,600 (GLA 2016-based Demographic Projections), and the number of jobs in the borough is set to rise by 12% over the same period, to 162,000 (GLA Economics 2017 Employment Projections). At Nine Elms, a new community and town centre is taking shape which will eventually have 20,000 new homes and create 25,000 permanent jobs. As well as attracting the likes of Apple UK and the American Embassy to the borough, Nine Elms is bringing wider improvements including two new tube stations, improvements to nearby rail stations, new river services, a 12-acre linear park and a new stretch of Thames River path. The council is also overseeing major improvements at Wandsworth town

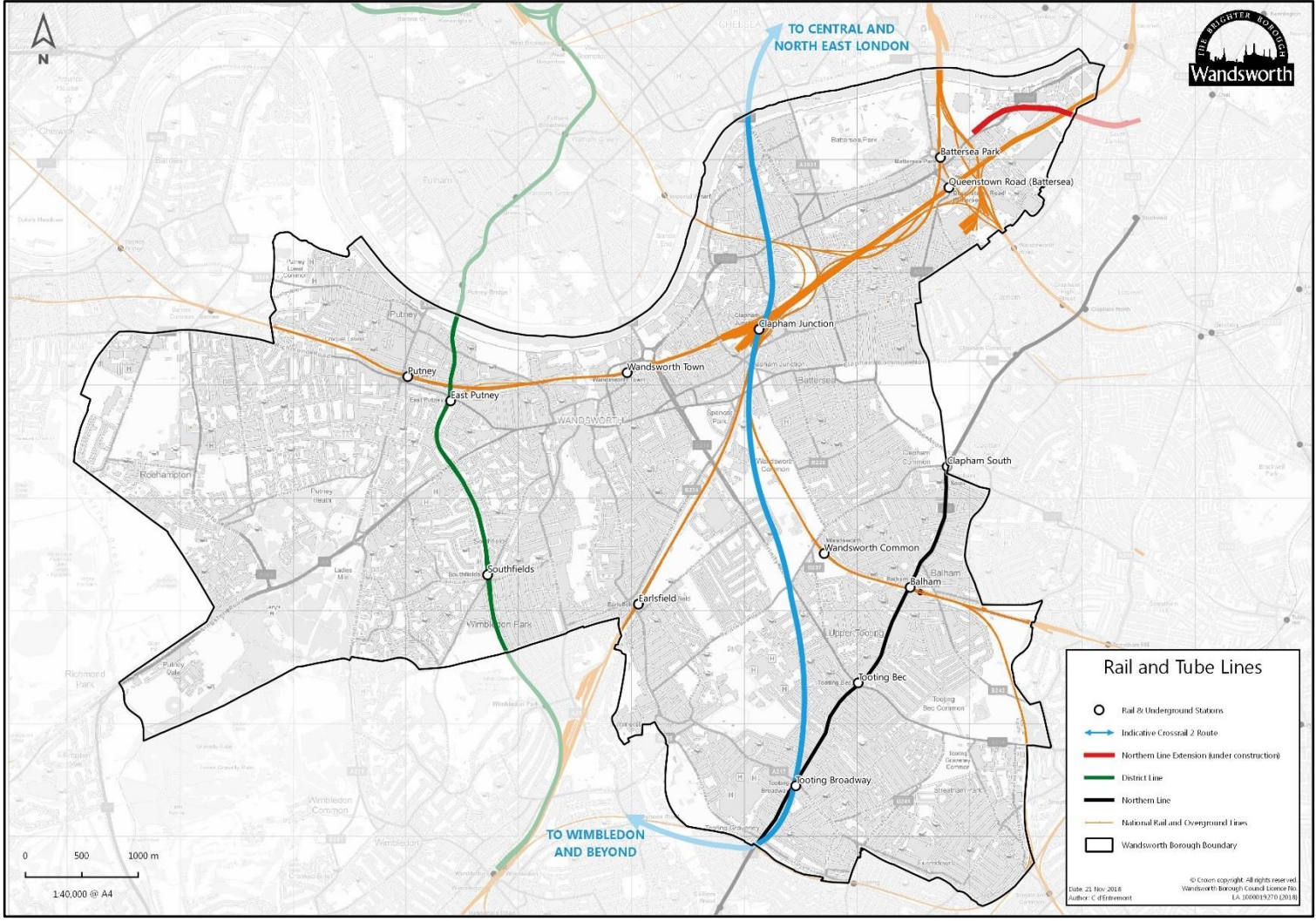
centre, Roehampton town centre, including the Alton estate, and the Winstanley and York Road estates in Battersea.

Transport Networks

- 2.2.6. There are approximately 440 km of roads in the borough. Some 33.5 km of highway are designated as part of the Transport for London Road Network (TLRN) and are subject to Red Route controls, including the A205 (South Circular Road), A3/A3205, and A24. TfL is responsible for the TLRN and for the side road Red Route extensions from the TLRN. The council is the Highway Authority for all other public roads within the borough. Approximately 9km of borough roads have been designated as Strategic Roads by the Secretary of State for Transport. These roads are A219 Tippet's Ride-Putney Hill-Putney High Street-Putney Bridge; A217 Merton Road-Garratt Lane-Bridgend Road-Wandsworth Bridge; and Chelsea Bridge-Queenstown Road (to its junction with Battersea Park Road).
- 2.2.7. The road network is constrained by the River Thames and River Wandle, the railways and protected open space. There are five Thames road bridges, two of which - Putney Bridge and Wandsworth Bridge - are the responsibility of the council. Chelsea Bridge and Albert Bridge are managed by the Royal Borough of Kensington and Chelsea. Battersea Bridge is part of the TLRN and is the responsibility of TfL. The River Wandle that divides the borough north to south has only four road crossings in the borough, restricting movement east to west.
- 2.2.8. Road freight is encouraged to use the Strategic Road Network during the daytime. The night-time and weekend London Lorry Control Scheme operates on most roads in the borough, restricting noise pollution in residential areas.
- 2.2.9. Wandsworth's public transport network is controlled by other agencies, e.g. TfL, train operators and Network Rail. While the borough is generally well served by bus services, some areas are relatively remote from the bus network and some journeys are difficult to make directly by bus (e.g. Balham to Wandsworth Town). The lack of nearby rail or London Underground services makes Roehampton dependent on buses for public transport.
- 2.2.10. The borough is served by national rail links to Victoria and Waterloo through Clapham Junction, the busiest railway station in the country. London Underground services are provided by the Northern and District lines, and the Overground runs via Clapham Junction, clockwise through Willesden Junction to Stratford and anti-clockwise through Peckham and east London.

- 2.2.11. Crowding is a common issue on public transport services within the borough. Population and employment growth, and the Mayor's ambitions to reduce car use, are likely to put increased pressure on the network.
- 2.2.12. The Northern Line extension, serving Nine Elms and Battersea Power Station, is now understood to be scheduled to open later than planned in 2021. When open, it will offer improved rail links in the north east of the borough, but in the interim other public transport services will need to fill the gap to reduce risk of car dependency. The Council will work with TfL to make the case for better bus services in this period. In the longer term, Crossrail 2 has the potential to ease crowding on some local routes, with the council's preferred option being for new stations at Clapham Junction and Tooting, though a final decision is awaited on whether the route would run via Balham instead of Tooting. However, these improvements ([Figure 3](#)) will only cater for some journeys. Across the borough, bus and rail services will need to offer more capacity and better reliability. Along the River Thames, there is also scope for enhancements to existing riverbus services to serve the growing population in riverside developments. The river is also used for some freight transport, notably the transport of waste.

Figure 3: Rail and Tube Links in Wandsworth



- 2.2.13. Opportunities for cycling are growing. In addition to the highway network there are more than 8km of off-road cycle routes and paths in the borough, passing through parks and along the riverside. New Quietway cycle routes are being delivered as part of a Londonwide network, and Cycle Superhighway routes 7 and 8 run through the borough to central London from Tooting and Wandsworth respectively.
- 2.2.14. The borough also includes an extensive network of footpaths adjacent to the highway network and numerous public footpaths utilising green corridors. Two of the six London strategic walking routes, the Thames Path and the Capital Ring, pass through the borough. Other traffic-free walking opportunities are afforded by the Wandle Trail and routes passing through the borough's parks and commons.

Residents' views

- 2.2.15. The council conducts regular surveys of residents, the most recent being in 2017 when 92% of residents rated Wandsworth as a good place to live. When asked about what they disliked about living in their neighbourhood, transport and street issues figured highly. Traffic congestion was the most disliked aspect by Wandsworth residents (11%) along with litter (11%), parking (10%) and crime/anti-social behaviour (9%). There were differences across the borough, with people in Wandsworth Common, Northcote and Shaftesbury wards most likely to cite traffic congestion (15%), and parking being mentioned most commonly by residents of Tooting, Graveney and Furzedown (15%).
- 2.2.16. The proportion of people saying road maintenance and pavement maintenance was good declined from the previous survey in 2015 (from 68% to 57% for roads, and from 63% to 55% for pavements). A majority (55%) also disagreed that traffic congestion was reducing. More positively though, half of residents (49%) agreed that transport services were improving. On public transport, 50% agreed that bus services had improved, 43% said the same about rail services and 50% said that railway stations had improved.

Council priorities and links with other strategies and plans

- 2.2.17. The Council's plans and priorities are focused on creating a Brighter Borough for All, under three main strands:
- Low council tax

- Cleaner, greener and safer neighbourhoods
- Help to get on in life

2.2.18. Among other things, this involves the following areas which relate to transport:

- Championing Wandsworth as an environmentally friendly borough, great for cycling and with good access to public transport.
- Keeping streets clean and safe
- Bringing new job opportunities, building lower cost housing and making improvements to community facilities and transport.
- Supporting young and old to stay fit, healthy, active and independent.

2.2.19. Other relevant Council plans are summarised below.

2.2.20. The Corporate **Business Plan 2018**⁸ identifies a range of key issues, many of which relate to transport and connect with plans outlined in this LIP, for example:

- Work up design options for a Nine Elms Pimlico pedestrian and cycle crossing
- Help progress implementation of the Northern Line Extension to Battersea.
- Implement the actions set out in the Air Quality Action Plan (see below)
- Roll out energy efficient LED streetlights across the borough
- Work with Network Rail and other partners to expand capacity at local stations, and seek improved access to stations
- Work with key stakeholders to bring forward major infrastructure projects at Clapham Junction station including Crossrail 2, South London Heathrow Link and additional capacity on Gatwick line.
- Work with TfL to ensure that areas with significant regeneration are adequately served by the London Bus network
- Work with partners to promote the Diamond Jubilee cycle and footbridge.
- Ensure the required transport improvements are achieved as part of the Alton and Winstanley/York Road masterplans.

⁸

http://www.wandsworth.gov.uk/info/200321/key_plans_strategies_and_policies/71/corporate_business_plan_cbp/2

- Work with TfL on options to improve the Wandsworth One-Way Traffic System
- Work with TfL to bring forward proposals for the borough's town centres
- Appoint a "healthy streets" champion that works to help reduce street clutter and create new pocket parks, as part of a total safety approach.
- Support greater use of the River Thames for passenger transport, including an improved Wandsworth Riverside Quarter pier and access to Putney Pier.
- Monitor the Mayor's Cycle Hire scheme and Dockless Bike Hire in the borough.
- Implement cycle improvements as outlined in the approved cycle strategy
- Implement Quietways in line with the objectives and ambitions of the Mayor's Vision for Cycling, taking into consideration local impacts
- Continue the introduction of electric vehicle charging points across the borough to facilitate and encourage the take up of electric vehicles.
- Working with TfL to reduce casualty rates on TfL roads and in doing so help meet Mayor for London road safety targets.
- Deliver a programme of initiatives and schemes aimed at reducing traffic casualties amongst the most vulnerable road users.
- Install speed warning devices where residents request enhanced enforcement measures and invest in equipment to support community speed-watch
- Carry out additional road and pavements repairs and renewal programme following the extreme winter weather.

2.2.21. The **Active Wandsworth Strategy 2017-2022**⁹ includes a number of transport-related objectives, mainly around active travel (walking and cycling) which is a key theme of the Healthy Streets concept that runs through the MTS and this LIP. Objectives include:

- P2.1: Normalise cycling as an everyday choice, increasing the cycling modal share and advocating greater prioritisation of physically active modes of travel (walking, cycling and using public transport).
- F2.6 Influence the shaping of the built and natural environment in regeneration schemes and major developments so that being active becomes the default choice.

⁹ <https://enablelc.org/aws>

- F3.1 Influence the built environment and streetscape infrastructure to encourage active travel for pedestrians and cyclists, making roads safer and welcoming, less busy and accessible for those that haven't previously considered active travel options.
- F3.2 Influence the way places in the borough are connected for pedestrians and cyclists, encouraging more river walkways to be opened up.
- F3.3 Promote the River Thames and the River Wandle as places for physical activity opportunities in the borough.
- F3.4 Advocate and influence improved travel planning in the borough, including:
 - More and better public transport links in the borough.
 - Review traffic, congestion, cleanliness and air pollution to make streets more conducive to active travel, in line with the Borough's 'Air Quality Action Plan 2016-2021'.
 - Improve and increase driver awareness of cyclists in the borough.
- F3.5 Investigate and support funding options to invest in dedicated, safe and separate cycle infrastructure.
- F3.6 Advocate the incorporation and investment of safe bike storage to the major employers in the borough.
- F3.7 Support the Council's Local Implementation Plan to improve active travel opportunities in the borough.
- F4.3 Work with residents, developers, Housing and Regeneration to develop 'Healthy Places' where people are encouraged to be active.
- F4.4 Create environments where the healthier choice is the easier choice every time.

2.2.22. The **Air Quality Action Plan 2016-2021**¹⁰ includes a large number of transport-related actions aiming to reduce harmful emissions, a theme that is consistent with the MTS and the objectives and measures proposed in this LIP. Actions (with Air Quality Action Plan references in brackets) include:

- Phasing out use of diesel for Council fleet and contracted vehicles (1.3)
- Upgrading vehicles to reduce emissions, and retrofitting vehicles with technology to reduce emissions (1.4)
- Encouraging active travel by staff (2.1)
- Reducing the need for staff to drive to work (2.2)

¹⁰ http://www.wandsworth.gov.uk/info/200485/air_quality/2213/managing_air_quality

- Hold events to raise awareness of air quality and active travel (4.4)
- Campaign to the Mayor and TfL for cleaner buses to operate on routes throughout the borough, using local monitoring data (5.1)
- Campaign to the Mayor and TfL for cleaner taxis to operate on borough roads and stricter controls to reduce emissions from vehicles (5.2)
- Use of transport and planning policies to encourage walking & cycling (6.1)
- Promote the use of public transport (6.2)
- Promote sustainable travel to schools (6.3)
- Use of on-street parking controls to reduce the number of people driving to stations in the borough (6.4)
- Facilitate a higher proportion of travel by sustainable transport modes including cycling and walking (6.5)
- Promote and enable car clubs as an alternative to private car ownership (6.6)
- Introduce 20mph speed limit areas on borough residential roads (6.7)
- Provide Green Infrastructure/ electric vehicle charging points (7.1)
- Provide information on cleaner fuels, technologies and vehicles (7.2)
- Review of differential car parking charges based on emissions (7.3)
- Enable delivery and servicing outside peak hours (8.1)
- Better management/ prohibition of deliveries at 'hotspots' such as Putney High Street (8.2)
- To investigate consolidation of goods and services in hot spot areas (8.3)
- Raise awareness of the impact of vehicle idling and use vehicle idling powers where appropriate (12.5).

2.2.23. The Wandsworth **Health and Wellbeing Strategy 2015-2020**¹¹ includes promotion of active travel, in line with the direction of travel sought by the Mayor in the MTS. Under the Healthy Places priority (Urban Design) the strategy states:

“We will design environments which promote physical activity and offers opportunities to increase social interaction and community involvement. This may include providing safe routes to cycle and walk...”

¹¹ http://www.wandsworth.gov.uk/downloads/file/11850/joint_health_and_wellbeing_strategy

- 2.2.24. The **Wandsworth Community Safety Partnership Plan 2017-2021**¹² emanates from a multi-agency partnership involving the Council, with an over-riding objective “to make Wandsworth a safe place to live, learn, work and visit – for all.” Reducing crime and fear of crime can encourage more people to walk and cycle, and enjoy the borough’s streets and spaces, as desired under the MTS and the LIP. Safety issues, including targeting crime and anti-social behaviour, as well as road safety (e.g. using Community Roadwatch to help reduce vehicle speeds in residential streets) are included in the plan.
- 2.2.25. Work has begun on a new Local Plan for Wandsworth but this is not expected to be adopted until autumn 2021. The current **Local Plan**¹³ (as of February 2019) includes the Core Strategy, setting out a spatial vision for Wandsworth and a strategy for how this vision will be achieved. The Development Management Policies Document (DMPD) and Site Specific Allocations Document (SSAD) support the strategic objectives set out in the Core Strategy.
- 2.2.26. Transport runs through many parts of the Local Plan and the plan supports numerous aspects of the MTS, for example in ensuring that developments, particularly large trip generating developments, are sited in locations that are accessible by public transport, on foot and by cycle. The plan also requires development proposals to be accompanied by robust Transport Assessments, and for adverse transport impacts of developments to be mitigated (e.g. through infrastructure, and the use of travel plans, construction management plans and servicing plans, where appropriate). The plan includes maximum car parking standards to discourage car use at new developments, and provision of cycle parking is according to minimum standards.

¹²

<https://democracy.wandsworth.gov.uk/documents/s52711/Wandsworth%20Community%20Safety%20Plan.pdf>

¹³ http://www.wandsworth.gov.uk/info/1004/planning_policy/1366/local_plan

2.3. Changing the transport mix

Challenges and opportunities¹⁴

- 2.3.1. The Mayor's Transport Strategy sets the strategic direction for transport across London. The strategy includes a headline target for 80% of all journeys to be undertaken by walking, cycling or public transport by 2041. To achieve this target Londonwide, an even greater proportion of journeys must be made by these modes in central and inner London, acknowledging that the opportunities for modal shift will be lower in outer London where housing, jobs and public transport services are more dispersed.
- 2.3.2. Hence in Wandsworth, a headline mode share target of 82% of trips to be walked, cycled or on public transport by 2041 is adopted in the LIP. While this will be very challenging, it should be acknowledged that 71% of all trips by Wandsworth residents are already made by these modes (London Travel Demand Survey (LTDS) 2014/15-2016/17).
- 2.3.3. Latest mode share data from the LTDS is shown in Table 1. Note that this uses a different metric (trips by borough of origin, rather than trips by borough of residence) so is not directly comparable with the new LIP mode share target.

¹⁴ Requirement R8: Boroughs are required to identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.

Table 1: LTDS Mode Share by Borough of Origin for 3-year Periods

Start Year	2006/07*	2009/10	2012/13	2015/16
End Year	2008/09*	2011/12	2014/15	2017/18
Trips per day (000s)	593	621	667	620
Rail	6%	8%	8%	8%
Underground /DLR	6%	6%	7%	8%
Bus/ tram	16%	17%	15%	13%
Taxi/ Other	2%	1%	1%	2%
Car/ motor-cycle	36%	32%	32%	31%
Cycle	3%	4%	5%	4%
Walk	31%	32%	33%	35%
All modes	100%	100%	100%	100%

*LIP2 Baseline Period

Walking

- 2.3.4. Walking plays an important part of everyday life and is part of almost all journeys, whether as the complete journey or as a link between other modes of transport making up longer trips. The LIP baseline mode share for walking in Wandsworth (LTDS 2014/15-2016/17) is 34.3% of all trips made by residents, up from 31.2% at the LIP2 baseline (LTDS 2006/07-2008/09).
- 2.3.5. According to TfL’s Analysis of Walking Potential 2016, there are 256,700 existing walking trips and 80,500 potentially walkable trips per day in Wandsworth. The spatial distribution of these trips is shown in [Figure 4](#). The analysis indicates that the largest concentrations of potential walking trips tend to be in and around the town centres, notably Wandsworth, Tooting and Clapham Junction, and to a lesser extent Balham and Putney. However there are potentially walkable trips across the borough.

Cycling

- 2.3.6. The cycling mode share for the borough (LTDS 2014/15-2016/17) stands at 4.2%, up from 2.7% when the second LIP was being prepared (LTDS 2006/07-2008/09), representing an increase of more than 50%.

