

Local Implementation Plan

April 2011

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Foreword

This document is Redbridge Council's replacement Local Implementation Plan (LIP) for the next 20 years including delivery proposals for the period 2011/12 to 2013/14. It contains the Borough's proposals for implementation of the Mayor's Transport Strategy (MTS) for London. The Borough's proposals cover a range of transport related issues including travel mode choice, economic development, spatial planning, air quality, and crime prevention. The Mayor of London has set the following goals which the Borough must address as part of its spending plan:-



- Supporting Economic Development and Population Growth
- Enhancing the Quality of Life for all Londoners
- Improving the Safety and Security of all Londoners
- Improving Transport Opportunities for all Londoners
- Reducing Transport's Contribution to Climate Change, and improving its resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy.

In order to address the challenges these goals pose, Redbridge has identified the following six high level objectives that set out the Borough's strategic delivery of these outcomes over the period of the LIP and beyond:-

- Promote Sustainable Travel
- Reduce Carbon Emissions
- Improve and Enhance the Local Economy, Enterprise and the Environment
- Optimise Highway Efficiency
- Reduce Crime, Fear of Crime and Improve Road Safety
- Improve Streetscape

These objectives acknowledge the Mayoral policies and the emerging East London sub-regional transport plan as well as existing local policies and plans, allowing us to optimise the funding priorities over each three year plan period in a transparent and effective way. The three year spending plan sets out how the Borough will deliver these outcomes through the following programmes; Neighbourhoods, Corridors and Supporting Measures, Maintenance and Major Schemes. These programmes are intended to provide holistic solutions to localised areas with specific problems in a coherent and flexible way - through understanding of local concerns whilst being mindful of the strategic direction London is headed.

Cllr Mrs Michelle Dunn
Cabinet Member for Highways

LARGE PRINT

LONDON BOROUGH OF REDBRIDGE

LOCAL IMPLEMENTATION PLAN FOR THE PERIOD 2011/12 TO 2013/14.

This document contains the Borough's proposals for implementation of the Mayor's Transport Strategy for London. The Borough's proposals cover a range of transport related issues including travel mode choice, economic development, spatial planning, air quality, and crime prevention.

The document identifies six high level transport objectives and the funding priorities over the next three years that are intended to provide holistic solutions to localised areas with specific problems.

For a free translation phone:	0800 952 0119
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Bashkia e Londrës Redbridge

Plan Zbatimi Lokal për periudhën kohore nga 2011/12 deri në 2013/14.

Ky dokument përmban propozimet e Bashkisë për zbatim nga Kryetari i Bashkisë mbi Strategjinë e Transportit për Londrën. Propozimet e Bashkisë mbulojnë një varg problemesh të transportit përfshirë zgjedhjen e mënyrës së udhëtimit, zhvillimin ekonomik, planifikimin hapësinor, cilësinë e ajrit dhe parandalimin e krimeve.

Dokumenti identifikon gjashtë objektiva të nivelit të lartë mbi transportin dhe prioritetet e financimit gjatë tre viteve të ardhshme dhe ka për qëllim dhënien e zgjidhjeve të përgjithshme për zonat e caktuara me probleme specifike.

Për një përkthim fala telefononi:

0800 952 0119

Për formatin e Shkrimit me Shkronja të Mëdha ose Brail telefononi:

0800 952 0119

محافظة ريدبريدج في لندن (لندن بورو اوف ريدبريدج)

خطة التنفيذ المحلية للفترة 2011/12 إلى 2013/14.

تحتوي هذه الوثيقة على اقتراحات المحافظة لتنفيذ إستراتيجية العمدة للمواصلات في لندن. وتغطي اقتراحات المحافظة مجموعة من القضايا المتعلقة بالمواصلات ومنها خيار وسيلة النقل، التنمية الاقتصادية والتخطيط المكاني ونوعية الهواء ومنع الجريمة.

وتحدد الوثيقة ستة أهداف مهمة وألويات التمويل على مدى السنوات الثلاث المقبلة، التي تهدف لتوفير حلول شاملة لمناطق معينة لديها مشاكل محددة.

0800 952 0119

0800 952 0119

للترجمة المجانية اتصل على الرقم:

للخط الكبير أو طريقة برايل اتصل على الرقم:

লন্ডন বারা অব রেডব্রিজ

২০১১/১২ থেকে ২০১৩/১৪ সময়কালের জন্য স্থানীয় বাস্তবায়ন পরিকল্পনা।

এই কাগজটিতে লন্ডনের মেয়রের পরিবহন কৌশল বাস্তবায়ন করার ব্যাপারে বারার প্রস্তাব রয়েছে। বারার এই প্রস্তাবের মধ্যে বেশ কিছু যানবাহনের সাথে সম্পর্কিত বিষয় অন্তর্ভুক্ত আছে, যার মধ্যে কোন যানবাহনে চলাচল করবেন, সেটা বেছে নেওয়া, অর্থনৈতিক উন্নয়ন, স্থান সম্পর্কে পরিকল্পনা, বাতাসের মান এবং অপরাধ দমন রয়েছে।

এই কাগজটি ছয়টি উচ্চপর্যায়ের পরিবহন সম্পর্কে লক্ষ্য এবং আগামী তিন বছরের জন্য অর্থায়নের অগ্রাধিকারকে চিহ্নিত করেছে যার উদ্দেশ্য যেসব স্থানীয় এলাকার বিশেষ সমস্যা আছে, সেগুলোর প্রযুক্তি বা প্রক্রিয়াগত সমাধান দেওয়া।

বিনাখরচে অনুবাদের জন্য টেলিফোন করুন:

0800 952 0119

বড় বড় অক্ষরে লেখা এবং ব্রেইলের জন্য টেলিফোন করুন:

0800 952 0119

倫敦市紅橋區

2011/12 年至 2013/14 年期間的地方實行計劃

這份文件說明本區政府建議怎樣實行市長的倫敦交通策略。本區政府的建議涵蓋多項與交通有關的問題，包括交通模式選擇、經濟發展、空間的策劃、空氣質素及防止罪案等。

這份文件鑑定出六項高水平的交通目標，及在未來三年的撥款優先次序，以便為有具體問題的地區提供全面的解決方案。

欲索取免費中文譯本，請致電：

0800 952 0119

欲索取大字體或凸字版本，請致電：

0800 952 0119

Municipalité de Londres, Arrondissement de Redbrige. (London Borough of Redbridge)

Plan local de mise en œuvre pour la période allant de 2011/12 à 2013/14.

Ce document contient les propositions de la Municipalité de Redbridge pour la mise en œuvre de la Stratégie du Maire de Londres sur les transports de la Ville. Les propositions de la Municipalité répondent à un éventail de questions liées au transport, y compris le choix de mode de transport, le développement économique, l'organisation de l'espace, la qualité de l'air et la prévention de la criminalité.

Ce document identifie six objectifs de haut niveau concernant les transports ainsi que les priorités de financement pour les trois années à venir. Ces objectifs ont pour but d'offrir des solutions holistiques pour des zones localisées et présentant des problèmes spécifiques.

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Pour obtenir une version en gros caractères d'imprimerie ou en Braille, veuillez appeler le 0800 952 0119.

Δήμος Redbridge του Λονδίνου

Τοπικό Πρόγραμμα Υλοποίησης για την περίοδο 2011/12 ως 2013/14.

Το παρόν έγγραφο περιέχει τις προτάσεις του Δήμου για την υλοποίηση της Στρατηγικής Μεταφορών του Δημάρχου για το Λονδίνο. Οι προτάσεις του Δήμου καλύπτουν μια σειρά θεμάτων σχετικών με την μεταφορά συμπεριλαμβανομένης της επιλογής τρόπου ταξιδιού, της οικονομικής ανάπτυξης, της χωροταξίας, της ατμοσφαιρικής ποιότητας, και της πρόληψης εγκλήματος.

Το έγγραφο προσδιορίζει έξι υψηλού επιπέδου στόχους μεταφορών και τις προτεραιότητες χρηματοδότησης κατά τη διάρκεια των επόμενων τριών ετών που προορίζονται να παρέχουν ολοκληρωμένες λύσεις στις εντοπισμένες περιοχές με συγκεκριμένα προβλήματα.

Για δωρεάν μετάφραση, τηλεφωνήστε:

0800 952 0119

Για Μεγάλη Εκτύπωση ή τηλέφωνο για Τυφλούς:

0800 952 0119

લંડન બરો ઓફ રેડબ્રિજ

2011/12 થી 2013/14 સુધીના સમય માટેનો લોકલ ઈમ્પ્લીમેન્ટેશન પ્લાન.

આ દસ્તાવેજમાં મેયરની ટ્રાન્સપોર્ટ સ્ટ્રેટેજી ફોર લંડન (લંડન માટેની પરિવહન યોજના)નો અમલ કરવા માટેના પ્રસ્તાવો આપવામાં આવેલા છે. બરોના આ પ્રસ્તાવોમાં પરિવહનના પ્રકારની પસંદગી, આર્થિક વિકાસ, જગ્યાઓનું આયોજન, હવાની ગુણવત્તા અને ગુનાની રોકથામ સહિતના પરિવહનને લગતા અનેક વિષયોને આવરી લેવામાં આવ્યા છે.

આ દસ્તાવેજમાં આગામી ત્રણ વર્ષ દરમિયાન પરિવહનના છ સર્વોચ્ચ સ્તરના હેતુઓ તેમજ ભંડોળ માટેની અગ્રતાઓ ઓળખવામાં આવી છે, જેમનો ઈરાદો અમુક ચોક્કસ પ્રકારની સમસ્યાઓ ધરાવતા સ્થાનિક વિસ્તારો માટેના સંપૂર્ણ ઉકેલો પૂરા પાડવાનો છે.