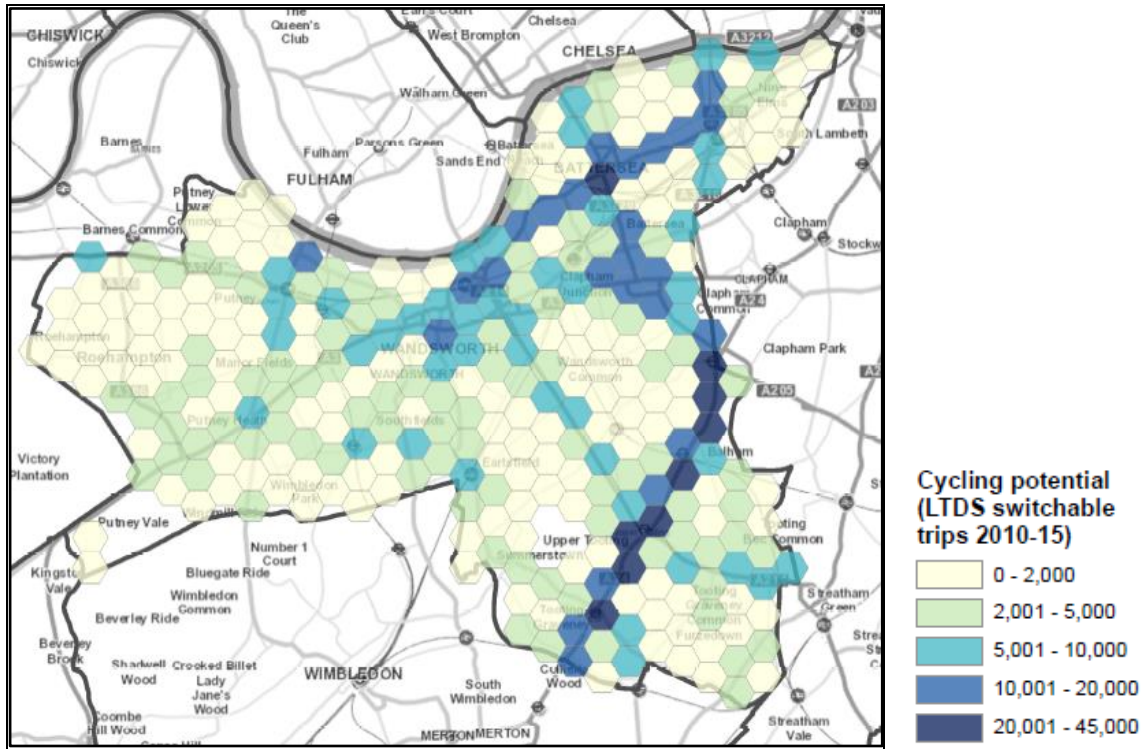
Figure 4: Potential Switchable Trips to Walking (person km per day)



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

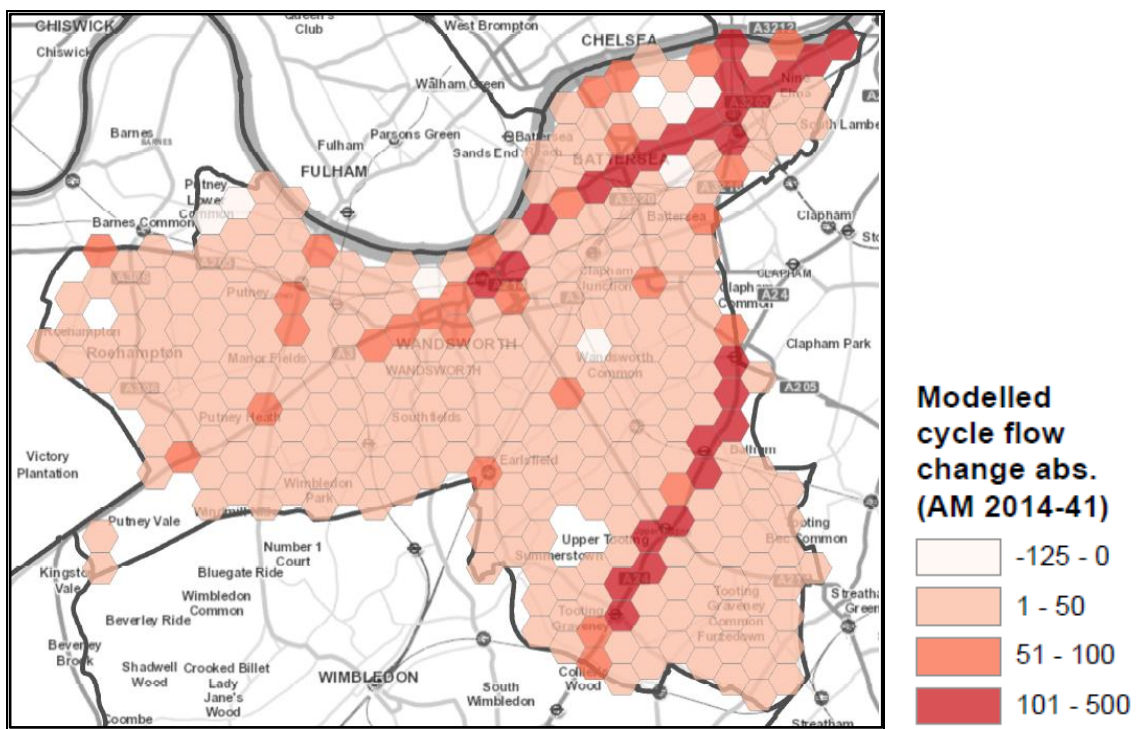
- 2.3.7. Though cycling has grown from its low base level, there is significant scope for more trips to be made by bike. According to TfL’s Analysis of Cycling Potential 2016, there are 37,200 existing cycling trips and 302,400 potentially cycleable trips per day that could be made by Wandsworth residents (see [Figure 5](#)). This is the third highest among Inner London boroughs. Taking into account trip origins and destinations, there are more than 400,000 cycleable trips per day, with about half currently being made in private vehicles. There is also scope for many public transport trips to be switched to cycling.
- 2.3.8. Further TfL analysis of cycling potential and modelled cycle flows to 2041 (Figure 6) indicate significant radial demand on or parallel to the A24, A3205 (both TLRN) and the A3216 (Queenstown Road corridor), as well as on Trinity Road (TLRN) and Putney High Street. These routes also include the boroughs town centres, indicating potential for more trips to be made to/from town centres by bike.

Figure 5: Potential Switchable Trips to Cycling (person km per day)



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

Figure 6: Modelled change in cycle flow 2014 to 2041 (person km per day)

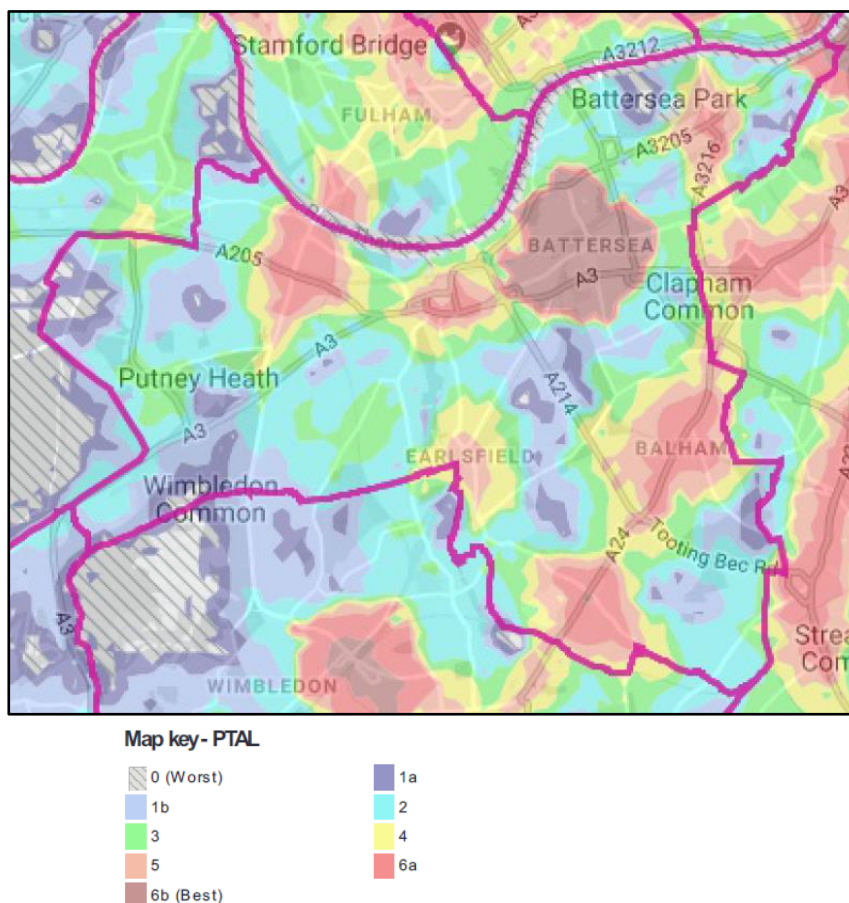


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Public transport

- 2.3.9. The baseline mode share for public transport in the borough is 32.0%, up from 28.4% at the time of the second LIP.
- 2.3.10. In the early years of the LIP, the borough will benefit from new public transport capacity with the opening of the Northern Line Extension in 2020, thereby improving rail links in the north east of the borough. In the longer term, Crossrail 2 has the potential to ease crowding on some local routes. However these improvements will only cater for some journeys, and Public Transport Access Levels (PTAL) will be relatively similar in most areas in 2041. The 2015 PTAL map (Figure 7) shows that are some areas of the borough have relatively low levels of public transport provision, and this will remain the case even with the NLE and Crossrail 2.

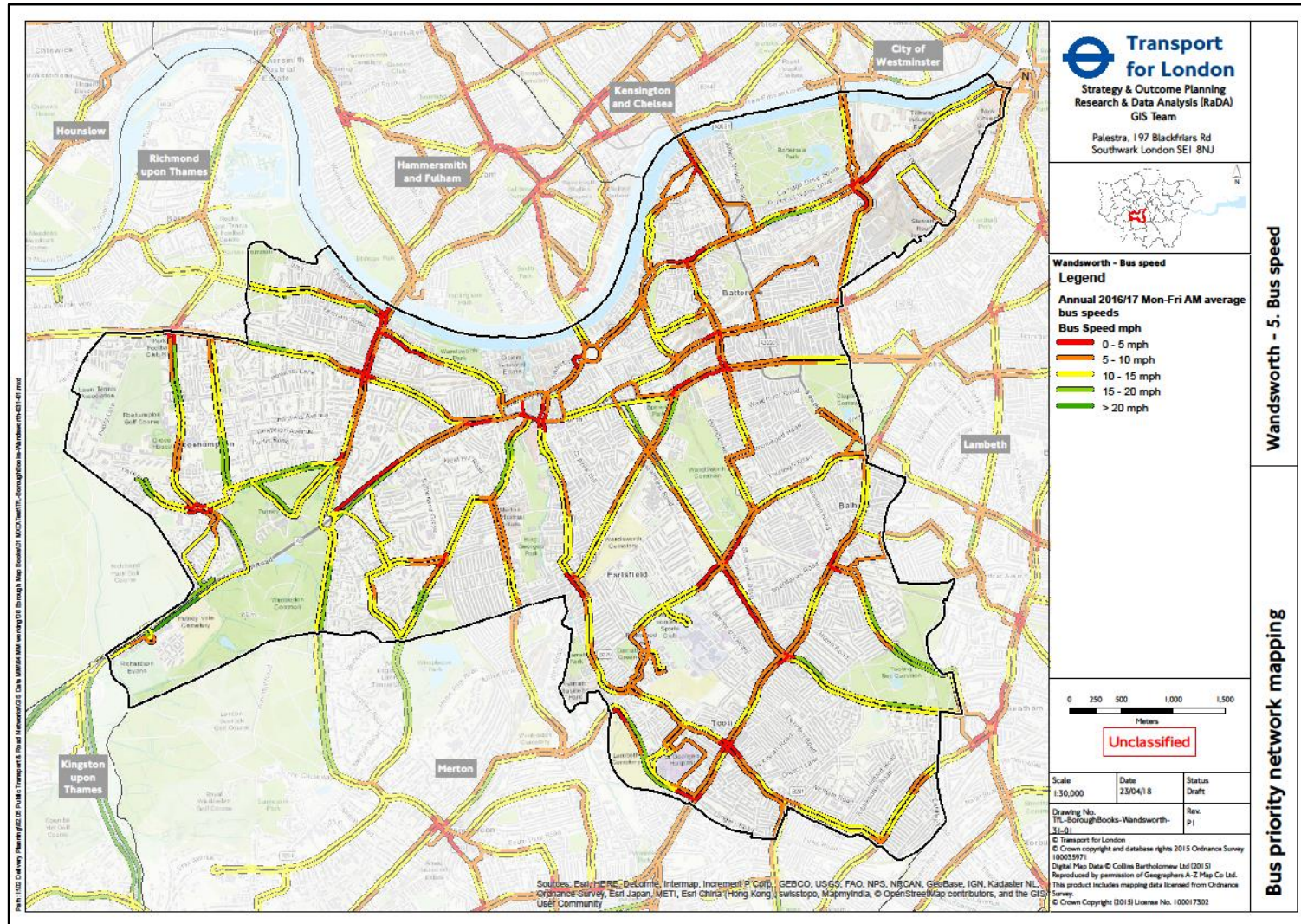
Figure 7: Public Transport Access Level (PTAL) 2015



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

- 2.3.11. Across the borough, rail and tube services will need to offer more capacity and better reliability. For many people, bus services will be the most affordable and most convenient travel option, but to attract more passengers improvements to the network will be required.
- 2.3.12. TfL analysis shown below (Figure 8) shows that at present, bus routes have speeds of 10mph or less on many corridors. A significant proportion of these are on the TLRN, and it will require close partnership working with TfL to improve bus speeds in these locations. There are also some key links and junctions on the borough road network where bus speeds are low, e.g. Putney High Street/Putney Hill; Garratt Lane in Earlsfield; Mitcham Road; Merton Road; Queenstown Road; Falcon Road/St Johns Road/Northcote Road; Westbridge Road/Battersea Church Road; and Bellevue Road/Burntwood Lane at Trinity Road. Measures to ease bus flow in these corridors should be considered where feasible to help make bus journeys more reliable and attractive and contribute to mode shift.

Figure 8: Average Bus Speeds (Mon-Fri AM 2016/17)



2.3.13. Meanwhile, Figure 9 shows TfL's analysis of bus boarding patterns on an average weekday for 2016/17. As might be expected there are some significant clusters around stations (e.g. Clapham Junction, Putney, Tooting Broadway) but also at other locations such as town centres (Wandsworth, Putney High Street) and places where bus routes intersect (e.g. Roehampton High Street; Putney Heath/Green Man; Amen Corner; Latchmere Road/Battersea Park Road; Queenstown Road/Battersea Park Road). This suggests a need for good interchange between services and routes, and good waiting areas to make it comfortable for large numbers of people to wait for buses.

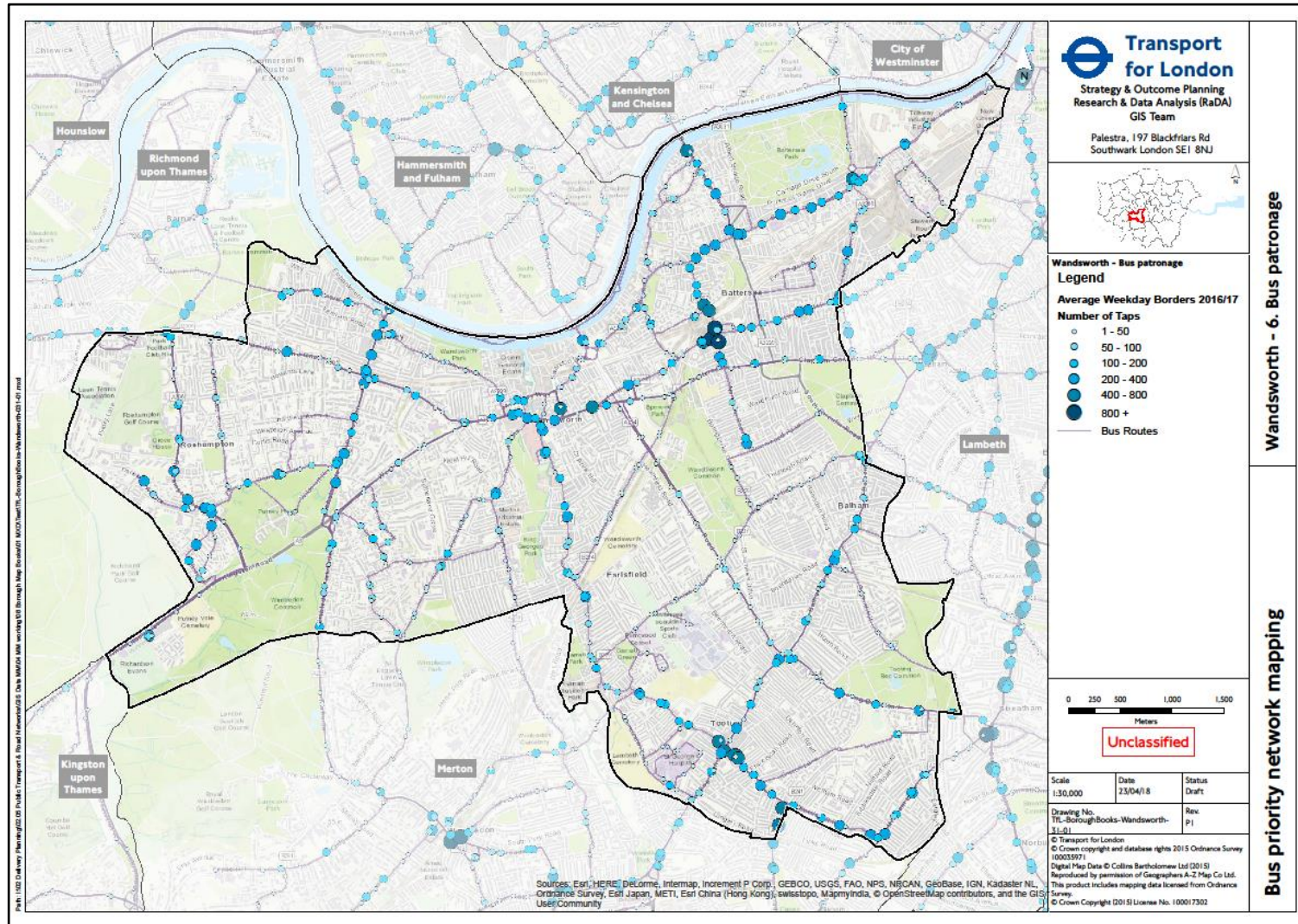
Car and Vehicle Dependency

2.3.14. Encouraging mode shift to active travel and public transport will also require action to reduce car and vehicle dependency, which bring problems for other road users. For example, road congestion can act to delay buses, while the speed and volume of traffic can deter active travel modes on perceived road safety grounds. Busy roads also have a severance effect, reducing opportunities for walking and cycling. In recent years the growth of private hire vehicles and smaller delivery vans have further contributed to congestion. The LIP includes targets for traffic reduction and supporting objectives under MTS Outcome 3.

Competing Demands

2.3.15. Another main challenge in delivering the mode share target will be managing competing demands on the street. For example, providing more safe space for cycling could, without careful design, conflict with the desire to create a better environment for walking. Giving pedestrians more time at crossings could delay buses, making them less attractive. There are also potential conflicts with other modes, including freight and deliveries which often require access across footpaths or loading at kerbsides that might otherwise offer bus or cycle priority.

Figure 9: Average Weekday Bus Boardings (2016/17)



Borough objectives¹⁵

2.3.16. The overarching aim of this plan is to set the course for Wandsworth Council to achieve the target of 82% of trips to be made by walking, cycling and public transport by 2041, from a baseline of 71%.

2.3.17. The following objectives support this aim and will provide the over-arching framework for transport improvements in the borough under the period covered by this LIP.

2.3.18. The objectives to achieve Mode Shift (MS) are:

- MS1 To facilitate a higher proportion of travel on foot by creating more attractive and convenient conditions for walking boroughwide, with a particular focus on town centres
- MS2 To facilitate a higher proportion of travel by bicycle by creating more attractive and convenient conditions for all types of cyclists, especially in corridors with highest potential demand, making use of traffic-free spaces
- MS3 To focus on transferring short car trips to walking and cycling, including for journeys to and from school
- MS4 To give more people confidence to cycle through supporting measures such as cycle training, and provision of more and better cycle parking
- MS5 To support the delivery of rail-based public transport improvements including the Northern Line Extension to Battersea and Crossrail 2 through Clapham Junction and Tooting Broadway or Balham
- MS6 To improve bus journey speeds and reliability, particularly on key corridors
- MS7 To improve public transport interchange by providing better access to stations and bus stops, and improving the waiting environment at stations, town centres and other key locations
- MS8 To increase awareness of transport choices and their impacts

¹⁵ Requirement R10: Boroughs are required to set objectives that explicitly assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share.

MS9 To reduce private motorised traffic, including through the use of new technology and innovation

MS10 To work with partners including TfL, public transport operators, developers and others to deliver these objectives

2.4. Mayor's Transport Strategy outcomes^{16 17}

2.4.1. This section details how Wandsworth will support the delivery of the individual outcomes within the Mayor's Transport Strategy. It details the challenges and opportunities for delivery within a local context, and is mindful of the funding expected to be available for implementation.

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

Challenges and opportunities

2.4.2. Progress since the second LIP suggests that Wandsworth is reasonably well placed to achieve the target for increasing active travel set out earlier, though this will be challenging against a backdrop of an increasing numbers of trips and financial constraints in the public sector.

2.4.3. Central to delivery against this outcome will be the adoption of the Healthy Streets Approach, which sees human health and wellbeing put at the centre of transport planning. Projects to be delivered through the LIP will seek improvements to the healthy streets indicators illustrated in [Figure 10](#).

¹⁶ Requirement R9: Boroughs are required to set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals.

¹⁷ Requirement R11: Boroughs are required to identify a set of locally specific LIP objectives that contribute to achieving the nine outcomes of the Mayor's Transport Strategy, and the relevant policies and proposals.

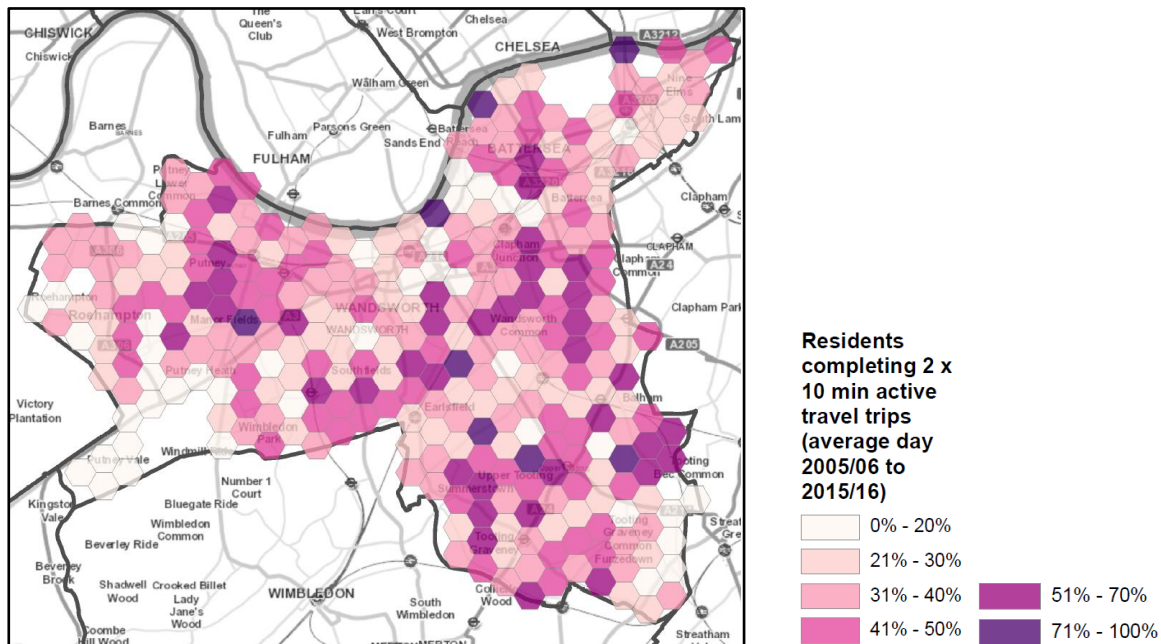
Figure 10: Healthy Streets Indicators



Source: Lucy Saunders/TfL.

2.4.4. One indicator against which this MTS outcome will be measured is the proportion of residents who travel actively (walk or cycle) for 20 minutes each day (in two lots of 10 minutes or more, or one of 20 minutes or more). The Mayor’s ambition is for all Londoners to achieve this level of active travel by 2041, though the benchmark to which boroughs are required to aim is 70%. LTDS data from 2015/15-2016/17 indicates that 41% of Wandsworth residents achieved 2 x 10 minutes of active travel per day, which is just above the average for inner London boroughs. However, as can be seen from [Figure 11](#) there are significant variations. In some parts of the borough, the 70% target is already being met, but in a significant number of areas, fewer than 20% of residents currently reach this level of daily active travel. These areas of relatively low active travel are distributed boroughwide, but there are concentrations in Roehampton and Putney Vale, Battersea and Furzedown. Targeting these areas should be a priority for both infrastructure improvements to encourage active travel, and community schemes, designed in partnership with Public Health.

Figure 11: Residents completing 2 x 10 mins' active travel per day (2005/06-2015/16)



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

2.4.5. As part of the Council's Cycling Strategy to 2020¹⁸, analysis has been undertaken of existing routes in the borough to identify potential improvements needed to encourage more cycling. As indicated earlier, routes to and through town centres are among those with the most potential to attract more cycling. Coupled with priority routes identified by TfL's Strategic Cycling Analysis (e.g. Queenstown Road corridor), the council will implement a programme of cycle route improvements, catering for all types of cyclists.

2.4.6. The second LIP indicator for this MTS outcome is a measure of the proportion of residents who live within 400m of the strategic cycle network, composed of Cycle Superhighways, Quietways and other routes that meet similar standards. The 2041 target is for 70% of all Londoners to be within this distance of a strategic route. This is not distributed equally across London, and TfL expects Wandsworth to achieve a level of 83% by 2041. According to TfL data, 22% of Wandsworth residents met this criteria in 2016. Although this indicates that there is a considerable way to go to meet the 2041 target, it is higher than the average for inner London, influenced by the fact that the borough currently has two Superhighway routes (7 and 8),

¹⁸ http://www.wandsworth.gov.uk/downloads/download/1605/consultation_of_cycle_strategy_2015

with substantial work completed or planned for two Quietways (4 and 5). A further Quietway (route 21) is in development. These routes are shown in Figure 12. Additional cycle routes anticipated for completion by the end of the LIP three-year programme of investment period are shown in Figure 13.

Figure 12: Strategic Cycle Routes in Wandsworth (2019)

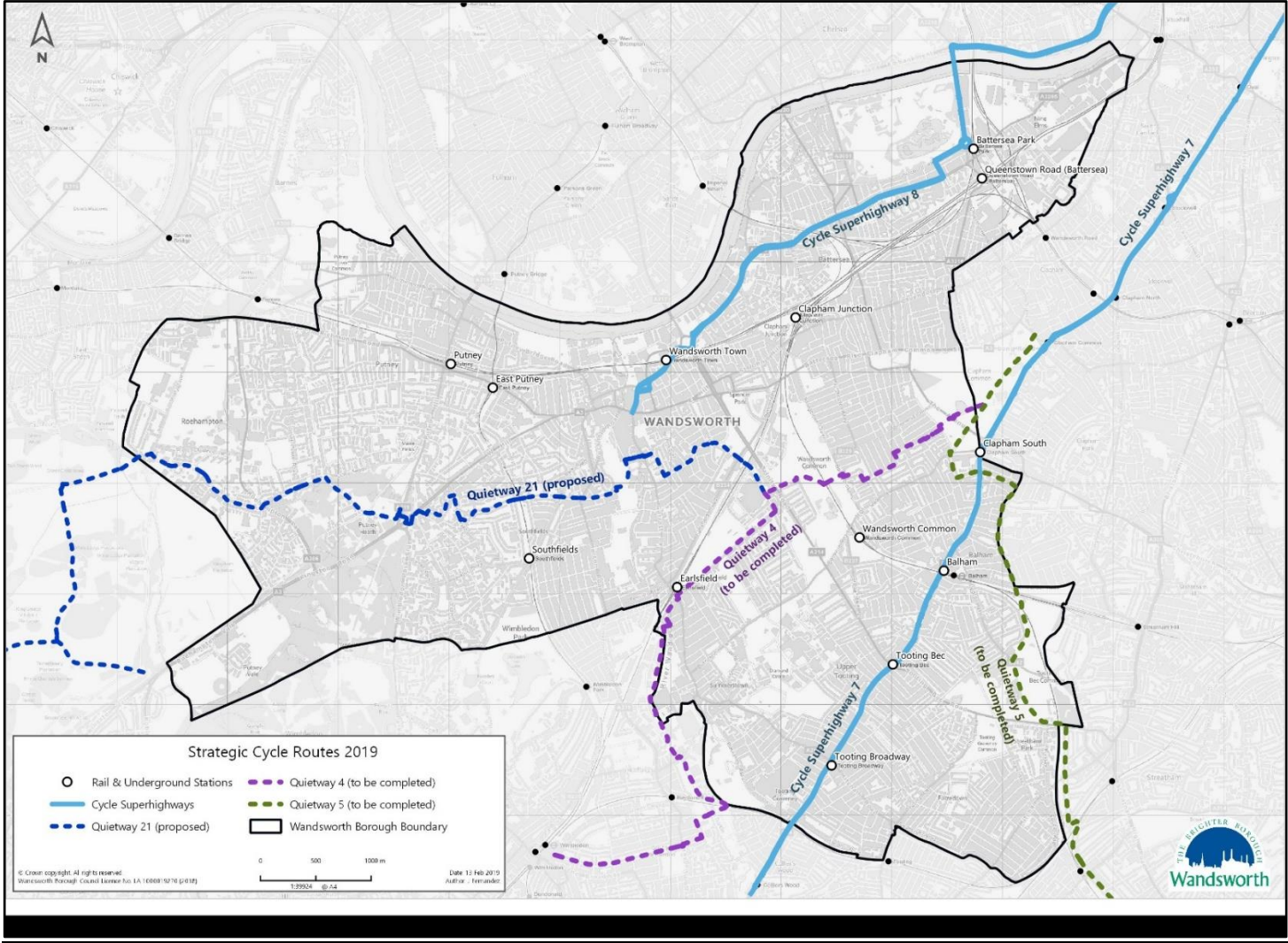
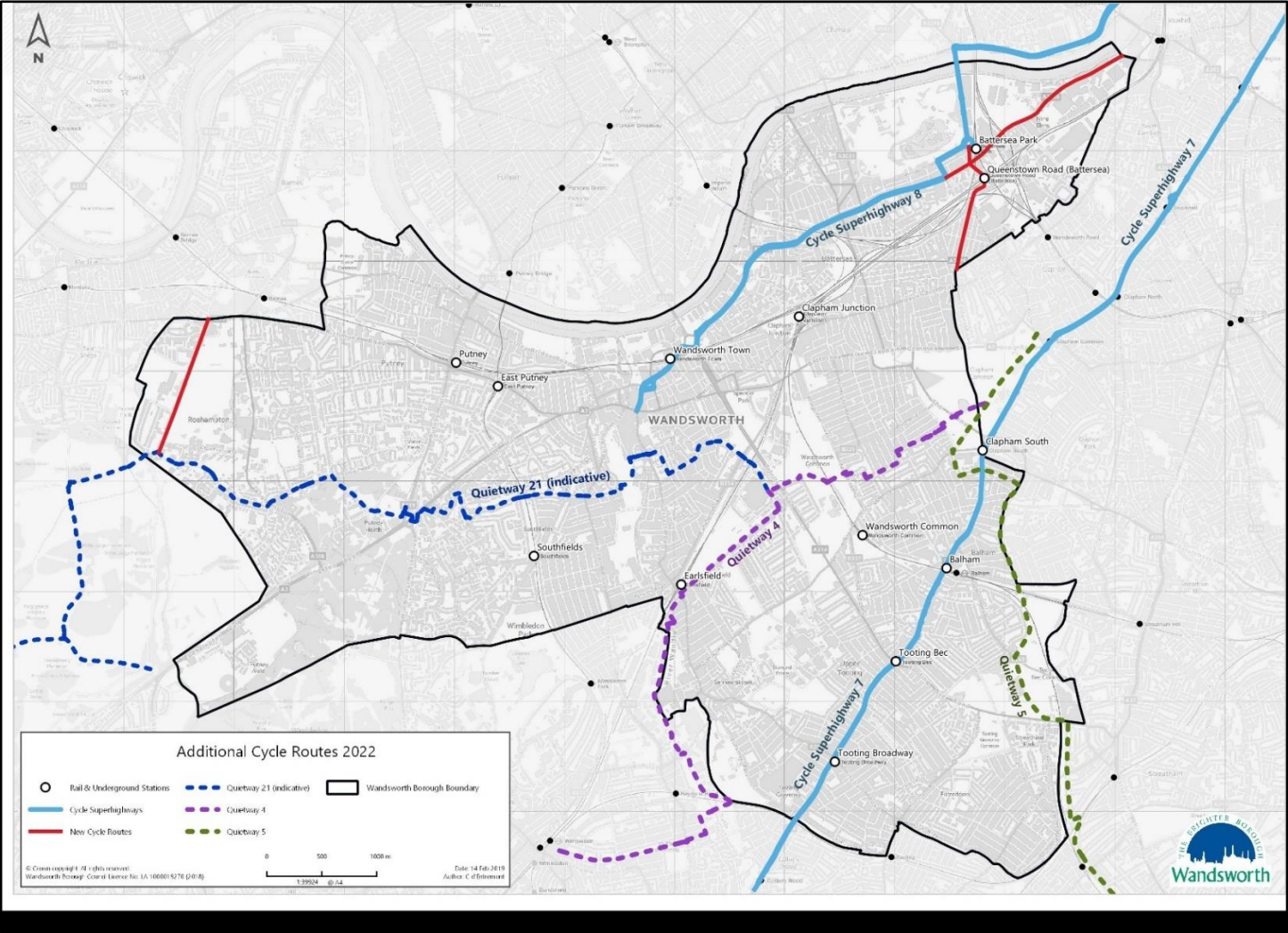


Figure 13: Additional Cycle Routes to 2022



2.4.7. TfL's suggested interim trajectory against this indicator for 2021 is 38%. The Council will adopt this trajectory but notes that it will be challenging to achieve for several reasons, including:

- lower levels of LIP funding being available over the early years of the LIP;
- dependence on separate TfL funding being made available for local strategic cycling routes; and
- TfL delivering routes on the TLRN where potential cycle demand is highest, as illustrated by Figures 5 and 6.

2.4.8. The Council will work with TfL to develop the cycle network further beyond 2021, so that all routes with high potential for cycling are delivered, and that anyone wishing to make a cycling journey in 2041 can do so with confidence.

2.4.9. There are significant opportunities for cycling as set out in the previous section. As well as improving route infrastructure, the Council will encourage more cycling via other measures by providing more and better cycle parking, raising awareness of cycling and its benefits, and providing cycle training for children and adults. The Council's existing cycling strategy will continue to be implemented and reviewed regularly. Progress with the cycling strategy was reported to councillors in November 2018.^{19 20} Achievements include:

- Completion of a cycle route review, to inform future route improvements;
- Implementation of 20mph limits on residential streets;
- Work with schools including via the Sustrans Bikelt programme (12 schools involved in 2017/18);
- Annual programme of new residential and public cycle parking (73 on-street and 173 off-street spaces delivered in 2017/18) located according to requests received and known areas of demand. Bikehangars are used in housing estates, with 10 installed to date;
- 122 adults and more than 1,200 children undertaking cycle training in 2017/18; and

¹⁹ <https://democracy.wandsworth.gov.uk/documents/s61920/18-405a%20Cycling%20Strategy%20Update.pdf%20and%20appendix%20https://democracy.wandsworth.gov.uk/documents/s61921/18-405b%20Cycling%20Strategy%20Appendix%201.pdf>

²⁰ <https://democracy.wandsworth.gov.uk/documents/s61921/18-405b%20Cycling%20Strategy%20Appendix%201.pdf>

- Continued growth in the scope and use of the Mayor’s Cycle Hire Schemes, with 53 docking places added at Battersea Power Station and Nine Elms developments, and more than 1 million docks and hires registered at borough docking points in 2018.

2.4.10. Some parts of the borough are not served by the Mayor’s Cycle Hire scheme. To ensure wider access to shared bikes, in 2018 the Council supported the deployment of dockless bikes across the borough by inviting bids from scheme operators. This resulted in ofo being appointed to run a scheme in Wandsworth. The operator has subsequently withdrawn from the UK but the Council continues to be interested in well-run dockless bike schemes and will work with reputable operators on new schemes in the borough.

2.4.11. Active travel will also be supported by reducing road danger, and implementing road safety improvements, as set out under MTS Outcome 2 below.

Borough Objectives

- | | |
|-------|--|
| MTS1a | To adopt the Healthy Streets Approach and consider the Healthy Streets indicators in the planning and delivery of infrastructure changes |
| MTS1b | To implement the Wandsworth Cycling Strategy, and review it regularly in line with the Healthy Streets approach. Measures will include annual delivery of cycle training for at least 150 adults and 1,300 children; 220 new cycle parking spaces; and at least one significant cycle route improvement. London Cycling Design Standards will be used. |
| MTS1c | To limit the speed and volume of traffic on residential streets, to make them more pleasant for walking and cycling, including delivery of 20mph limits on all unclassified roads and selected A and B roads |
| MTS1d | To develop healthy, safe and accessible routes to key destinations – stations, town centres, schools – to enable people to walk or cycle more often using analysis of routes arising from Cycling Strategy Action I1 |
| MTS1e | To develop and promote traffic-free routes including through open spaces as part of the transport network, in line with Cycling Strategy actions I3 and I4 |

See also headline (MS) objectives above and those under other outcomes below

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

Challenges and opportunities

- 2.4.12. Road safety is an area in which London has seen significant improvements in recent years, but there is much more to do to meet the Mayor's ambitious target for zero deaths and serious injuries on London's roads by 2041, supported by interim targets for 2022 and 2030.
- 2.4.13. The Mayor's 'Vision Zero' adopts a road danger reduction approach, encompassing four themes: safer streets, safer vehicles, safer behaviours and safer speed. Infrastructure changes alone are unlikely to result in the level of casualty reduction necessary to achieve Vision Zero across London.
- 2.4.14. The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And SHaring (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.
- 2.4.15. Under the new systems officers use an 'injury-based assessment' in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.
- 2.4.16. TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre-November 2016 data to be compared with post-November 2016 data. These initial back-cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of the LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures.
- 2.4.17. Using this data it is evident that Wandsworth has seen a significant decrease in the number of people killed or seriously injured (KSI) in road collisions over

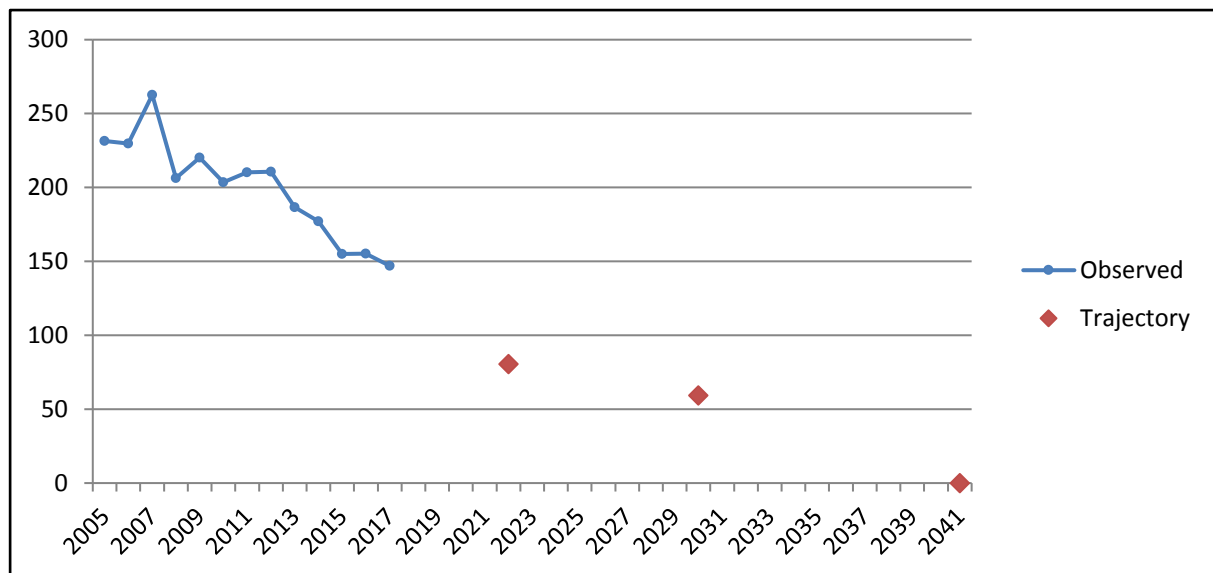
the last ten years. TfL’s suggested trajectories towards Vision Zero in 2041 are shown in [Figure 14](#) below.

Figure 14: Number of People Killed or Seriously Injured on roads – trajectories

Killed and seriously injured casualties							
Observed with back casting applied*				Observed^	Targets		
2005	2010	2015	2016	2017	2022	2030	2041
232	204	155	155	147	81	59	0

*Observed with back casting applied data - source: Transport for London, adjustment to STATS19 data based on analysis undertaken with the Transport Research Laboratory (TRL) to back cast the number of casualties that would have been reported by the police using an injury-defined rather than a severity-defined system

^Observed data - source: STATS19



2.4.18. In common with London as a whole, vulnerable road users account for the majority of deaths and serious injuries from road collisions in the borough. A chart showing the proportion of the 95 recorded (i.e. not back-cast) KSI casualties in the borough in 2016 is shown below ([Figure 15](#)). The proportion of total KSI casualties who are pedestrians, cyclists or powered two-wheeler (PTW/P2W) riders has been steadily growing as improvements to vehicle safety have helped protect occupants of vehicles. This is further illustrated by [Figure 16](#), which indicates that the absolute numbers of vulnerable road user KSI casualties have not been falling in this decade. It will clearly be a significant ongoing challenge to reduce vulnerable road user KSIs against a backdrop of an increasing number of trips being made by active modes, as envisaged by the MTS.

Figure 15: KSI Casualties in Wandsworth 2016

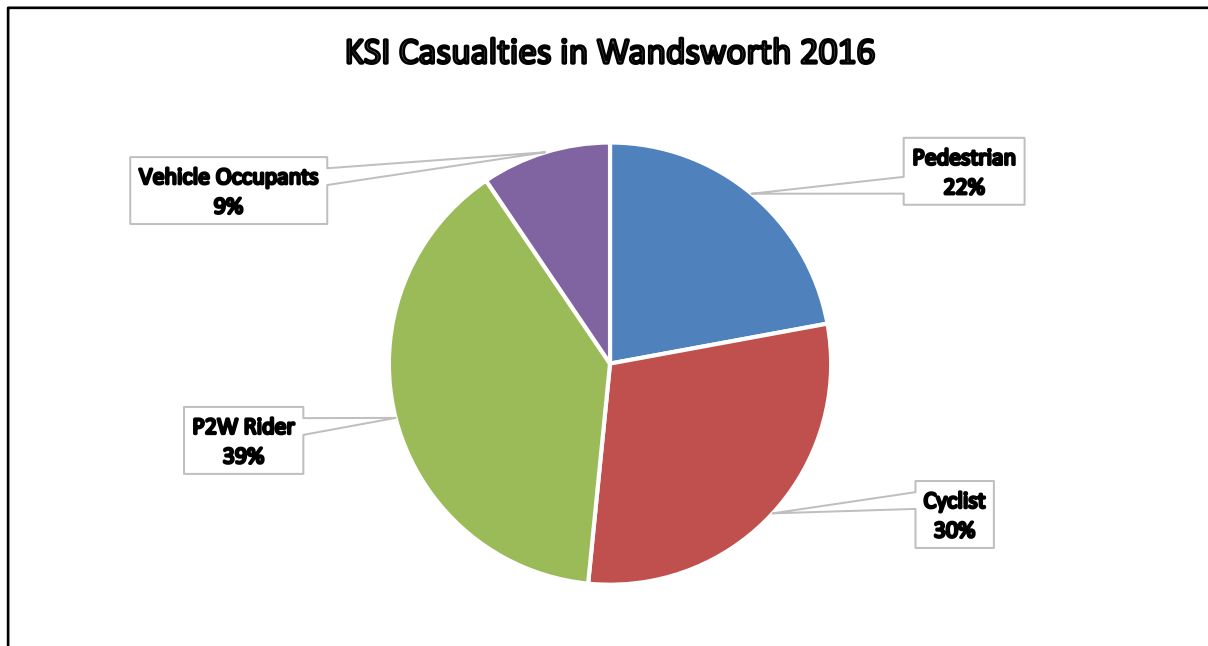
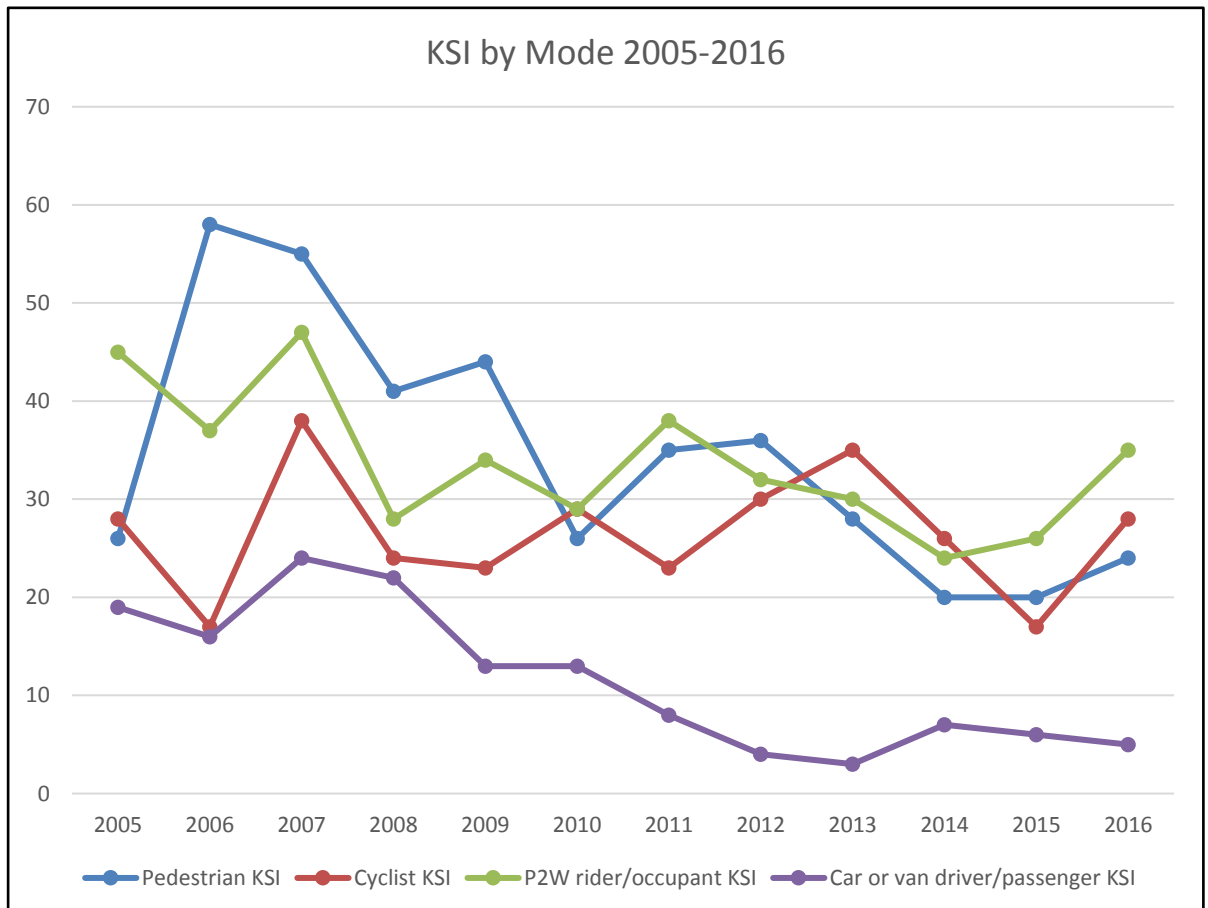


Figure 16: KSI Casualties in Wandsworth by Mode (2005-2016)



2.4.19. Furthermore, spatial analysis of recorded road casualties for 2014-2016 ([Figure 17](#)) shows the highest concentrations on the main road network. Drilling deeper into the KSI data ([Figure 18](#)) it can be seen that this pattern is confirmed, with the biggest clusters appearing on the TLRN, Putney Hill/Putney High Street, Queenstown Road, Garratt Lane and in town centres. The map of vulnerable road user KSIs (pedestrians, cyclist and users of powered two wheelers) bears striking resemblance to the overall KSI map, again indicating how prevalent vulnerable road user KSIs are in the overall number of KSI casualties. This data points towards a focus on reducing danger in these locations as a priority. As schemes in the LIP Delivery Plan are brought forward they will analyse casualty patterns at these locations as part of the scheme design process, to ensure that the schemes delivered maximise potential for casualty reduction. Schemes for Putney High Street, Queenstown Road and Garratt Lane are all included in the three-year programme of investment discussed later in this LIP, and measures to ensure the safety of pedestrians, cyclists and PTW riders will be included in the design of these schemes.

2.4.20. Achieving Vision Zero will be an enormous challenge. In the short term, the trajectory target for 2022 is of particular difficulty for the borough, given:

- The high proportion of casualties on Transport for London roads, over which the Council does not have direct influence;
- Reduced levels of LIP funding allocated by TfL in its latest Business Plan, constraining the scope for delivering Vision Zero proposals while also achieving other LIP targets to support the MTS; and
- The higher number of casualties recorded under the new COPA system, meaning that the absolute number of casualties to be eliminated is much higher than hitherto believed.

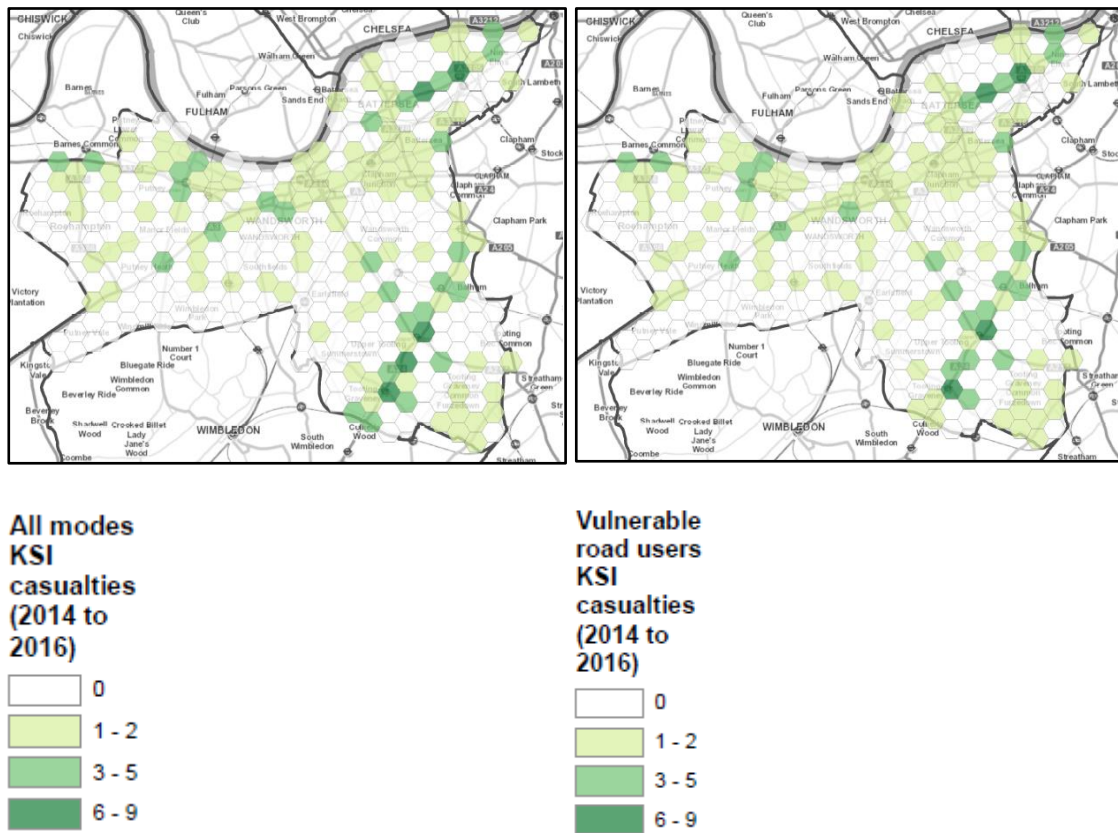
2.4.21. Nevertheless, the targets and trajectories have been adopted in the LIP and the Council will work positively with TfL to make progress towards them.

Figure 17: Total Casualties in Wandsworth (all severities, 2014-2016)



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

Figure 18: Total KSI Casualties in Wandsworth (2014-2016)



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

2.4.22. In terms of safer vehicles, the council has taken action to improve the safety of its own fleet. The Council's holds Freight Operation Recognition Scheme (FORS) accreditation (bronze), while vocational drivers complete a certificate of professional competence (CPC) training which includes a 7-hour module on safer urban cycling, helping to ensure the safety of these vulnerable road users. The Council's fleet of 23 trucks all have side bars fitted, to reduce danger to cyclists, pedestrians and riders of PTWs.

2.4.23. The borough recently implemented a borough-wide 20mph speed limit on residential roads (i.e. excluding A and B classified roads) in a bid to create an environment more conducive to walking and cycling. A post-implementation review has been completed, and found a reduction in mean speeds and total

casualty rates²¹. It is now proposed to roll out 20mph limits to some A and B classified roads, subject to meeting the following criteria:

- Existing recorded mean speeds are at or below 24mph
- Will not require additional traffic calming unless part of a wider scheme
- There is additional benefit or special requirement e.g. a busy shopping parade
- The proposal has local ward councillor and resident support.

2.4.24. Roads proposed for phase 2 of implementation in 2019/20, subject to consultation, are:

- Northcote Road and Bolingbroke Grove
- Bellevue Road
- Putney High Street
- Rectory Lane
- Silverthorne Road.

2.4.25. The council will also adopt measures to reduce crime and fear of crime on the street, through street design and adopting the Healthy Streets principles. Where hostile vehicle mitigation is required to address terrorism concerns, the council will seek to design this sensitively to ensure that the street remains an attractive place.

Borough Objectives

2.4.26. Wandsworth supports the Mayor's ambition for Vision Zero and will support the implementation of the Vision Zero Action Plan. The trajectories for casualties set out in Figure 13 above will be adopted by the borough.

2.4.27. Key safety objectives for the borough will be:

- | | |
|-------|---|
| MTS2a | Focus on reducing vulnerable road user casualties, through street design and reduction of danger from vehicles, especially HGVs including by ensuring the council's fleet meets FORS standards and council drivers have appropriate levels of training. |
|-------|---|

²¹ <https://democracy.wandsworth.gov.uk/documents/s64315/Report.pdf>

- MTS2b Work in partnership with the Police, TfL and other agencies to support the boroughwide 20mph limit, including measures to improve compliance such as Community Roadwatch and use of re-deployable vehicle activated signs. The council will continue to review the effectiveness of 20mph limits and seek to expand them to more roads including parts of the TLRN
- MTS2c Regularly assess and address collision hotspots through infrastructure improvements, taking a road danger reduction approach to design
- MTS2d Work with residents to gather information on perceived safety and security issues, including through the use of interactive public-facing software, so that improvements can be made,
- MTS2e Empower people with the skills they need so they can make safe decisions for themselves and others while travelling by all modes of transport. Training will be provided through LIP-funded programmes such as BikeSafe, aimed at riders of PTWs; Safer Urban Driver training, aimed at HGV drivers; and Bikeability training for child and adult cyclists.
- MTS2f Reduce fear of crime by adopting the Healthy Streets approach to design of public spaces

See also headline (MS) objectives above and those under other MTS outcomes

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

Challenges and opportunities

- 2.4.28. Reducing the dominance of streets and public spaces by motorised traffic will create a pleasant environment for walking, cycling and greater use of public transport. This requires taking a whole street approach – looking at on-street car parking, freight and servicing activity and analysis of the types of trips that are being undertaken. The key focus of this objective is to increase the efficiency with which limited road space operates through a reduction in vehicle use. Measures that prioritise space-efficient modes – walking, cycling and public transport – will assist with traffic reduction and in achieving the overall mode share target discussed earlier in this LIP. Objectives MS1-MS10 are key in this regard.

2.4.29. The two indicators against which MTS Outcome 3 will be measured are total vehicle kilometres and car ownership. Broadly speaking TfL’s trajectories are for short-term stability to 2021 and reductions of 15-20% in vehicle km over the following 20 years to 2041, alongside a reduction in the total number of vehicles from 81,500 in 2021 to 73,800 in 2041.

2.4.30. The MTS objectives of reducing both the numbers of vehicles and overall mileage will be challenging. However, trends have been in the general direction desired under the MTS, though both vehicle kilometres and vehicle ownership have levelled off more recently. This is shown in Figure 19 and Figure 20 which also show the trajectories suggested by TfL to 2021 and 2041.

Figure 19: Annual Vehicle Kilometres in Wandsworth

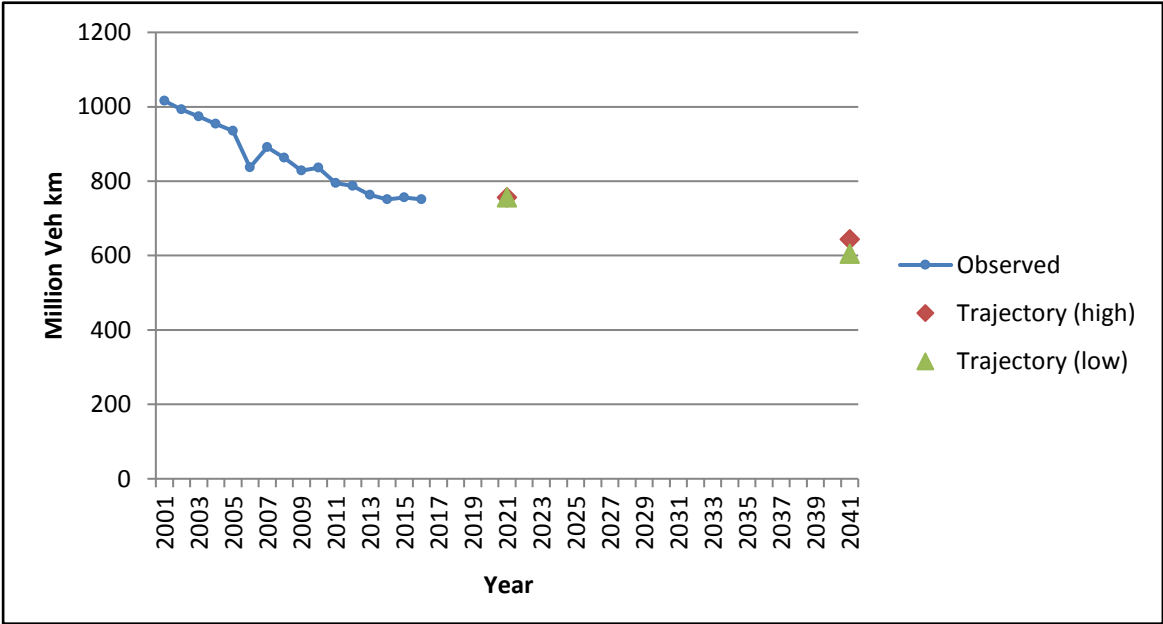
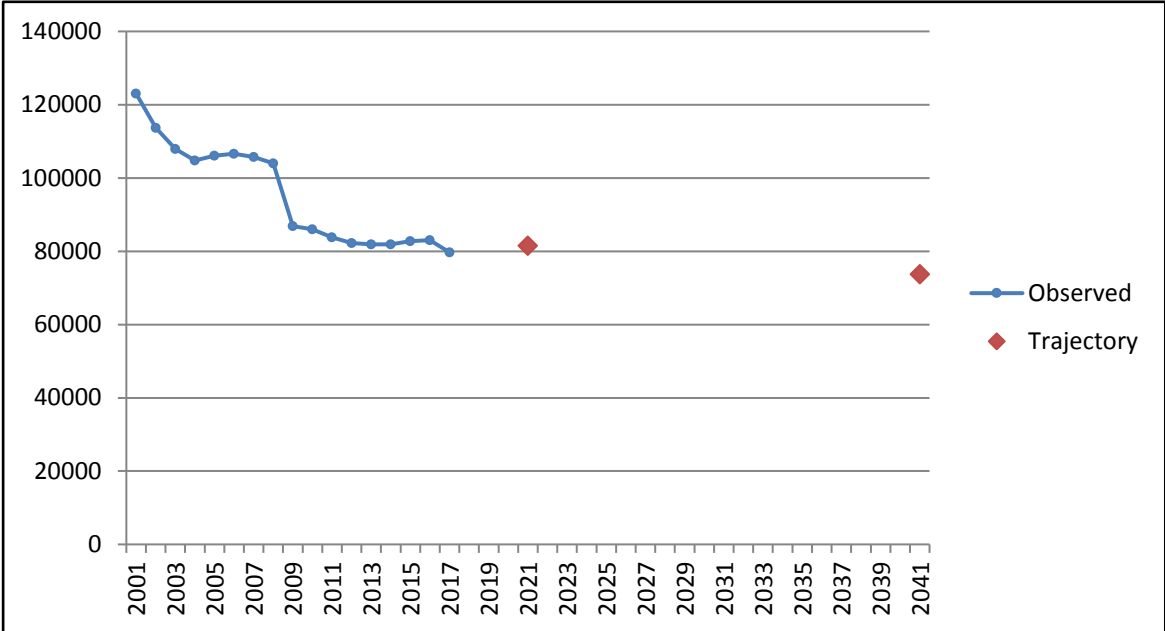


Figure 20: No. of Licensed Vehicles in Wandsworth (all private or light goods)



2.4.31. Wandsworth has already seen the biggest drop in vehicles of any of the 32 London boroughs, with there being 33% fewer vehicles licensed in Wandsworth in 2017 than there were in 2001 (Westminster is the borough with the next biggest reduction of 17%). Only 8 boroughs showed a decrease while in the other 24 boroughs the number of vehicles went up over the same period. While this may be considered encouraging in terms of Wandsworth’s ability to reach the 2041 targets, it could be the case that there is less scope for reductions in this borough than in other parts of London – including inner London – where traffic levels and vehicle ownership have hitherto not been falling or have done so to a lesser degree.

2.4.32. Wandsworth’s success in reducing car ownership and road traffic levels is more remarkable given it has come against the backdrop of growth in the borough, with there being an estimated 137,100 households in 2017 compared to 115,700 in 2001 (GLA 2016-based Household Projections and ONS Census 2001). Housing and planning policies have played a key role, with car-free and low-car housing prevalent and residents of larger new developments ineligible for on-street parking permits in Controlled Parking Zones (CPZs). Planning policies will continue in this vein.

2.4.33. Another factor enabling car ownership and use to be low relative to other boroughs is the role of car clubs, which have been a great success in Wandsworth. As of December 2018, there were more than 21,000 car club members resident in the borough. Wandsworth sees car clubs as making a

positive contribution to reducing car ownership and use. While each car club vehicle takes up the same amount of space as each private car, each car club member is much more likely than a private car owner to walk, cycle or using public transport for most of their journeys. Taking all journeys into account, providing car clubs means a more efficient use of road space. The council will continue to support car clubs through the planning process and will work with operators to ensure they are available on-street throughout the borough. New on-street car club bays are only provided in place of existing residential or uncontrolled parking, which is in line with MTS Proposal 19.

- 2.4.34. Space available for car parking has an obvious influence on how many vehicles can be parked – and owned – by residents. Around two thirds of the borough is covered by 15 CPZs, which are kept under review. Requests for new or extended zones, or changes to operational hours, are subject to local consultation. Price of parking also influences car ownership and therefore use. The Council has recently proposed a 10% increase in car parking permit prices²² which will support traffic reduction objectives. The Council also charges a higher rate for second or subsequent residential parking permits at the same address.
- 2.4.35. There is limited information available on freight and servicing movements and activity within the borough. Much town centre servicing takes place on-street, often within designated loading bays but sometimes interfering with other traffic. There remains scope to increase our understanding of freight activity within the borough, including origins and destinations of trips, types of trips and the relative freight trip generation of different locations.
- 2.4.36. The TLRN routes carry large amounts of traffic within and through the borough, and are often subject to delays due to congestion. The borough will work with TfL on any proposals for these routes.

²² <https://democracy.wandsworth.gov.uk/documents/s64325/Report.pdf>

Borough Objectives

2.4.37. Key objectives for the borough will be:

- MTS3a Improve access to town centres, schools and other major trip attractors by non-car modes
- MTS3b Reduce rat-running on residential streets by methods such as filtered permeability and banned turns, thereby improving conditions for walking and cycling
- MTS3c Reduce travel by car by working with schools and employers, including through travel plans and the provision of facilities to support non-car travel
- MTS3d Promote and enable car-free or car-lite living through planning policies and the provision of car clubs
- MTS3e Use parking policies to manage the supply and demand for car parking
- MTS3f Implement and expand CPZs in the borough subject to consultation
- MTS3g Work with freight and delivery firms to develop measures and practice that reduce the impact of freight activity along major roads and in town centres
- MTS3h Promote and enable best practice for deliveries e.g. through local consolidation centres and last-mile bicycle/low emission delivery

See also headline (MS) objectives above and those under other MTS outcomes

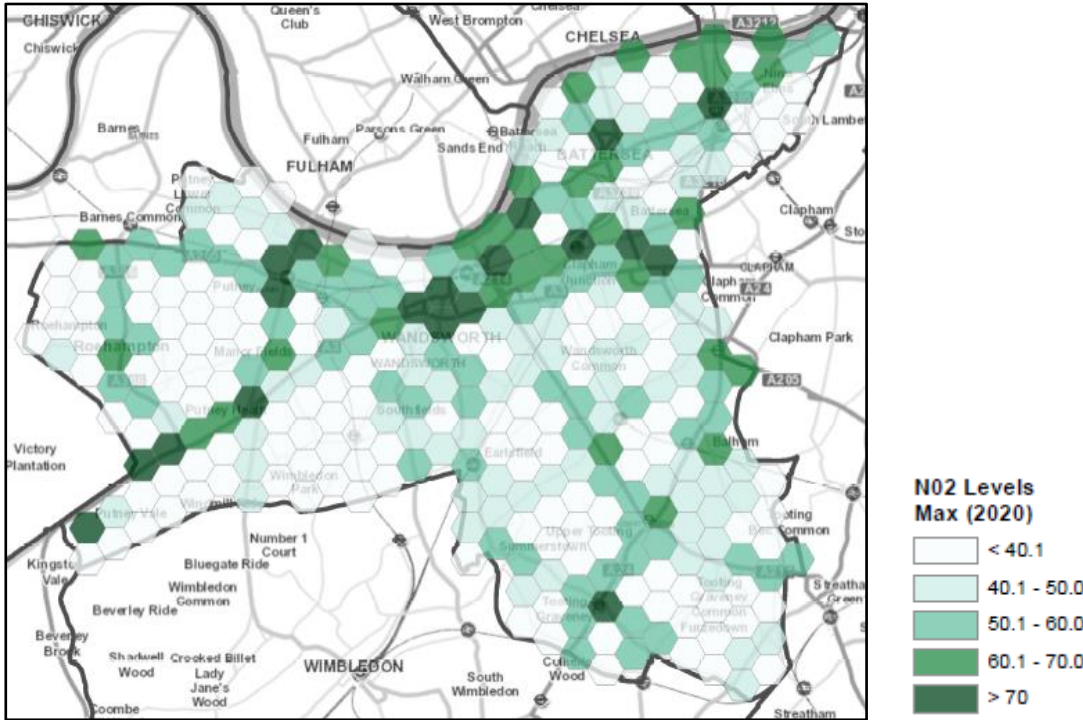
Outcome 4: London’s streets will be clean and green

Challenges and opportunities

2.4.38. Clean air is one of the Healthy Street indicators, but in some parts of the borough, levels of pollutants that are harmful to health remain too high.

2.4.39. Maximum NO₂ levels (modelled for 2020) are shown in Figure 21 below.

Figure 21: Maximum NO₂ Levels (µg/m³, 2020 modelling)



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

2.4.40. It is evident that the highest levels of pollutants are on main roads, with clusters in the town centres, four of which – Putney, Tooting, Wandsworth and Clapham Junction – have been designated as Air Quality Focus Areas, along with York Road. Modelled maximum PM₁₀ levels are shown in Figure 22 and show a similar pattern.

Figure 22: Maximum PM₁₀ Levels (µg/m³, 2020 modelling)



Source: TfL. © Crown copyright and database rights 2017 Ordnance Survey 100035971

2.4.41. Progress against this MTS outcome will be measured by three indicators, with trajectories to 2041 as shown in Figures 23-25.

Figure 23: Trajectories for CO₂ from Road Transport in Wandsworth

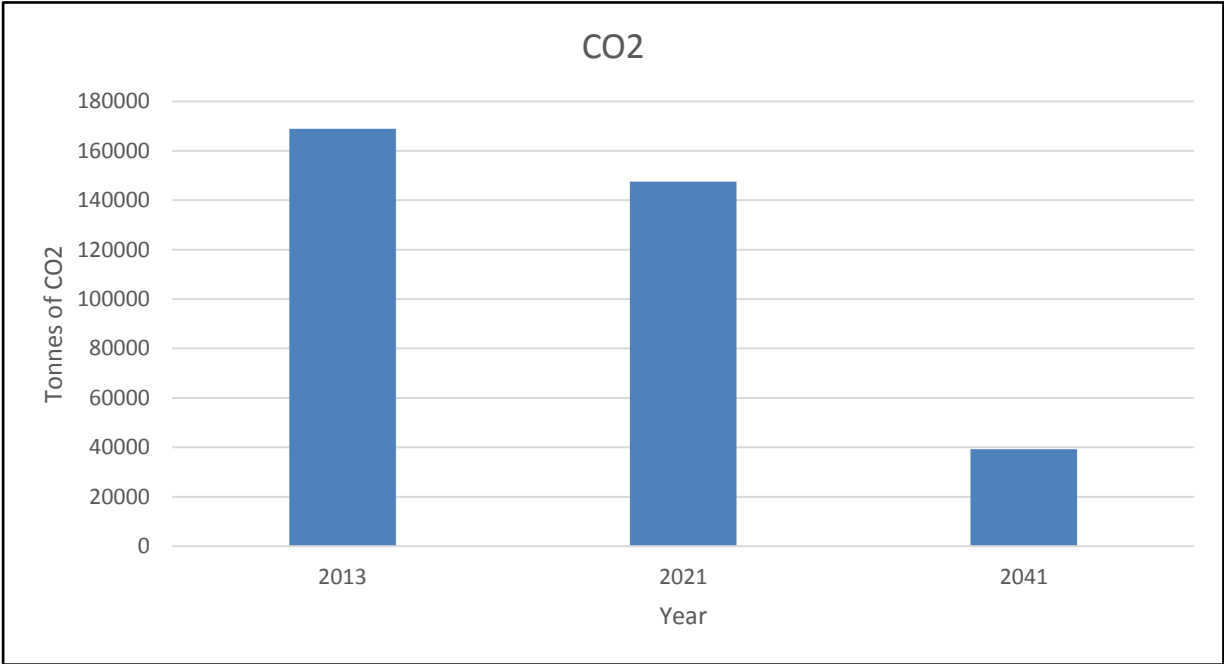


Figure 24: Trajectories for NO_x from Road Transport in Wandsworth

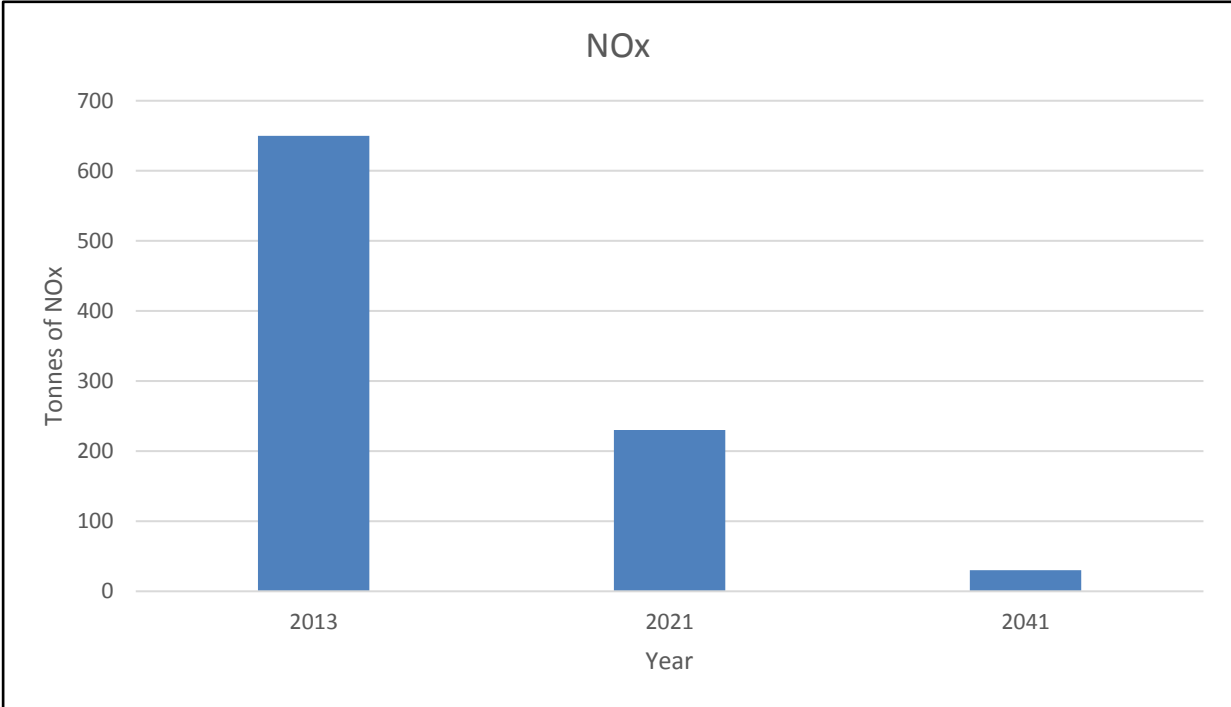
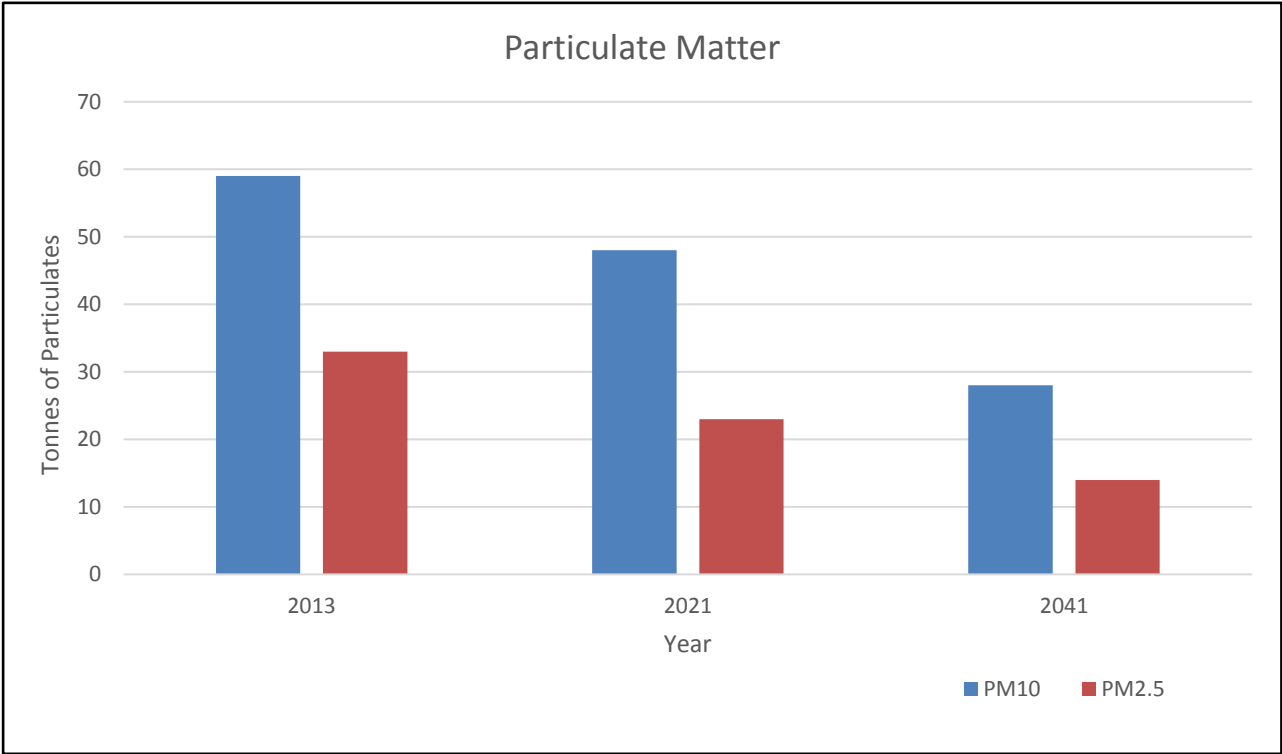


Figure 25: Trajectories for Particulate Matter from Road Transport in Wandsworth



- 2.4.42. Improvements to vehicles will play a large part in reducing emissions over the course of the LIP, but other actions will be required. The Council has an air quality action plan that includes numerous transport related actions, including encouraging modal shift to less-polluting modes such as walking and cycling. Central to taking action on poor air quality is understanding the problem. The Council will monitor and review air quality in the borough, especially in the five focus areas and will take action to improve air quality in these areas, including through the provision of EV charging, last mile deliveries, cargo bike trials, clean air days and school-based activities
- 2.4.43. The Council supports the principle of the Ultra Low Emission Zone being introduced in central London from 2019, though it retains strong concerns about the impact of its expansion to the north and south circular roads from 2021, especially at the boundary. The Council would like further analysis from TfL on the likely impacts and especially on whether the choice of the boundary will lead to a worsening of air quality on the south circular road itself, or outside the boundary. The Council aims to work with TfL to minimise any adverse boundary effects via measures that complement the ULEZ.
- 2.4.44. One of the most practical ways in which the Council is supporting people to switch to less-polluting transport is via the provision of electric vehicle charging infrastructure. The roll-out of charging infrastructure that has begun over 2017-18, primarily via lamp-column charging points, will continue as part of the LIP.
- 2.4.45. The Council will also explore opportunities to use green infrastructure such as green walls to reduce people's exposure to harmful pollutants. Further Sustainable Urban Drainage Systems (SUDS) will also be integrated into Healthy Streets proposals, building on previous schemes such as those delivered on street in Earlsfield. New street trees will be planted to help enhance the environment in line with the Healthy Streets approach.

Borough Objectives

- 2.4.46. The following borough objectives have been set in relation to this MTS Outcome:

- MTS4a Implement the Air Quality Action Plan, including promotion of active travel, working with TfL to ensure the speedy roll-out of cleaner buses and taxis in the borough, and engaging with businesses to reduce the air quality impact of their transport activities
- MTS4b Monitor and review air quality especially in the five focus areas of Putney, Wandsworth, Clapham Junction, Tooting and York Road, and other locations where vulnerable people are exposed to pollution such as schools. Improve air quality and reduce exposure in these locations through measures such as last mile deliveries, cargo bike trials, clean air days and school-based programmes
- MTS4c Complement the expansion of the ULEZ to the A205/A3 South Circular in 2021 via traffic management and awareness raising
- MTS4d Expand electric vehicle charging infrastructure for residential use through an annual programme of lamp-column charger installation, as well as rapid charging to support ZEC taxis and commercial vehicles
- MTS4e Reduce the environmental impact of freight transport including local deliveries, e.g. through low/zero emission “last mile” delivery projects
- MTS4f Promote the use of EVs and lower emission vehicles including through best practice in greening the council fleet, supplemented by eco-driver training
- MTS4g Use trees and other green infrastructure such as sustainable urban drainage systems (SUDS) and green walls to improve the street environment, lessen flood risk and reduce levels of pollution
- MTS4h Lead in the use of new technology and innovation to improve air quality, e.g. via the use of interactive data platforms to both inform residents and add to the evidence base.

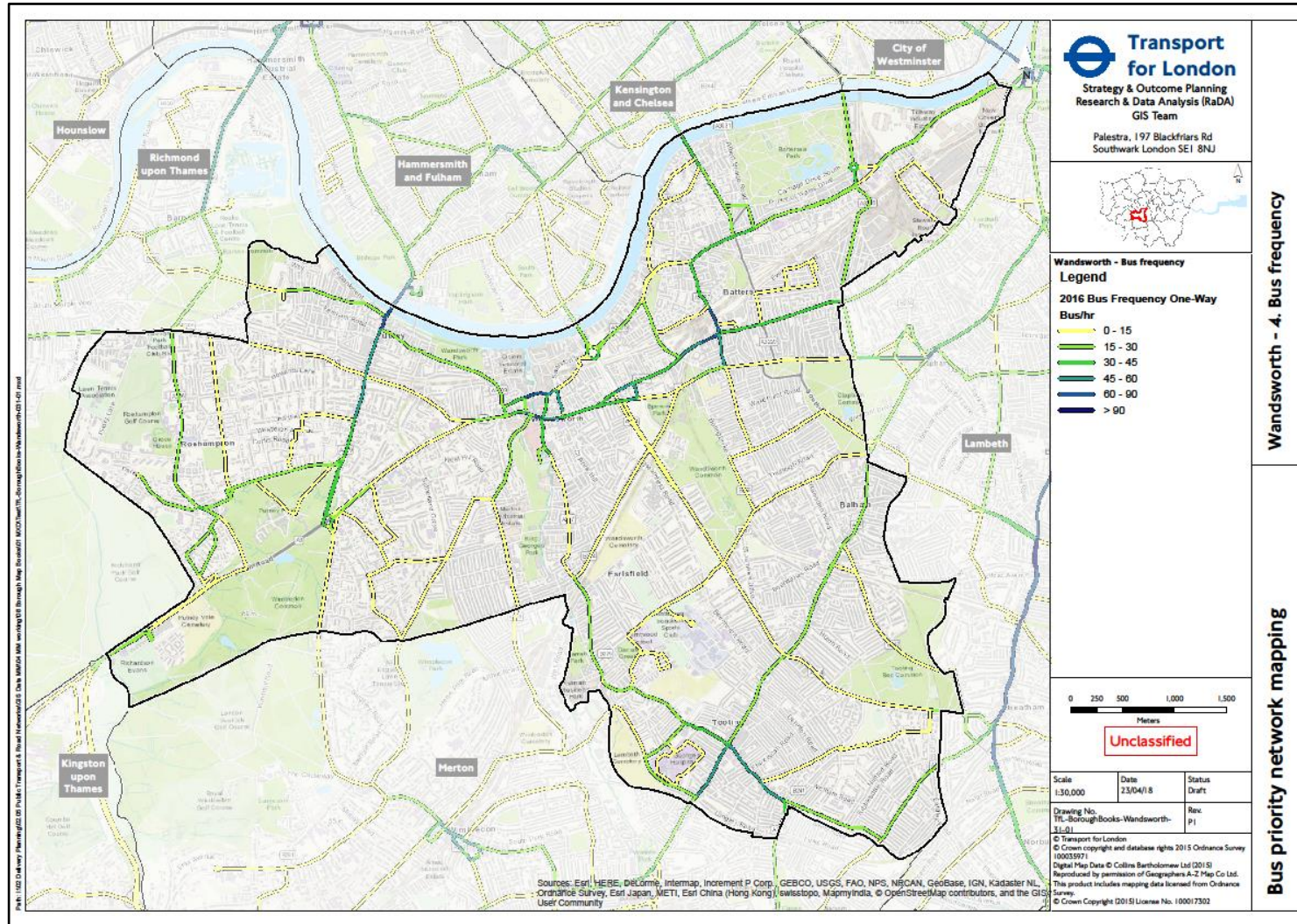
See also headline (MS) objectives above and those under other MTS outcomes

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

Challenges and opportunities

- 2.4.47. Currently around 238,000 public transport trips are made each day by Wandsworth residents, the third highest total of any London borough. With growth in population and jobs in the borough, and the desire for modal shift from private vehicles, TfL has set out trajectories for the borough to increase this total to 263,000 by 2021, and to 352,000 by 2041.
- 2.4.48. Some additional public transport journeys are likely to arise when the Northern Line Extension opens in 2020, with further journey possibilities also anticipated from the delivery of Crossrail 2 later in the period covered by the LIP. But these major infrastructure changes alone will not deliver the 50% increase in public transport trips required by 2041 in order to meet the trajectory set out by TfL.
- 2.4.49. In the long term, concentrating new developments in areas with high Public Transport Access Levels (PTALs) will assist, but overall the main responsibilities for delivering public transport service improvements to encourage greater ridership rests with TfL and the train companies.
- 2.4.50. Buses remain the best option for regular access to public transport in many parts of the borough. Bus frequencies along borough roads are shown in [Figure 26](#). Many roads used by buses have significant bus flows, with several roads in the town centres of Putney, Wandsworth, Tooting and Clapham Junction averaging more than one bus every minute.

Figure 26: Bus Frequencies in Wandsworth (buses per hour, one-way, 2016)



- 2.4.51. TfL sets the bus routes and frequencies for all of London. TfL is currently looking at different options for re-shaping the bus network to better match changing patterns of demand. Revisions to bus routes in the borough that improve accessibility in poorly served parts of the borough could help to encourage mode-shift away from the car, while any revisions that decrease mileage would be likely to do the opposite.
- 2.4.52. Technology has the potential to unlock new types of public transport. Demand Responsive Transport (DRT) is a relatively unexplored option for improving access to public transport in those areas with relatively low PTAL. While the introduction of DRT, possibly operating on fixed routes within the borough, could help to improve public transport ridership, the wider implications on walking and cycling levels have not been assessed, nor have funding mechanisms.
- 2.4.53. Devolution of suburban rail services could potentially bring more frequent and reliable trains to the local area. Devolution of local services would be broadly supported.

Borough Objectives

- MTS5a Support TfL, Network Rail and train operators to improve public transport across the borough, including the introduction of the Northern Line Extension in 2020 and Crossrail 2 in the 2030s
- MTS 5b Work in partnership with TfL to regularly review bus operations within the borough to ensure capacity meets potential demand

See also headline (MS) objectives above and those under other MTS outcomes

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

Challenges and opportunities

- 2.4.54. A safe and accessible public transport network is an imperative. An improved step-free network will enable more residents, employees and visitors to the borough to travel confidently on the public transport network, potentially reducing the number of trips made by car, taxi or private hire vehicles.
- 2.4.55. The Mayor’s Transport Strategy includes the aim of reducing the difference in average travel time taken on the step-free public transport network compared to the full network. For Wandsworth, TfL data suggests that an average journey on the step-free network took 15 minutes longer in 2015. By 2041, TfL suggests that this time difference should come down to 3 minutes.
- 2.4.56. The main changes to enable this aim to be met will be the responsibility of TfL, train operators and Network Rail, to ensure that stations and trains are fully accessible. All new stations on the Northern Line Extension and Crossrail 2 will be built to accessible standards, which will help reduce the travel time difference between the step-free and full networks. Further improvements will also be needed to accessibility of existing train and Tube stations. Stations requiring upgrades to step-free access in the borough include Battersea Park and Wandsworth Town (highest priority), followed by Queenstown Road and Wandsworth Common. The Council will work with TfL, Network Rail and operators to improve accessibility at stations.
- 2.4.57. Following a programme of improvements in recent years, 95% of bus stops on borough roads are accessible in Wandsworth. The Council will ensure that all new and relocated bus stops are accessible and will seek to make improvements to the small number of stops on the network that do not meet full accessibility standards.
- 2.4.58. The whole public transport journey does not begin and end at the station or bus stop, however. The Council will seek improvements to routes to and from stations, using Healthy Streets principles, and to interchange between public transport services, to make the whole journey accessible.

Borough Objectives

MTS6a Work with TfL, train operators and Network Rail to introduce step-free access at stations, with Battersea Park and Wandsworth Town stations the highest priority for step-free access by 2024

MTS6b	Ensure that all new and relocated bus stops are accessible, and keep other stops under review
MTS6c	Work with public transport providers and third parties to improve the public transport waiting environment including provision of information for passengers at stations/stops and other public waiting areas
MTS6d	Review and improve interchange at key locations, including bus-bus interchange where routes intersect
MTS6e	Develop healthy and accessible routes to stations as part of street improvements brought forward in the LIP Delivery Plan and programme of investment
MTS6f	Improve cycle parking at public transport hubs and interchanges

See also headline (MS) objectives above and those under other MTS outcomes

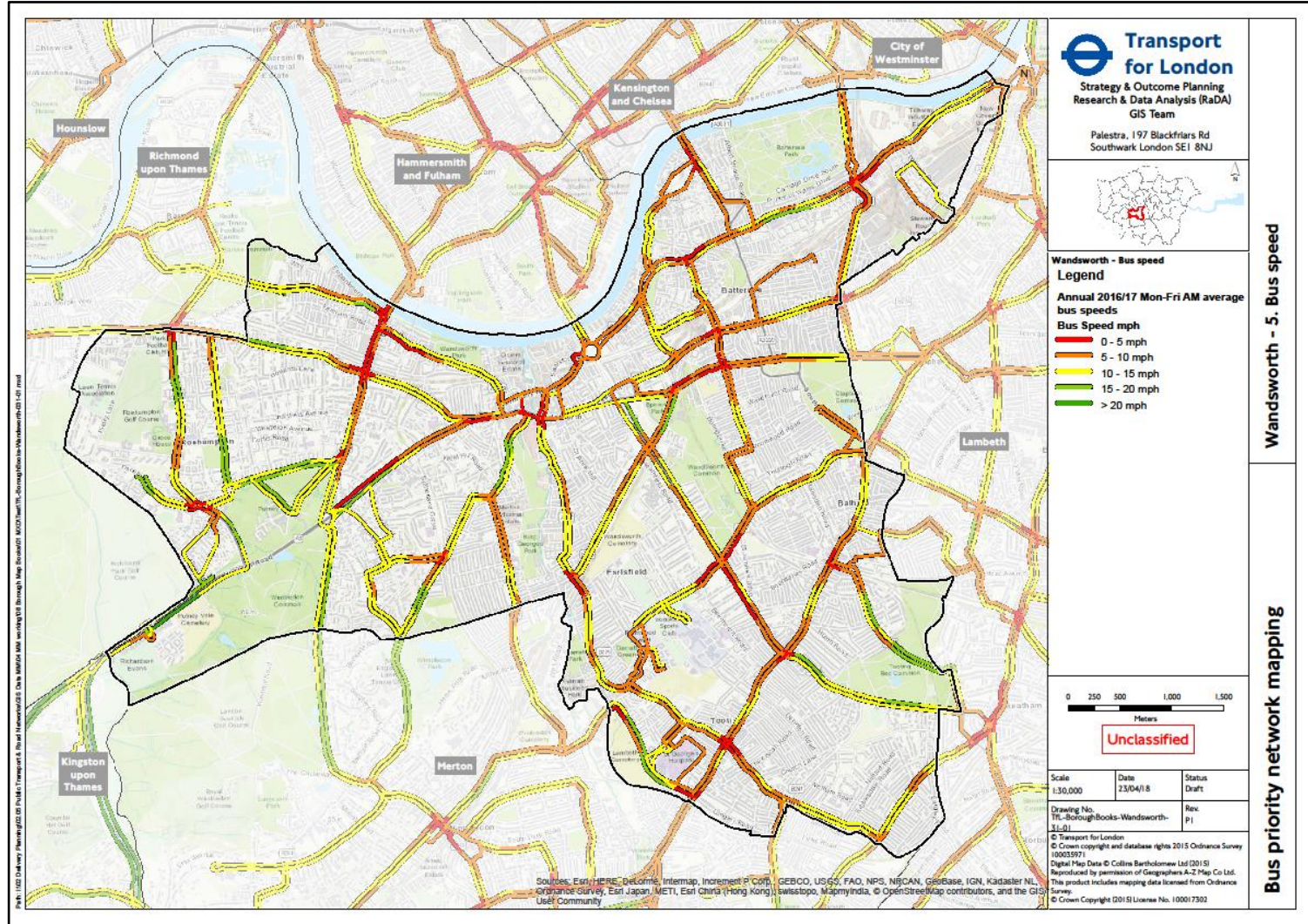
Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Challenges and opportunities

- 2.4.59. Making the public transport network easier and more pleasant to use will enable more customers to travel reliably and comfortably without needing a car. This can best be provided by ensuring access to bus and rail services is safe and easy, and by ensuring that buses can offer competitive journey times.
- 2.4.60. In 2015, the average bus speed in the borough was 8.8 mph, comparable with other Inner London boroughs. TfL have suggested high (15%) and low (5%) trajectories for improving bus speeds by 2041, which would mean average speeds in 2021 of 8.9 mph (low) and 9.1 mph (high), and 9.2 mph (low) and 10.1 mph (high) in 2041. Targets have been set within these ranges.
- 2.4.61. Improving local bus speeds will help to encourage mode shift away from the car by offering more competitive journey times, and can be achieved either through traffic management measures such as bus priority or making general alterations to the street. Kerbside loading and unloading can have a negative impact on bus speeds, with buses often finding it difficult to pass.

2.4.62. Figure 27 shows the average bus speeds across the network within the borough. There are numerous links and junctions where bus speeds are below 5mph. Challenges at these locations include the overall volume of traffic; the need and desire for safe pedestrian crossings, especially at junctions; provision for cycling on links and crossing bus routes; and a proliferation of businesses using kerbside parking and loading (both legal and illegal). The Council will focus traffic management measures on areas with lowest bus speeds, in order to improve average speeds, while having regard to the challenges indicated above. There is no one-size-fits-all approach to bus priority, and each location needs to be assessed on its own merits. This work will be in partnership with TfL, as many of the roads and junctions where speeds are lowest are on the TLRN

Figure 27: Average Bus Speeds in Wandsworth (Mon-Fri AM average, 2016/17)



Borough Objectives

- MTS7a Improve bus speeds through traffic management e.g. bus priority) at key locations identified in Figure 27 where buses are delayed the most
- MTS7b Review parking/loading controls on bus routes and implement changes to controls to reduce delays to buses

See also headline (MS) objectives above and those under other MTS outcomes

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

Challenges and opportunities

- 2.4.63. The potential for growth in Wandsworth is high, with significant development planned in areas such as Nine Elms, Wandsworth and Putney. Population is expected to grow by more than a quarter to 401,600 in 2041 (GLA housing-led forecast 2016).
- 2.4.64. Planning Policies in the Local Plan and the new London Plan will help ensure new developments are designed to be accessible by active, efficient and sustainable travel options. Town centres will remain key hubs of activity, accessible by a range of modes.
- 2.4.65. The Council will support higher density developments in areas of high public transport accessibility. The current Local Plan includes maximum car parking standards and minimum cycle parking standards. These standards will be reviewed in the light of standards in the new London Plan, when finalised, and will be applied to all new proposed developments in the borough. Planning applications for new developments above set thresholds are required to include a comprehensive Transport Assessment and Travel Plan, along with information on deliveries and servicing. New developments will also include provision for electric vehicle charging where appropriate, to ensure that journeys that need to be made in vehicles can be done so in the least polluting way.

Borough Objectives

MTS8 To support active, efficient and sustainable travel at new developments through planning policies in the Local Plan including during construction

See also headline (MS) objectives above and those under other MTS outcomes

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

Challenges and opportunities

2.4.66. The Northern Line Extension is already unlocking the delivery of new homes and jobs in Nine Elms, including at the major Battersea Power Station development. The arrival of Crossrail 2 in the 2030s offers the potential for intensification of development around stations at Clapham Junction and either Tooting Broadway or Balham. Where other new transport infrastructure or services are introduced, the Council will work with TfL and other transport providers to ensure that improvements in PTAL are linked to growth in development in these areas. Smaller scale local interventions can also help unlock development and the Council will using funding sources including LIP and CIL to deliver these improvements.

Borough Objectives

MTS9 Use the Northern Line Extension, Crossrail 2 and other new transport infrastructure and services as catalysts for development.

Other Mayoral Strategies²³

2.4.67. The following Mayoral Strategies have been reviewed and have influenced the development of the LIP:

- London Plan (draft)
- Economic Development Strategy for London (draft)

²³ Requirement R12: Other Mayoral strategies are also relevant to LIPs, and boroughs should have regard to these as they are published.

- London Environment Strategy
- London Housing Strategy
- Health Inequalities Strategy (draft)
- Culture Strategy (draft)
- A Tourism Vision for London.

2.4.68. The **London Plan** is the Mayor's spatial development strategy. It sets the overall framework for the development of London over the next 20-25 years, underpinned by the principle of 'good growth'. The London Plan is closely linked to the Mayor's Transport Strategy and as such is reflective of the policies that have been considered in the development of this LIP, including support for development in areas accessible by walking, cycling or public transport. The Council's primary means of delivering good growth will be via Wandsworth's Local Plan, which is currently being reviewed.

2.4.69. In the Vauxhall-Nine Elms-Battersea Opportunity Area, the draft London Plan envisages 18,500 new homes and 18,500 new jobs. In Clapham Junction Opportunity Area, 2,500 new homes and 2,500 new jobs are proposed, supported by infrastructure such as Crossrail 2, which the plan says should open by 2033. The plan also considers growth in the wider south east and identifies the Brighton Mainline and South West Mainline among strategic infrastructure improvement priorities for the region. New pedestrian and cycle bridges between Pimlico and Nine Elms, and between Battersea and Fulham (the Diamond Jubilee Bridge) are identified in an indicative list of transport schemes to be delivered over the course of the plan.

2.4.70. The plan identifies five Air Quality Focus Areas – defined as areas with both high levels of NO_x and high human exposure – in the town centres of Clapham Junction, Putney, Tooting and Wandsworth, and in York Road. These are referred to elsewhere in the LIP.

2.4.71. London Plan standards for car parking and cycle parking for new developments will be considered by the Council through the Local Plan process.

2.4.72. The **Mayor's Economic Development Strategy for London** stresses the importance of ensuring there is adequate transport capacity to cater for growth in the capital. The strategy also further emphasis the need for growth to be sustainable, and reiterates the Mayor's goal for London to be a zero-carbon city by 2050. The plan includes a commitment of support for high

streets and town centres, including improving public transport connections and the public realm, making walking and cycling more appealing.

- 2.4.73. There is a strong link between transport and the environment, particularly air quality. The **London Environment Strategy** aims to realise the potential of London's environment in supporting good health and quality of life, and making the city a better place to live, work and do business. It emphasises the Healthy Streets Approach as a means of improving air quality through a reduction in car trips, and includes a road map to zero emissions from road transport by 2050. This LIP supports the strategy through its commitment to Healthy Streets, and providing electric charging infrastructure to support the switch to electric vehicles. The London Environment Strategy also addresses issues such as biodiversity, flood risk, climate change and noise.
- 2.4.74. The **London Housing Strategy** sets out the Mayor's approach to addressing the housing crisis, with a focus on building more homes, and ensuring that homes that are built are genuinely affordable. The strategy identifies the importance of transport to support new housing, and states that potential housing benefits should be a key determinant of which transport schemes and projects are supported and funded in the future.
- 2.4.75. The **Health Inequalities Strategy** has five aims for improving public health and reducing health inequalities. Two of these aims have close links to transport: healthy places and healthy habits. Creating healthy places includes the objectives to improve air quality and improve streets by using the Healthy Streets approach, as adopted under this LIP. Creating healthy habits encourages increased levels of physical activity amongst children, including through promotion of active travel to school.
- 2.4.76. The **Culture Strategy** stresses the link between culture and public space, and urges that public art is considered as part of public realm improvements. It also urges that consideration is given to the impact transport projects have on existing culture/ heritage places and spaces.
- 2.4.77. **A Tourism Vision for London** encourages making improvements to the pedestrian experience to make neighbourhoods more attractive to visitors as well as local people. Wandsworth welcomes many tourists throughout the year, ranging from people attending events at Battersea Park, to crowds arriving in Southfields for the Wimbledon tennis championships, and the LIP will consider their needs.

3. The Delivery Plan

3.1. Introduction

3.1.1. This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions
- Three year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

3.2. Linkages to the Mayor's Transport Strategy priorities²⁴

3.2.1. The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals.

3.2.2. Table 2 (parts 1-3) details the MTS Outcomes and Wandsworth LIP Objectives addressed by the programmes and schemes in the 3-year Programme of Investment. The LIP Objectives are summarised in Table 3 for cross-reference.

²⁴ Requirement R13: Boroughs are required to outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy – including the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals – in preparing a Delivery Plan.

Table 2: Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes (part 1/3)

		MTS mode share									
		Improving active, efficient and sustainable mode share									
Borough LIP Objectives		MS1	MS2	MS3	MS4	MS5	MS6	MS7	MS8	MS9	MS10
	Project / Programme	✓	✓	✓	✓	①	✓	✓	✓	✓	✓
Corridors and Neighbourhoods											
1	Battersea High Street	✓									✓
2	Beechcroft Road and Magdalen Estate	✓	✓				✓				✓
3	Priory Lane		✓								✓
4	Putney High Street	✓	✓				✓	✓			✓
5	Southfields Streetscene	✓	✓				✓	✓			✓
6	Falcon Road	✓					✓	✓			✓
7	Culvert Place	✓	✓								✓
8	Garratt Lane corridor	✓	✓				✓	✓			✓
9	Queenstown Road corridor	✓	✓				✓	✓			✓
10	Pedestrian accessibility	✓									✓
11	Reducing traffic dominance in residential streets	✓	✓							✓	✓
12	Interchange improvements	✓						✓			✓
Cycling											
13	Cycle parking				✓						✓
14	Cycling schemes		✓								✓
15	Cycle Training				✓						✓
16	Cycling Promotion and Enabling			✓	✓				✓		✓
Safety and Vision Zero											
17	Safe routes to school capital projects	✓	✓								✓
18	Redeployable vehicle-activated signs programme										✓
19	Road Safety Awareness Campaigns								✓		✓
20	Road Safety Training - school-based programmes								✓		✓
21	Safer Urban Driving Training								✓		✓
22	Community Safety Initiatives								✓		✓
Environment											
23	Clapham Junction Air Quality monitoring & actions								✓		✓
24	Putney High Street Air Quality monitoring & actions								✓		✓
25	Tooting Air Quality monitoring & actions								✓		✓
26	Wandsworth Air Quality monitoring & actions								✓		✓
27	Smart Cities Air Quality Pilots									✓	✓
28	Electric Vehicle Charging Points										
29	ULEZ complementary measures										✓
30	Street Trees										✓
31	Sustainable Freight										✓
Supporting Measures											
32	School Travel Plan support			✓					✓		✓
33	Mobility Forum										✓
34	Car Club										✓
35	Information Gathering										✓

Table 2: Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes (part 2/3)

		MTS outcomes																		
		No 1:-Active					No 2:- Safe						No 3:-Efficient							
Borough LIP Objectives		MTS1a	MTS1b	MTS1c	MTS1d	MTS1e	MTS2a	MTS2b	MTS2c	MTS2d	MTS2e	MTS2f	MTS3a	MTS3b	MTS3c	MTS3d	MTS3e	MTS3f	MTS3g	MTS3h
Project / Programme		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	⊖	⊖	✓	✓
Corridors and Neighbourhoods																				
1	Battersea High Street	✓	✓	✓	✓		✓					✓	✓							
2	Beechcroft Road and Magdalen Estate	✓	✓	✓			✓		✓			✓		✓						
3	Priory Lane	✓	✓	✓			✓		✓			✓	✓							
4	Putney High Street	✓	✓	✓	✓		✓		✓			✓	✓							
5	Southfields Streetscene	✓	✓	✓	✓		✓		✓			✓	✓							
6	Falcon Road	✓	✓	✓	✓		✓		✓			✓	✓							
7	Culvert Place	✓	✓	✓	✓		✓					✓	✓							
8	Garratt Lane corridor	✓	✓	✓	✓		✓		✓			✓	✓							
9	Queenstown Road corridor	✓	✓	✓			✓		✓			✓	✓							
10	Pedestrian accessibility	✓	✓	✓	✓	✓	✓						✓							
11	Reducing traffic dominance in residential streets	✓	✓	✓			✓							✓						
12	Interchange improvements	✓	✓				✓					✓								
Cycling																				
13	Cycle parking	✓	✓												✓					
14	Cycling schemes	✓	✓	✓		✓	✓		✓				✓							
15	Cycle Training		✓								✓				✓					
16	Cycling Promotion and Enabling		✓								✓				✓					
Safety and Vision Zero																				
17	Safe routes to school capital projects	✓	✓	✓	✓		✓		✓			✓	✓							
18	Redeployable vehicle-activated signs programme		✓	✓					✓											
19	Road Safety Awareness Campaigns		✓								✓									
20	Road Safety Training - school-based programmes		✓								✓									
21	Safer Urban Driving Training		✓				✓				✓								✓	
22	Community Safety Initiatives		✓								✓				✓					

Table 2: Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes (part 2/3)																				
		MTS outcomes																		
		No 1:-Active					No 2:- Safe						No 3:-Efficient							
Borough LIP Objectives		MTS1a	MTS1b	MTS1c	MTS1d	MTS1e	MTS2a	MTS2b	MTS2c	MTS2d	MTS2e	MTS2f	MTS3a	MTS3b	MTS3c	MTS3d	MTS3e	MTS3f	MTS3g	MTS3h
	Environment																			
23	Clapham Junction Air Quality monitoring & actions	✓	✓										✓						✓	✓
24	Putney High Street Air Quality monitoring & actions	✓	✓										✓						✓	✓
25	Tooting Air Quality monitoring & actions	✓	✓										✓						✓	✓
26	Wandsworth Air Quality monitoring & actions	✓	✓										✓						✓	✓
27	Smart Cities Air Quality Pilots	✓	✓																✓	✓
28	Electric Vehicle Charging Points	✓																		
29	ULEZ complementary measures	✓	✓																	
30	Street Trees	✓										✓								
31	Sustainable Freight	✓	✓	✓			✓												✓	✓
	Supporting Measures																			
32	School Travel Plan support		✓								✓				✓					
33	Mobility Forum																			
34	Car Club	✓														✓				
35	Information Gathering		✓							✓										

Table 2: Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes (part 3/3)																					
		MTS outcomes																			
		No 4:- Clean & Green								No 5:- Connected		No 6:- Accessible				No 7:- Quality		Nos 8 & 9 Sustainable Growth/Unlocking			
Borough LIP Objectives		MTS4a	MTS4b	MTS4c	MTS4d	MTS4e	MTS4f	MTS4g	MTS4h	MTS5a	MTS5b	MTS6a	MTS6b	MTS6c	MTS6d	MTS6e	MTS6f	MTS7a	MTS7b	MTS8	MTS9
Project / Programme		<	<	<	<	<	<	<	<	⊕	⊕	<	<	<	<	<	<	<	<	⊕	⊕
Corridors and Neighbourhoods																					
1	Battersea High Street																				
2	Beechcroft Road and Magdalen Estate												✓					✓	✓		
3	Priory Lane																				
4	Putney High Street												✓		✓	✓			✓		
5	Southfields Streetscene												✓		✓	✓			✓		
6	Falcon Road												✓		✓	✓		✓	✓		
7	Culvert Place																				
8	Garratt Lane corridor												✓		✓	✓		✓	✓		
9	Queenstown Road corridor												✓		✓	✓		✓	✓		
10	Pedestrian accessibility	✓																			
11	Reducing traffic dominance in residential streets																				
12	Interchange improvements											✓	✓	✓	✓	✓	✓				
Cycling																					
13	Cycle parking	✓															✓				
14	Cycling schemes	✓																			
15	Cycle Training	✓																			
16	Cycling Promotion and Enabling	✓																			
Safety and Vision Zero																					
17	Safe routes to school capital projects	✓																			
18	Redeployable vehicle-activated signs programme																				
19	Road Safety Awareness Campaigns																				
20	Road Safety Training - school-based programmes																				

Table 2: Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes (part 3/3)																					
		MTS outcomes																			
		No 4:- Clean & Green								No 5:- Connected		No 6:- Accessible				No 7:- Quality		Nos 8 & 9 Sustainable Growth/Unlocking			
Borough LIP Objectives		MTS4a	MTS4b	MTS4c	MTS4d	MTS4e	MTS4f	MTS4g	MTS4h	MTS5a	MTS5b	MTS6a	MTS6b	MTS6c	MTS6d	MTS6e	MTS6f	MTS7a	MTS7b	MTS8	MTS9
21	Safer Urban Driving Training																				
22	Community Safety Initiatives	✓																			
Environment																					
23	Clapham Junction Air Quality monitoring & actions	✓	✓			✓		✓													
24	Putney High Street Air Quality monitoring & actions	✓	✓			✓		✓													
25	Tooting Air Quality monitoring & actions	✓	✓			✓		✓													
26	Wandsworth Air Quality monitoring & actions	✓	✓			✓		✓													
27	Smart Cities Air Quality Pilots	✓				✓		✓	✓												
28	Electric Vehicle Charging Points	✓			✓	✓	✓														
29	ULEZ complementary measures	✓		✓																	
30	Street Trees	✓						✓													
31	Sustainable Freight	✓				✓	✓														
Supporting Measures																					
32	School Travel Plan support																				
33	Mobility Forum																				
34	Car Club																				
35	Information Gathering																				

Table 3: Summary of LIP Objectives

MTS Outcomes	Wandsworth LIP Objectives	
Overarching: Mode Shift	MS1	To facilitate a higher proportion of travel on foot by creating more attractive and convenient conditions for walking boroughwide, with a particular focus on town centres
	MS2	To facilitate a higher proportion of travel by bicycle by creating more attractive and convenient conditions for all types of cyclists, especially on corridors with highest potential demand, making use of traffic-free spaces
	MS3	To focus on transferring short car trips to walking and cycling, including for journeys to and from school
	MS4	To give more people confidence to cycle through supporting measures such as cycle training, and provision of more and better cycle parking
	MS5	To support the delivery of rail-based public transport improvements including the Northern Line Extension to Battersea and Crossrail 2 through Clapham Junction and Tooting Broadway or Balham
	MS6	To improve bus journey speeds and reliability, particularly on key corridors
	MS7	To improve public transport interchange by providing better access to stations and bus stops, and improving the waiting environment at stations, town centres and other key locations
	MS8	To increase awareness of transport choices and their impacts
	MS9	To reduce private motorised traffic, including through the use of new technology and innovation
	MS10	To work with partners including TfL, public transport operators, developers and others to deliver these objectives
No 1:-Active	MTS1a	To adopt the Healthy Streets Approach and consider the Healthy Streets indicators in the planning and delivery of infrastructure changes
	MTS1b	To implement the Wandsworth Cycling Strategy, and review it regularly in line with the Healthy Streets approach. Measures will include annual delivery of cycle training for at least 150 adults and 1,300 children; 220 new cycle parking spaces; and at least one significant cycle route improvement. London Cycling Design Standards will be used
	MTS1c	To limit the speed and volume of traffic on residential streets, to make them more pleasant for walking and cycling, including delivery of 20mph limits on all unclassified roads and selected A and B roads
	MTS1d	To develop healthy, safe and accessible routes to key destinations – stations, town centres, schools – to enable people to walk or cycle more often using analysis of routes arising from Cycling Strategy Action I1
	MTS1e	To develop and promote traffic-free routes including through open spaces as part of the transport network, in line with Cycling Strategy Actions I3 and I4
No 2:- Safe	MTS2a	Focus on reducing vulnerable road user casualties, through street design and reduction of danger from vehicles, especially HGVs including by ensuring the council's fleet meets FORS standards and council drivers have appropriate levels of training

MTS Outcomes	Wandsworth LIP Objectives	
	MTS2b	Work in partnership with the Police, TfL and other agencies to support the boroughwide 20mph limit, including measures to improve compliance such as Community Roadwatch and use of re-deployable vehicle activated signs. The council will continue to review the effectiveness of 20mph limits and seek to expand them to more roads including parts of the TLRN
	MTS2c	Regularly assess and address collision hotspots through infrastructure improvements, taking a road danger reduction approach to design
	MTS2d	Work with residents to gather information on perceived safety and security issues, including through the use of interactive public-facing software, so that improvements can be made
	MTS2e	Empower people with the skills they need so they can make safe decisions for themselves and others while travelling by all modes of transport. Training will be provided through LIP-funded programmes such as BikeSafe, aimed at riders of PTWs; Safer Urban Driver training, aimed at HGV drivers; and Bikeability training for child and adult cyclists
	MTS2f	Reduce fear of crime by adopting the Healthy Streets approach to design of public spaces
No 3:-Efficient	MTS3a	Improve access to town centres, schools and other major trip attractors by non-car modes
	MTS3b	Reduce rat-running on residential streets by methods such as filtered permeability and banned turns, thereby improving conditions for walking and cycling
	MTS3c	Reduce travel by car by working with schools and employers, including through travel plans and the provision of facilities to support non-car travel
	MTS3d	Promote and enable car-free or car-lite living through planning policies and the provision of car clubs
	MTS3e	Use parking policies to manage the supply and demand for car parking
	MTS3f	Implement and expand CPZs in the borough subject to consultation
	MTS3g	Work with freight and delivery firms to develop measures and practice that reduce the impact of freight activity along major roads and in town centres
	MTS3h	Promote and enable best practice for deliveries e.g. through local consolidation centres and last-mile bicycle/low emission delivery
No 4:- Clean & Green	MTS4a	Implement the Air Quality Action Plan, including promotion of active travel, working with TfL to ensure the speedy roll-out of cleaner buses and taxis in the borough, and engaging with businesses to reduce the air quality impact of their transport activities
	MTS4b	Monitor and review air quality especially in the five focus areas of Putney, Wandsworth, Clapham Junction, Tooting and York Road, and other locations where vulnerable people are exposed to pollution such as schools. Improve air quality and reduce exposure in these locations through measures such as last mile deliveries, cargo bike trials, clean air days and school-based programmes

MTS Outcomes	Wandsworth LIP Objectives	
	MTS4c	Introduce measures to complement the expansion of the ULEZ to the A205/A3 South Circular in 2021 via traffic management and awareness-raising
	MTS4d	Expand electric vehicle charging infrastructure for residential use through an annual programme of lamp-column charger installation, as well as and rapid charging to support ZEC taxis and commercial vehicles
	MTS4e	Reduce the environmental impact of freight transport including local deliveries, e.g. through low/zero emission "last mile" delivery projects
	MTS4f	Promote the use of EVs and lower emission vehicles including through best practice in greening the council fleet, supplemented by eco-driver training
	MTS4g	Use trees and other green infrastructure such as Sustainable Urban Drainage Systems (SUDS) and green walls to improve the street environment, lessen flood risk and reduce levels of pollution
	MTS4h	Lead in the use of new technology and innovation to improve air quality, e.g. via the use of interactive data platforms to both inform residents and add to the evidence base
No 5:- Connected	MTS5a	Support TfL, Network Rail and train operators to improve public transport across the borough, including the introduction of the Northern Line Extension in 2020 and Crossrail 2 in the 2030s
	MTS5b	Work in partnership with TfL to regularly review bus operations within the borough to ensure capacity meets potential demand
No 6:- Accessible	MTS6a	Work with TfL, train operators and Network Rail to introduce step-free access at stations, with Battersea Park and Wandsworth Town stations the highest priority for step-free access by 2024
	MTS6b	Ensure that all new and relocated bus stops are accessible, and keep other stops under review
	MTS6c	Work with public transport providers and third parties to improve the public transport waiting environment including provision of information for passengers at stations/stops and other public waiting areas
	MTS6d	Review and improve interchange at key locations, including bus-bus interchange where routes intersect
	MTS6e	Develop healthy and accessible routes to stations as part of street improvements brought forward in the LIP Delivery Plan and programme of investment
	MTS6f	Improve cycle parking at public transport hubs and interchanges
No 7:- Quality	MTS7a	Improve bus speeds through traffic management (e.g. bus priority) at key locations identified in Figure 27 where buses are delayed the most
	MTS7b	Review parking/loading controls on bus routes and implement changes to controls to reduce delays to buses
No 8:- Sustainable Growth	MTS8	To support active, efficient and sustainable travel at new developments through planning policies in the Local Plan including during construction
No 9:- Unlocking	MTS9	Use the Northern Line Extension, Crossrail 2 and other new transport infrastructure and services as catalysts for development

3.2.3. It is noted that each proposed scheme/programme contributes to at least one LIP Objective and MTS Outcome; and that each borough LIP Objective and MTS Outcome is addressed, excepting the following (labelled ① to ⑦ in Table 2) which are addressed via other areas of work not funded via LIP funding as follows:

① Objective MS5 is met through political and practical support (e.g. in excess of £250m secured for the Northern Line Extension via s106 contributions, including from the Battersea Power Station site).

② Objective MTS3e is delivered through regular review of parking policies as reported via the Council's relevant scrutiny committee and the Executive.

③ Objective MTS3f is delivered on an ongoing basis with reference to the parking policies mentioned above and reported via the Council's relevant scrutiny committee and the Executive.

④ Objective MTS5a will be met through political and practical support (see also ① above relating to Objective MS5).

⑤ Objective MTS5b will be met through ongoing officer and councillor liaison with TfL.

⑥ and ⑦ Objectives MTS8 and MTS9 will be delivered through the planning process (Local Plan).

3.3. TfL Business Plan²⁵

3.3.1. In developing and preparing the borough's programme of works (as outlined in the Delivery Plan), the borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan 2019-24 and the milestones associated with these projects – including major infrastructure associated with Growth Areas and Opportunity Areas.

3.3.2. The following TfL projects have implications for the borough.

1. ULEZ expansion

3.3.3. The Ultra-Low Emission Zone (ULEZ) will be introduced in central London in April 2019 and then expanded to the North and South Circular Roads for all vehicles in October 2021. The ULEZ will require motorcycles, cars, vans, minibuses, coaches and HGVs to meet minimum emissions standards, or pay a daily charge.

Implications for borough

3.3.4. The South Circular bisects the north and south of the borough. The charge will therefore have implications for both local traffic and through traffic. It is unclear what effects there might be near the boundary and on the South Circular Road itself.

Complementary works to be carried out by the borough

3.3.5. The expansion of ULEZ will be complemented by a specific supporting package of works in 2020/21 to mitigate any boundary effects. These may include traffic management measures as well as measures to raise awareness of the changes amongst residents and businesses most likely to be affected. The rollout of electric vehicle charging points will also support the wider uptake of zero emission vehicles.

2. Northern line extension

3.3.6. The extension from Kennington to Battersea, and new station at Nine Elms, will significantly improve services and support regeneration in the local area, which includes 25,000 new jobs and more than 20,000 homes. Tunnelling

²⁵ Requirement R14: When preparing their LIPs, boroughs are required to take into account the major projects and investment in all modes of transport, as well as the investment in the road network that may impact on their borough, as set out in the TfL Business Plan.

work has been completed, but services are now not expected to begin until after 2021.

Implications for borough

- 3.3.7. This significant new public transport capacity will help towards the sustainable mode share target desired under the MTS. The number of people accessing and departing the new stations will need to be managed in a safe and sustainable way.

Complementary works to be carried out by the borough

- 3.3.8. The Council is already enabling the extension and has provided funding for its implementation via Community Infrastructure Levy payments and s106 receipts. Planning consents for the area include access routes to and from the new NLE stations. Bus routes and other interchange improvements will be considered under the relevant LIP programmes. A large amount of CIL/s106 funding has been allocated for improvements in the Nine Elms area, including:

- Improvements to Battersea Park Station (£17m)
- Improvements to Queenstown Road Station (£350k)
- Enhancements to bus capacity and pump-priming services (£5m)
- Nine Elms Lane enhancements (£3.7m)
- Thessaly Road Streetscene (£1m).

3. Modernisation of the Circle, District, Hammersmith & City and Metropolitan lines

- 3.3.9. The Business Plan says that total of 32 trains an hour will run on some sections (the highest at the moment is 27). Due to be completed by the end of 2023, this will add 33 per cent more capacity. A new signalling system will make the most of the recently introduced trains, which are air-conditioned and have 10 per cent more capacity and dedicated wheelchair spaces.

Implications for borough

- 3.3.10. Greater capacity on the District Line will assist in meeting the MTS mode share target. The increase in passengers entering and exiting District Line stations will need to be managed in a safe and sustainable way

Complementary works to be carried out by the borough

- 3.3.11. Improved interchange at District Line stations will be needed. Developer funds have been secured for the area outside East Putney Station and Upper Richmond Road, which will be used by TfL to deliver improvements as this is on the TLRN. The Council's public realm scheme for Southfields, part-funded by LIP, will deliver better interchange at Southfields Station.

4. Crossrail 2

- 3.3.12. The Business Plan includes longer term reference to Crossrail 2, a northeast-to-southwest rail route to relieve congestion on lines into Waterloo.

Implications for borough

- 3.3.13. Potential new stations at Clapham Junction and Tooting Broadway or Balham can offer additional public transport options and help meet the MTS mode share target. The stations can be catalysts for development in these areas. The increase in passengers entering and exiting stations will need to be managed in a safe and sustainable way. A station at Balham / Tooting Broadway will provide much needed relief to the Northern Line.

Complementary works to be carried out by the borough

- 3.3.14. Necessary works to surrounding streets will be considered in the development of Crossrail 2 proposals as they come forward. Much will be delivered via the planning process and policies set out in the Local Plan. Due to the scale of the works, particularly around the proposed stations, it is likely to require interim changes to the public realm during the works as well as identification of the legacy schemes required after the works.

5. Wandsworth Gyratory

- 3.3.15. This does not appear in the Business Plan 2019-24 but did appear in the previous Plan, which said that TfL would remove the gyratory and re-route traffic from the town centre, in partnership with Wandsworth Council. The scheme will provide more space for pedestrians, cyclists, public transport users and local traffic. The current programme for the scheme identifies works beginning in 2021.

Implications for borough

- 3.3.16. The scheme has the potential to deliver significant benefits to the town centre, making the high street a more attractive and less traffic-dominated place to be.

Complementary works to be carried out by the borough

- 3.3.17. The Council is a key partner in this project and has committed to fund 50% of scheme costs up to £27.5m for development and implementation, via Strategic CIL and s106.

6. Tooting Town Centre Pedestrian Pilot Scheme

- 3.3.18. Though not referred to in the TfL Business Plan itself, this scheme was mentioned in the TfL Budget 2018-19 document. The scheme aims to reduce the risk of pedestrian casualties, increase walking and improve people's overall experience of the area. Consultation on proposals was launched in October 2018.

Implications for borough

- 3.3.19. There is potential for the scheme to enhance the attractiveness of the town centre as well as providing safety benefits and contribute to Vision Zero.

Complementary works to be carried out by the borough

- 3.3.20. The Council is a partner in this project. Should any complementary measures be identified for surrounding streets in the detailed design work then these could be brought forward via the appropriate LIP-funded programmes.

3.4. Sources of funding²⁶

- 3.4.1. Table 4 below identifies potential funding sources for implementation of Wandsworth's LIP, including LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources.
- 3.4.2. A key source of funding is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £2,149,600 per annum in LIP Funding over the period 2019/20-2021/22, comprising £2,049,600 for Corridors and Supporting Measures and £100,000 for Local Transport Funding.
- 3.4.3. A Liveable Neighbourhood bid for Putney Town Centre was submitted for 19/20 funding but a funding announcement had not been made at the time this Final LIP was produced. Other Liveable Neighbourhood bids may be submitted in future years. Funding arising from the Mayor's Air Quality Fund and Londonwide bus priority and cycling programmes are awarded at the discretion of TfL and may supplement the LIP funding outlined above.
- 3.4.4. The borough also uses its own resources and resources from developers to pursue local objectives and ensure that the road network remains in a safe and serviceable condition.
- 3.4.5. The Council collects around £25.7m in parking revenue every year. The majority of this revenue (£14m) goes towards the cost of concessionary travel paid for by the Council, including the Freedom Pass. Parking revenue is also used to cover the costs of the parking service, including enforcement, along with road and footway maintenance, street lighting and Wandsworth Community Transport. While these schemes contribute to LIP objectives, there is no surplus funding available from parking revenue over that currently budgeted, hence parking revenue is not included as a separate line in Table

²⁶ Requirement R15: Boroughs are required to identify all interventions that are intended to be wholly or partly funded using LIP funding in the borough's Programme of Investment. Boroughs should identify the proposed funding source for each of these interventions, ie how much is from LIP funding allocations and how much comes from other sources (for example, the council's own capital and revenue sources, Section 106/CIL contributions, or other sources of TfL/GLA funding, such as Growth Areas).

3, though capital and revenue funding for carriageway and footway maintenance is shown. Further details are in the Council's annual budget.²⁷

- 3.4.6. Funds arising from developments are used on transport improvements, primarily via CIL. Where works are necessary for the specific development a Section 106 agreement is made but this should not be considered as additional transport investment as it is required to make the development acceptable. Hence this is not included in Table 4.
- 3.4.7. Strategic CIL in the borough has been earmarked for some specific transport uses. Projects include:
- Cremorne/Diamond Jubilee Bridge
 - Removal of Wandsworth gyratory (in partnership with TfL)
 - Upper Richmond Road improvements and access to Putney Stations
 - Putney High Street public realm and environmental improvements (ongoing – also funded via LIP)
 - Cycle parking at stations
 - St John's Hill Bridge refurbishment
 - Wandsworth Bridge corrosion protection.
- 3.4.8. The borough's Neighbourhood CIL funding is allocated through a bidding process to the six defined neighbourhoods where development takes place – Balham, Battersea, Nine Elms, Putney (including Roehampton), Tooting and Wandsworth. Transport schemes benefiting from NCIL funding to date include:
- Implementation of LED lighting
 - Footway and carriageway repairs/resurfacing
 - Culvert Road tunnel lighting and carriageway improvements
 - Earlsfield Station bridge repainting and pigeon-proofing (contribution)
 - Southfields public realm scheme (ongoing – also funded via LIP).
- 3.4.9. Estimated Strategic and Neighbourhood CIL spend is included in Table 4. Note however that funds are not strictly tied to specific years so the figures are indicative only.

²⁷ http://www.wandsworth.gov.uk/info/200110/budgets_and_spending/66/council_budgets

Table 4: Potential Funding for LIP Delivery

Funding source	2019/20 (£)	2020/21 (£)	2021/22 (£)	Total (£)
TfL/GLA funding				
LIP Corridors & Supporting Measures	2,049.6k	2,049.6k	2,049.6k	6,148.8k
Local transport funding	100k	100k	100k	300k
Discretionary (see 3-year Programme)	TBC by TfL	TBC by TfL	TBC by TfL	TBC by TfL
Strategic funding	TBC by TfL	TBC by TfL	TBC by TfL	TBC by TfL
GLA funding	TBC by TfL	TBC by TfL	TBC by TfL	TBC by TfL
Sub-total	2,149.6k	2,149.6k	2,149.6k	6,448.8k
Borough funding				
Capital funding	3,000k	3,000k*	3,000k*	9,000k*
Revenue funding	1,460k	1,460k*	1,460k*	4,380k*
Workplace parking levy	0	0	0	0
Sub-total	4,460k	4,460k*	4,460k*	13,380k*
Other sources of funding				
Strategic CIL	9,000k^	9,000k^	9,000k^	27,000k^
Neighbourhood CIL	500k^	500k^	500k^	1,500k^
European funding	0	0	0	0
Sub-total	9,500k^	9,500k^	9,500k^	28,500k^
Total	16,109.6k	16,109.6k	16,109.6k	48,328.8k

*indicative – Council budgets not set for all these years

^indicative estimates

3.5. Long-Term interventions to 2041²⁸

- 3.5.1. In the medium to long-term the borough believes that a number of significant, but currently unfunded, investments will be required to ensure the economic and social vitality of the borough. Those not already mentioned in relation to TfL's Business Plan are shown in Table 5 below with indicative funding and indicative but uncommitted timescales.
- 3.5.2. The investments included within the table focus on improving facilities for walking and cycling, the severance effect of the River Thames, new stations to encourage mode shift to public transport, and completion of a long-standing missing link in the traffic-free Wandle Trail walking and cycling route.
- 3.5.3. This list of medium to long-term interventions is not considered exhaustive and will continue to be reviewed and refreshed considering growth in the borough and to reflect TfL strategy.

²⁸ Requirement R16: Boroughs are required to provide a list of potential schemes up until 2041, together with a short explanation of the reasons for their inclusion in the Delivery Plan.

Table 5: Long-term interventions up to 2041 (additional to TfL’s Business Plan)

Project	Approx. date	Indicative cost	Likely funding source	Comments
Nine Elms Pimlico Bridge (ped/cycle bridge)	Construction from 2022 at the earliest	£40m	Developer funds, TfL, private sector	£26 million of private sector funding is identified from the development of Nine Elms and further funding options will be explored. A preferred location - Grosvenor Road (Claverton Street) to Kirtling Street - was announced in February 2019 ²⁹
Diamond Jubilee/ Cremorne Bridge (ped/cycle bridge)	TBC subject to funding	£26m-£36m	Strategic CIL, TfL, private sector	The Council has identified that up to half of the current scheme costs could be funded via Strategic CIL
North Battersea Station	TBC	TBC	Potential private sector, railway, TfL and strategic CIL funding	An additional station on the London Overground between Clapham Junction and Imperial Wharf has been mooted for some time. It is unlikely that both this scheme and the Diamond Jubilee Bridge would proceed.
New station to serve St George’s Hospital	TBC	TBC	Potential private sector, railway, TfL and strategic CIL funding	A new station between Tooting and Haydons Road stations on the Sutton/Wimbledon Loop would provide additional public transport access for staff, patients and visitors at St George’s Hospital, as well as the south end of Tooting High Street

²⁹ <https://democracy.wandsworth.gov.uk/documents/s64339/Paper%20No.%2019-79%20-%20Nine%20Elms%20Pimlico%20Cycling%20and%20Pedestrian%20Bridge.pdf>

Project	Approx. date	Indicative cost	Likely funding source	Comments
Wandle Trail missing link	TBC	TBC	Potential private sector, TfL and strategic CIL funding	<p>The Wandle Trail (National Cycle Network route 20) is an important traffic free route for pedestrians and cyclists, but due to constraints in Earlsfield it currently diverts from the route of the River Wandle onto Garratt Lane. Completing this “missing link” is a long-standing aim and this will be pursued in the LIP.</p>

3.6. Three-year indicative Programme of Investment³⁰

3.6.1. The Three Year indicative Programme of Investment has been summarised in Table 6 below. The table summarises, at a programme level, the borough's proposals for the use of borough funding allocated by TfL in the period 2019/20 – 2021/22.

Table 6: Three-year indicative programme of investment for 2019/20-2021/22

London Borough of Wandsworth TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget (£)		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
Local transport funding	100k	100k	100k
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	2,049.6k	2,049.6k	2,049.6k
Corridors and Neighbourhoods	1,212,000	1,118,600	1,148,600
Cycling	350,000	350,000	360,000
Safety and Vision Zero	239,000	239,000	249,000
Environment	115,000	215,000	165,000
Supporting Measures	133,600	127,000	127,000
Sub-total	£2,149.6k	£2,149.6k	£2,149.6k
DISCRETIONARY FUNDING	£TBC	£TBC	£TBC

³⁰ Requirement R17: Boroughs are required to produce a costed and funded high-level indicative Programme of Investment that covers, by year, the three-year period 2019/20 to 2021/22.

London Borough of Wandsworth TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget (£)		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
Liveable Neighbourhoods (see note 1)	775k	2,110k	1,197k
Major Schemes	0	0	0
Principal road renewal	0	TBC by TfL	TBC by TfL
Bridge strengthening	See note 2	See note 2	See note 2
Traffic signal modernisation	TBC by TfL	TBC by TfL	TBC by TfL
Sub-total	£775k +	£2,110k +	£1,197k +
STRATEGIC FUNDING	£TBC	£TBC	£TBC
Bus Priority	TBC by TfL	TBC by TfL	TBC by TfL
Borough cycling programme	TBC by TfL	TBC by TfL	TBC by TfL
London cycle grid	0	0	0
Crossrail complementary works	0	0	0
Mayor's Air Quality Fund	TBC by TfL	TBC by TfL	TBC by TfL
Low Emission Neighbourhoods	TBC by TfL	TBC by TfL	TBC by TfL
Sub-total	£TBC	£TBC	£TBC
All TfL borough funding	£2,924.6k +	£4,259.6k +	£3,346.6k +

Notes to Table 6

- 1 A Liveable Neighbourhood bid for Putney Town Centre was submitted for 19/20 funding but a funding announcement had not been made at the time the Final LIP was produced. Other Liveable Neighbourhood bids may be submitted in future years. The figures included in this table are based on the Putney Town Centre Submission. Funding for Bridge Strengthening is allocated according to need across London and this is co-ordinated by the London Bridges Engineering Group (LoBEG), so is not included in this table.
- 2 The remaining elements that are “To Be Confirmed” are subject to TfL award.

Supporting commentary for the three-year programme³¹

- 3.6.2. The programme has been derived following internal and external engagement. Internally, workshops have been held with borough officers across a range of disciplines to discuss the wider LIP objectives and how their work areas can support the desired outcomes. Scheme suggestions have been received from officers based on knowledge of existing work programmes and the Council’s priorities.
- 3.6.3. An external session was also held with a small number of borough-wide stakeholder groups to discuss the proposed approach and seek early feedback on the emerging LIP. These sessions focused on providing the policy background for the LIP, the target outcomes and proposed objectives that sought to ensure the outcomes are achieved. Revisions were made to the objectives following both internal and external stakeholder sessions.
- 3.6.4. The initial list of proposed LIP schemes exceeded the amount of LIP funding available annually. The list of proposed schemes was analysed to ensure they were consistent with the wider LIP objectives and evaluated against each of the nine outcomes. The main streets in the borough were also subject to analysis in terms of walking and cycling potential, road casualties, air quality and bus speeds/flow. This analysis was used to ensure that streets with significant potential for improvement were not omitted from the programme.

³¹ Requirement R18: Boroughs are required to provide supporting commentary on: a. How the three-year Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL’s Business Plan and investment programme) in delivering the borough’s LIP objectives c. How the delivery of the Mayor’s priorities will be supported at a local level.

- 3.6.5. The highest priority was given to ongoing and committed schemes, where these have been demonstrated to meet the emerging LIP objectives (as shown in Table 2 earlier).
- 3.6.6. The proposed programme, as with the draft LIP document, was considered by chief officers and Councillors before being published in the draft LIP and confirmed in this Final LIP.
- 3.6.7. Further details of the schemes in the three-year programme are included in Table 8, which also includes the annual programme.

Risks to the delivery of the three-year programme³²

- 3.6.8. Table 7 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

³² Requirement R19: Boroughs are required to include a concise section on risk assessment and mitigation in preparing and considering options for their Delivery Plan.

Table 7: LIP Risk Assessment for three-year programme 2019/20-2021/22

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Final confirmed LIP funding allocation is lower than anticipated		M		Regular scheme-by-scheme review of projects. Re-scope projects where possible. If funding is reduced and new specification of project not possible within available funds, transfer LIP funding to another priority scheme.	Funding shortage could affect borough's ability to deliver core programmes and hence MTS Outcomes
Ability to secure third party funds for schemes not fully funded via LIP Funding		M		Regular scheme-by-scheme review of projects and funding opportunities. Establish good relationships with third parties.	Project may be delayed or scrapped.
Projects are more expensive than predicted		M		Contingencies are built into timescales and budgets	Delays in delivery or overspend across programme
Public / Political					
Lack of local support for delivery of schemes, e.g. after consultation	H			Early engagement with the public to discuss proposed changes and take their views into account in designs Draw on list of contingency projects, including bringing projects forward, to be implemented if other projects are placed on hold.	Projects either do not get implemented or are implemented in such a way as they do not achieve desired outcomes

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Programme & Delivery					
Projects are delayed due to lack of planning or low staffing levels		M		Ensure projects are fully scoped and planned before starting and that staff will be available	Delays in spend or underspend across programme
Shortage of in-house or external technical skills in some areas (e.g. traffic signal modelling, qualitative research)		M		Identify and address training needs of personnel through annual and ad hoc reviews. Use third-parties where appropriate.	Delays in spend or underspend across programme
Outcome of feasibility studies or detailed design, necessitating changes to schemes or their abandonment.	H			Regular scheme-by-scheme review of projects. Re-scope projects where possible, otherwise transfer LIP funding to next priority scheme.	Delays in spend or underspend across programme
Statutory / Legal/Third Party					
Delays to progress of works – e.g. due to legal requirements or third-party issues		M		Use individual project management to monitor scheme progress. Identify legal or third party requirements early. Contingency planning (e.g. transfer of LIP funding to next priority scheme and return to project later).	Delays in spend or underspend across programme

3.7. Annual programme of schemes and initiatives³³

3.7.1. The annual programme of schemes has been completed and submitted to TfL via the Borough Portal (Proforma A). The programme of schemes will be updated annually.

Supporting commentary for the annual programme³⁴

3.7.2. The annual programme was developed as part of the three-year programme, as described above. Given limitations on funds the emphasis is on continuing projects that have already started or are ongoing programmes of work that support council priorities and the LIP objectives.

3.7.3. New schemes starting in 2019/20 have been included, and as indicated in Table 2 these all contribute to LIP Objectives and the MTS Outcomes. These new schemes are:

- Falcon Road – this street scores highly on a needs-based assessment looking at walking and cycle potential, bus flow and delays, casualties and air quality. Proposals would have regeneration benefits as well as improving the street scene in line with Healthy Streets objectives. Funding in 2019/20 would be for development work with the intention of implementing a resulting scheme later in the Delivery Plan period.
- Culvert Place – pedestrian and cycling accessibility to aid sustainable access to this industrial estate and help people crossing the railway. Again, 2019/20 funding would begin development work.
- Pedestrian accessibility – a new annual programme of accessibility improvements in shopping streets e.g. shorter crossings and level pedestrian access across side roads. This will assist in making the borough more walkable and contributes to multiple LIP objectives.
- A redeployable vehicle-activated signs programme to reinforce the boroughwide 20mph limit introduced in 2017 and support Vision Zero.

³³ Requirement R20: Boroughs are required to provide a detailed and costed programme of schemes and initiatives for the first year of the plan, with the programme to be updated in subsequent years. Boroughs should submit their Programme of Investment using Proforma A (as shown at Part three – Appendix F). Proformas will need to be uploaded to the Borough Portal.

³⁴ Requirement R21: Boroughs are required to provide supporting commentary on: a. How the annual Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives c. How the delivery of the Mayor's priorities will be supported at a local level

- A “Smart Cities” programme of piloting new technologies to reduce vehicle emissions and exposure.
- Transport information gathering - use of interactive public-facing software to source information from residents, visitors and businesses on a range of issues including demand for cycle parking, pedestrian crossings/dropped kerbs, trees, etc. Also to inform areas for attention under other programmes in future years of the Delivery Plan.

3.7.4. Further details of proposals in the annual and three-year programmes are included in Table 8.

Table 8: LIP Spending Submission for Wandsworth 2019/20-2021/22 including Annual and Three-Year Programmes

Scheme	Description	Ongoing from 2018/19?	Proposed LIP Funding (£)		
			2019/20	2020/21	2021/22
Battersea High Street	Public realm improvements for shopping and market street (Paper No. 18-312 ³⁵ refers). Scheme ³⁶ includes additional trees, vegetation, planters, cycle parking and York Stone paving to enhance the street environment in line with Healthy Street objectives	Y	325,000		
Beechcroft Road and Magdalen Estate	Continuation of detailed feasibility work and implementation of short-term measures in the area of Beechcroft Road/Magdalen Estate/Trinity Road/Burntwood Lane as described in Paper No. 18-313 ³⁷	Y	50,000		
Priory Lane	Implementation of cycle route improvement scheme arising from consultation in 2018 (Paper No. 16-251 ³⁸ refers). A revised scheme is being developed to address issues raised in consultation.	Y	122,000		

³⁵ <https://democracy.wandsworth.gov.uk/documents/s60087/18-312%20Battersea%20High%20Street%20Public%20Realm.pdf>

³⁶ <https://democracy.wandsworth.gov.uk/documents/s60089/18-312%20Battersea%20High%20Street%20consultation%20Appendix%20B.pdf>

³⁷ <https://democracy.wandsworth.gov.uk/documents/s60090/18-313%20Trinity%20Rd%20Burntwood%20Lane%20junc.pdf>

³⁸ <https://democracy.wandsworth.gov.uk/documents/s44325/16-251%20Priory%20Lane%20cycle%20route.pdf>

Scheme	Description	Ongoing from 2018/19?	Proposed LIP Funding (£)		
			2019/20	2020/21	2021/22
Putney High Street	Continued funding in 2019/20 for package of deliverables commencing in 2018/19, as described in Paper No. 18-65 ³⁹ . Further LIP funding possible in future years subject to other demands and confirmation of CIL and progress of Putney Town Centre Liveable Neighbourhood bid. Proposals in the package of deliverables include 20mph speed limit; Putney Bridge Road/Putney High Street Junction Improvements; Lacy Road Junction Improvements (initial pedestrian works); Green Wall/Artwork; Uplighting to 2/3 Key Buildings on High Street; Installation of trial Copenhagen Crossing; Guardrail Replacement and Tree Planting/Greening; Installation of City Tree; Contra-flow Cycle Lanes (Trial); and Improved Cycle Parking.	Y	100,000		
Southfields Streetscene	To support phased implementation of public realm improvement scheme ⁴⁰ as reported in Paper No 18-183 ⁴¹ . Key features of the scheme include Widening footways; Improving the quality and consistency of footway paving; Rationalising clutter and street furniture, including guard railing; Upgrading street furniture to a consistent standard; Providing formal and informal seating opportunities; Improving cycle parking facilities; Introducing two-way cycling on one-way streets; Improving wayfinding; and New street trees and green infrastructure.	Y	500,000		
Falcon Road	Streetscape improvement - design and development of long-term plan to connect Clapham Junction to river; links with regeneration of Winstanley and York Road; medium term improvements to pedestrian and trading environment	N	40,000	40,000	400,000

³⁹ <https://democracy.wandsworth.gov.uk/documents/s55981/011%2018-65%20Putney%20High%20Street%20Deliverables.pdf>

⁴⁰ http://www.wandsworth.gov.uk/info/200107/transport/2293/southfields_station_and_village_centre_public_realm_improvements

⁴¹ <https://democracy.wandsworth.gov.uk/documents/s58196/18-183%20Southfields%20Public%20Realm.pdf>

Scheme	Description	Ongoing from 2018/19?	Proposed LIP Funding (£)		
			2019/20	2020/21	2021/22
Culvert Place	Pedestrian and cycling accessibility to industrial estate and crossing railway; safety improvements and reducing vehicle conflict	N	25,000	50,000	350,000
Garratt Lane corridor	Multi-modal improvements with emphasis on buses and active travel; to commence in 2020/21 in order to link with potential principal road maintenance funding (frozen at zero in 2018/19 and 2019/20)	Y		250,000	
Queenstown Road corridor	Multi-modal improvements with emphasis on buses and active travel; to commence in 2020/21 in order to link with potential principal road maintenance funding (frozen at zero in 2018/19 and 2019/20)	Y		250,000	
Pedestrian accessibility	Standalone programme of accessibility improvements in shopping streets e.g. shorter crossings and level pedestrian access across side roads	N	50,000	50,000	50,000
Cycle parking	Annual programme of investment in cycle parking including public places and residential. Delivery of approximately 220 spaces annually, a combination of Sheffield cycle stands, Cyclehoops, bike ports and cycle lockers.	Y	60,000	60,000	60,000
Cycling schemes	Based on TfL strategic cycling analysis, linking to existing infrastructure; informed by cycle network review. Includes potential contraflows, traffic-free routes through parks/open spaces, filtered permeability etc.	Y	150,000	150,000	150,000
Cycle Training	Bikeability training for children and adults; funding to reflect growing demand. Approximately 150-200 adults and 1300-1600 children will be trained annually	Y	90,000	90,000	100,000
Cycling Promotion and Enabling	To include promotional activity e.g. Dr Bike sessions; and targeted campaigns cross-cutting into health and physical activity areas.	Y	50,000	50,000	50,000
Mobility forum	Continued funding for two meetings per year to engage disabled and elderly residents on transport issues in the borough	Y	2,000	2,000	2,000

Scheme	Description	Ongoing from 2018/19?	Proposed LIP Funding (£)		
			2019/20	2020/21	2021/22
School Travel Plan support	Staffing costs and funding for initiatives such as walking buses, theatre in education, school travel plan review workshops, scooter training sessions, small grants for individual school initiatives. Includes an element of funding for air quality actions to reduce emissions near schools such as providing awareness of low pollution routes to and from schools & physical measures to limit car use.	Y	120,000	120,000	120,000
Safe routes to school capital projects	Also occasional road closures for travel awareness events and air quality improvement.	Y	100,000	100,000	100,000
Redeployable vehicle-activated signs programme	To support borough-wide 20mph speed limit.	N	20,000	20,000	20,000
Road Safety Awareness Campaigns	The joint borough road safety campaigns across SW London surrounding the Drink Drive, Drug Drive and other road safety related campaigns.	Y	6,000	6,000	6,000
Road Safety Training - school-based programmes	The Road Safety school syllabus includes Theatre in Education, Pedestrian Training, Road Safety Talks and Junior Citizens.	Y	90,000	90,000	100,000
Safer Urban Driving Training	Safety programme aimed at HGV drivers, training at least 48 drivers a year	Y	3,000	3,000	3,000
Community Safety Initiatives	To include powered two-wheeler, young driver and older driver programmes. BikeSafe London would also be funded from this budget	Y	20,000	20,000	20,000
Car Club	Ongoing funding for bay reviews and implementation costs associated with new bays	Y	5,000	5,000	5,000
Street trees	Ongoing programme to provide new street trees, providing additional canopy cover and adding to street ambience as well as improving air quality. Funding is expected to fund approximately 115 trees in 2019/20, from a range of P latanus x hispanica (London Plane); Acer platanoides (Norway Maple); Prunus Hillier Spire (upright Cherry); Pyrus Chanticleer (ornamental Pear); and Betula pendula (Silver Birch)	Y	20,000	20,000	20,000

Scheme	Description	Ongoing from 2018/19?	Proposed LIP Funding (£)		
			2019/20	2020/21	2021/22
Electric Vehicle Charging Points	Provision of charging infrastructure for public use, primarily lamp column chargers. LIP funding is only a small element as funding is also provided by the Council and via the Go Ultra Low City Scheme. Approximately 300 units are expected to be delivered in 2019/20, with 200 in each of the following two years.	Y	10,000	10,000	10,000
Clapham Junction Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area. Measures may include as appropriate: air quality monitoring, last mile delivery actions, cargo bike trials, air quality awareness actions (Clean air day etc.), car free actions, vehicle idling actions, actions with schools in the area, business surveys and actions to support businesses in making local changes to improve air quality	Y	15,000	15,000	15,000
Putney High Street Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area. Measures may include as appropriate: air quality monitoring, last mile delivery actions, cargo bike trials, air quality awareness actions (Clean air day etc.), car free actions, vehicle idling actions, actions with schools in the area, business surveys and actions to support businesses in making local changes to improve air quality	Y	15,000	15,000	15,000
Tooting Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area. Measures may include as appropriate: air quality monitoring, last mile delivery actions, cargo bike trials, air quality awareness actions (Clean air day etc.), car free actions, vehicle idling actions, actions with schools in the area, business surveys and actions to support businesses in making local changes to improve air quality	Y	15,000	15,000	15,000
Wandsworth Air Quality monitoring & actions	To fund air quality improvements not funded from elsewhere and/or match-fund related bids (e.g. MAQF). In air quality focus area. Measures may include as appropriate: air quality monitoring, last mile delivery actions, cargo bike trials, air quality awareness actions (Clean air day etc.), car free actions, vehicle idling actions, actions with schools in the area, business surveys and actions to support businesses in making local changes to improve air quality	Y	15,000	15,000	15,000

Scheme	Description	Ongoing from 2018/19?	Proposed LIP Funding (£)		
			2019/20	2020/21	2021/22
Smart Cities Air Quality Pilots	Using technology and innovation to improve air quality and reduce exposure to traffic pollution. Proposed use of sensors to provide data on pollutant levels and/or traffic movement/parking which could then be shared on an interactive data platform. This platform would enable residents to access information about air pollution in the area and also enable them to provide information to add to the evidence base, e.g. concerning active travel choices, idling offences, poor traffic flow, etc.	N	25,000	25,000	25,000
ULEZ complementary measures	Measures to complement the introduction of the Ultra Low Emission Zone boundary through the borough in 2021. Measures will aim to minimise any adverse boundary effects e.g. via traffic management and raising awareness	N		50,000	
Sustainable Freight	Programme to encourage and enable deliveries by sustainable means including pilot projects e.g. local consolidation and emission-free deliveries.			50,000	50,000
Transport information gathering	Use of interactive public-facing software (e.g. Commonplace) to source information from residents on a range of issues inc demand for cycle parking, pedestrian crossings/dropped kerbs, trees, etc. Also to inform areas for attention under "FUTURE PROGRAMMES" below.	N	6,600		
FUTURE PROGRAMME 1 - reducing traffic dominance in residential streets	Implementation of measures to reduce traffic dominance including filtered permeability. Details of proposals will be informed by the Transport information gathering exercise referred to above.	N		240,000	178,600
FUTURE PROGRAMME 2 – interchange improvements	Measures to improve interchange at key locations identified via analysis of TfL data and community-led suggestions. To include pedestrian and cycle interchange with both bus and rail.	N		238,600	170,000
TOTALS			2,049,600	2,049,600	2,049,600

3.7.5. A number of schemes in Table 8 were identified as requiring mitigation or further consideration at implementation stage, in response to the EQIA and SEA undertaken for the consultation draft LIP. Mitigation is proposed as shown in Table 9 and Table 10. Implementation of schemes will consider these issues.

Table 9: Mitigation in response to SEA

LIP Proposal	Nature of Possible Adverse Impact	Proposed Mitigation
Cycle Parking	<p>Cycle parking in public places could detract from the character of an area, e.g. in historic parks or in the vicinity of listed buildings or structures .</p> <p>Cycle parking could detract from the character of an area, including conservation areas.</p>	<p>Through appropriate design and placement.</p> <p>Through appropriate design and placement.</p>
Cycling schemes	<p>New cycle routes through parks and open spaces could have a potential adverse impact on biodiversity by providing hard surfacing instead of grass/soil.</p> <p>New cycle routes through parks and open spaces could have a potential adverse impact on soil by providing hard surfacing instead of grass/soil</p> <p>New cycle routes through parks and open spaces could have a potential adverse impact on historic or cultural assets (e.g. historic parks, commons) by providing hard surfacing instead of grass/soil</p> <p>Cycling infrastructure could detract from the character of an area, including conservation areas.</p>	<p>Via design e.g. choice of appropriate materials for cycle routes that do not harm biodiversity or the quality of open spaces, e.g. permeable surfacing.</p> <p>Via design e.g. choice of appropriate materials for cycle routes that minimise the adverse impact on open spaces. Note that there is also a positive benefit for soils as the proposal contributes to mode shift from car leading to reduced levels of vehicular pollution reaching soil.</p> <p>Via design e.g. choice of appropriate materials for cycle routes that minimise impact on open spaces, e.g. permeable surfacing.</p> <p>Through appropriate design.</p>
Redeployable vehicle-activated signs programme	Signage and camera infrastructure could have a negative impact on the character of an area	Proposal is for temporary signs to be redeployed in different areas of the borough so any adverse impact would only be for a short period
Electric Vehicle Charging Points	Electric vehicle charging infrastructure could detract from the character of an area, including conservation areas.	Through appropriate design and placement.

Table 10: Mitigation in response to EQIA

Scheme	Group adversely affected	Group positively affected	How affected	Mitigation
Priory Lane	Some disabled people (especially blind and partially sighted people and deaf people)	All, especially children and young people. Some disabled people	<p>Some disabled people (including blind and partially sighted people and deaf people) could be adversely affected by new routes that bring cyclists into close proximity with pedestrians and lead to cyclists travelling in unexpected directions.</p> <p>Children and young people are more reliant on cycling for independent travel and would benefit from more direct and complete routes allowing safer cycling.</p> <p>Disabled people who cycle or who would like to cycle would benefit from the scheme</p>	Design scheme according to current best practice taking into account the needs of all disabled people.
Pedestrian accessibility	Blind and partially sighted disabled people	All, especially many disabled people	All equality groups tend to make a higher proportion of walking trips and would therefore benefit from accessibility improvements. This is particularly the case for many disabled people who would benefit from level pedestrian access. However some blind and partially sighted people may be adversely affected by level access if there is not suitable demarcation of the carriageway and footway.	Design level access schemes in line with current best practice taking into account the needs of all disabled people, including blind and partially sighted people.

Scheme	Group adversely affected	Group positively affected	How affected	Mitigation
FUTURE PROGRAMME 1 - reducing traffic dominance in residential streets	Disabled people (especially blind and partially sighted people and deaf people)	All	<p>Disabled people (including blind and partially sighted people and deaf people) could be adversely affected by new routes that bring cyclists into close proximity with pedestrians and lead to cyclists travelling in unexpected directions (e.g. contraflow or through filtered permeability).</p> <p>All equality groups tend to make a higher proportion of walking trips and would therefore benefit from the better walking environment provided under this programme</p>	Design schemes according to current best practice taking into account the needs of disabled people.
Cycle parking	Disabled people, including blind and partially sighted people	All, especially children and young people	<p>Disabled people (including blind and partially sighted people) could be adversely affected by additional street clutter narrowing the width of footways and obstructing direct routes.</p> <p>Children and young people are more reliant than other groups on cycling for independent travel and would benefit from more secure places to park bicycles.</p>	Via appropriate design and location of cycle parking

Scheme	Group adversely affected	Group positively affected	How affected	Mitigation
Cycling schemes	Some disabled people (especially blind and partially sighted people and deaf people)	All, especially children and young people. Some disabled people	<p>Some disabled people (including blind and partially sighted people and deaf people) could be adversely affected by new routes that bring cyclists into close proximity with pedestrians and lead to cyclists travelling in unexpected directions.</p> <p>Children and young people are more reliant on cycling for independent travel and would benefit from more direct and complete routes allowing safer cycling.</p> <p>Disabled people who cycle or who would like to cycle would benefit from the scheme</p>	Design scheme according to current best practice taking into account the needs of all disabled people.
Cycle Training	Disabled and older people, and women	Children	Disabled people, older people and women are less likely to cycle on average. Children are most likely to benefit as cycling is a main means of independent travel.	Ensure cycle training is promoted to and available for all target groups.
Cycling Promotion and Enabling	Disabled and older people, and women	Children	Disabled people, older people and women are less likely to cycle on average. Children are most likely to benefit as cycling is a main means of independent travel.	Ensure cycle training is promoted to and available for all target groups.
Safer Urban Driving Training	None	All	Target groups are more likely to be vulnerable road users (pedestrians and cyclists) who will benefit from improved road safety	N/A
Wandsworth Air Quality monitoring & actions	None	All, especially children and older people	Children and older people are more susceptible to respiratory ailments	N/A

Scheme	Group adversely affected	Group positively affected	How affected	Mitigation
Electric Vehicle Charging Points	Disabled people, including blind and partially sighted people	All other groups, especially children and older people	<p>Disabled people (including blind and partially sighted people) could be adversely affected by additional street clutter narrowing the width of footways and obstructing direct routes.</p> <p>Children and older people are more susceptible to respiratory ailments so would be positively affected by a greater take-up of low-emission vehicles</p>	Via appropriate design and location of charging infrastructure
Street trees	All, especially disabled people	All	<p>Potential adverse impacts to all groups if new trees provide secluded areas leading to increased perception of crime/danger. Disabled people could suffer from increased obstructions from trees and leaf-fall. However, all groups should benefit from street trees if well-located as they can improve ambience and enhance feelings of personal security overall.</p>	<p>Ensure new trees are well located to avoid potential for crime and risk of creating new barriers to movement. Choose species with low leaf-fall and/or remove fallen leaves through regular street cleansing.</p>
Car Club	Disabled people, older people, young people	All other groups	<p>Generally, all groups benefit from having the choice of car access without ownership, and through reduced parking pressure and car use resulting from car club provision. However, some groups are excluded from becoming car club members (age restrictions apply, and vehicles are not suitable for many disabilities).</p>	Work with car club operators on overcoming barriers to membership for excluded groups

Scheme	Group adversely affected	Group positively affected	How affected	Mitigation
Transport information gathering	N/A	N/A	N/A – data gathering exercise but see final column.	Ensure method of data collection is accessible to all equality target groups.

Risk assessment for the annual programme⁴²

- 3.7.6. Table 11 shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the annual programme. The risk register summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives.

⁴² Requirement R22: Boroughs are required to identify any projects that have significant potential of risk within the planned programme of works and identify any mitigation measures for these high-risk projects.

Table 11: LIP Risk Assessment for annual programme - 2019/20

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Final confirmed LIP funding allocation is lower than anticipated			L	Regular scheme-by-scheme review of projects. Re-scope projects where possible. If funding is reduced and new specification of project not possible within available funds, transfer LIP funding to another priority scheme.	Funding shortage could affect borough's ability to deliver core programmes and hence MTS Outcomes
Ability to secure third party funds for schemes not fully funded via LIP Funding			L	Regular scheme-by-scheme review of projects and funding opportunities. Establish good relationships with third parties.	Project may be delayed or scrapped.
Projects are more expensive than predicted		M		Contingencies are built into timescales and budgets	Delays in delivery or overspend across programme
Public / Political					
Lack of local support for delivery of schemes, e.g. after consultation		M		Early engagement with the public to discuss proposed changes and take their views into account in designs Draw on list of contingency projects, including bringing projects forward, to be implemented if other projects are placed on hold.	Projects either do not get implemented or are implemented in such a way as they do not achieve desired outcomes

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Programme & Delivery					
Projects are delayed due to lack of planning or low staffing levels			L	Ensure projects are fully scoped and planned before starting and that staff will be available	Delays in spend or underspend across programme
Shortage of in-house or external technical skills in some areas (e.g. traffic signal modelling, qualitative research)			L	Identify and address training needs of personnel through annual and ad hoc reviews. Use third-parties where appropriate.	Delays in spend or underspend across programme
Outcome of feasibility studies or detailed design, necessitating changes to schemes or their abandonment.		M		Regular scheme-by-scheme review of projects. Re-scope projects where possible, otherwise transfer LIP funding to next priority scheme.	Delays in spend or underspend across programme
Statutory / Legal/Third Party					
Delays to progress of works – e.g. due to legal requirements or third-party issues			L	Use individual project management to monitor scheme progress. Identify legal or third party requirements early. Contingency planning (e.g. transfer of LIP funding to next priority scheme and return to project later).	Delays in spend or underspend across programme

3.8. Monitoring the delivery of the outcomes of the Mayor's Transport Strategy

Overarching mode-share aim and outcome Indicators⁴³

- 3.8.1. The Council has adopted the suggested target to achieve 82% of trips by walking, cycling and public transport by 2041. This mode-share target is supported by additional targets set to ensure that all the outcomes within the Mayor's Transport Strategy are achieved. These targets are detailed in [Table 12](#). Transport for London will supply the data for assessing progress towards achieving these targets.

Delivery indicators⁴⁴

- 3.8.2. The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C. The information provided will include progress towards the outcome indicators as well as details on delivery of cycle parking, cycle training, cycle and pedestrian infrastructure improvements, road safety training, vehicle charging points, etc.

Local targets⁴⁵

- 3.8.3. The borough has adopted many of the MTS outcome targets as local targets, including short-term targets for mode shift and KSI reduction.

⁴³ Requirement R23: Boroughs are required to set targets against the overarching mode share aim and the nine outcomes using their respective outcome indicators.

⁴⁴ Requirement R24: Boroughs are required to collect this information and submit it to TfL using Proforma C on at least an annual basis.

⁴⁵ See LIP Guidance p.62, paragraph 3.33.

Table 12: Borough outcome indicator targets

Objective	Metric	Borough target	Target year	Additional commentary
Overarching mode share aim – changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	82%	2041	
		73%	2021	Interim target
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	70%	2041	
		47%	2021	Interim target
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	83%	2041	Progress will be dependent on TfL funding for local strategic cycling routes and TfL delivering routes on the TLRN where potential cycle demand is high
		38%	2022	Interim target

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	Down to 81 or less	2022	
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	Down to 59 or less	2030	
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2041 target).	Zero	2041	
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 15-20 per cent.	643m veh km (high)	2041	
		605m veh km (low)		
		756m veh km	2021	Interim target
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	Applies to central London boroughs

Objective	Metric	Borough target	Target year	Additional commentary
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	73,800	2041	Down from 83,018 in 2016.
		81,500	2021	Interim target
Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 203.	39,300	2041	Down from 168,900 in 2013.
		147,600	2021	Interim target
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013.	30	2041	Down from 650 in 2013
		230	2021	Interim target
Reduced particulate emissions.	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013.	PM ₁₀ - 28 PM _{2.5} - 14	2041	Down from 59 (PM ₁₀) and 33 (PM _{2.5}) in 2013.
		PM ₁₀ - 48 PM _{2.5} - 23	2021	Interim targets

Objective	Metric	Borough target	Target year	Additional commentary
A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
More trips by public transport: 14-15m trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16 (250,000 trips per day).	352,000 trips per day	2041	Target is set with the caveat that the main responsibility of major changes in public transport capacity lies with TfL and train companies
		263,000 trips per day	2021	Interim target. See above.
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	-76% (15 min to 3 min)	2041	
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	9.5mph	2041	Baseline of 8.8mph
		9.0mph	2021	Interim target

Objective	Metric	Borough target	Target year	Additional commentary
New homes and jobs				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments Outcome 9: Transport investment will unlock the delivery of new homes and jobs				
		N/A	N/A	No specific targets set