મફત ભાષાંતર માટે ફોન કરો:

0800 952 0119

મોટા અક્ષરોમાં છાપેલ અથવા બ્રેઈલ (અંધલિપિ)માં મેળવવા માટે ફોન કરો:

0800 952 0119

लन्दन बॉरो ऑफ़ रेडब्रिज

2011/2012 से 2013/14 तक स्थानीय परिपालन योजना

इस दस्तावेज में बॉरो द्वारा मेयर की लन्दन के लिए यातायात रणनीति के परिपालन के प्रस्ताव दिए गए हैं। बॉरो के प्रस्तावों में विभिन्न यातायात सम्बन्धित विषय शामिल हैं जैसे यातायात तरीकों का चुनाव, आर्थिक प्रगति, स्थानिक योजना बनाना, वायु की गुणवत्ता और अपराध रोकथाम।

यह दस्तावेज अगले तीन सालों में उच्च स्तर के छः उद्देश्यों व निधिकरण प्राथमिकताओं की पहचान कराता है जिनका ध्येय विशिष्ट समस्याओं वाले स्थानीय क्षेत्रों में सम्पूर्ण हल प्रदान कराना है।

मुफ़्त अनुवाद के लिए फ़ोन कीजिए

0800 952 0119

बड़े प्रिन्ट या ब्रेल के लिए फ़ोन कीजिए

0800 952 0119

ناوجه ی رید بریدج له له ندهن

نه خشه ی جی به جی کردنی مه حه للی بو ماوه ی 2012/2011 تا کو 2014/2013 .
ئە م دوکومینته داخوازی ئە و ناوجه یه ی تیدایه بو جی به جی کردنی ستراتیجی کواستنه وه (نقل)
که سه روکی شاره وانی بو له ندهن دایناوه . داخوازیه کانی ناوجه که باس له زنجیره یه ک مه سه له
ده کات که به یوه ندی به کواستنه وه هه یه که ئە مانه ش بریتین له نیختیار کردنی شیوه ی کواستنه وه،
به هیزبوونی ئابووری، نه خشه دانانی شوین، جووو باشی هه وا وه به ربه ست کردنی تاوان.

دوکومینته که شه ش نامانجی کواستنه وه ی ئاستی به رز دیاری ده کا و هه روه ها مافی بیشخستی
یارمه تی دارایی له ماوه ی 3 سالی ئایینده دا بو مه به ستی دابین کردنی چاره سه ری ته واو بو
ناوجه کان و کیشه تاییه تیه کانیاں .

بو ته رجومه ی به خورایی ته له فون بکه ن بو : 08009520119 .
بو نووسینی قه واره زل و شیوه ی نووسین بو نابیناکان ته له فون بکه ن بو : 08009520119 .

Londono Redbridge'o rajonas

Vietinis planų vykdymas 2011/12m. - 2013/14m. laikotarpiui.

Šiame dokumente pateikiami pasiūlymai miesto mero "Londono transporto strategijos" planams įgyvendinti mūsų rajone. Rajono pasiūlymai apima daugelį su transportu susijusių klausimų, įskaitant transporto priemonių pasirinkimą, ekonominę plėtrą, viešosios erdvės planavimą, oro kokybę bei nusikaltimų prevenciją.

Dokumente išskiriami šeši itin svarbūs transporto tikslai, siūlantys visapusiškus sprendimus numatytoms vietovėms ir jų problemoms) bei jų finansavimas ateinantiems trejiems metams.

Norėdami gauti nemokamą teksto vertimą skambinkite: 0800 952 0119

Norėdami gauti tekstą dideliu ar Brailio šriftu skambinkite: 0800 952 0119

London Borough of Redbridge

2011/12 തൊട്ട് 2013/14 വരെയുള്ള കാലയളവിലേക്കുള്ള ലോക്കൽ ഇംപ്ലിമെന്റേഷൻ പ്ലാൻ.

ലണ്ടനുവേണ്ടിയുള്ള മേയറുടെ ട്രാൻസ്‌പോർട്ട് സ്ട്രാറ്റജി പ്രായോഗികമാക്കുന്നതിലേയ്ക്കുള്ള ബറോയുടെ നിർദ്ദേശങ്ങളാണ് ഈ ഡോക്യുമെന്റിൽ ഉൾക്കൊള്ളിച്ചിരിക്കുന്നത്. യാത്രാരീതി, സാമ്പത്തിക വളർച്ച, സ്ഥലസംബന്ധമായ പ്ലാനിംഗുകൾ, വായുവിന്റെ ഗുണമേന്മ, കുറ്റകൃത്യങ്ങൾ തടയൽ തുടങ്ങി ഗതാഗതവുമായി ബന്ധപ്പെട്ട പ്രശ്നങ്ങളുടെ ഒരു നിരതന്നെ ബറോയുടെ നിർദ്ദേശങ്ങളിൽ ഉൾപ്പെടുത്തിയിട്ടുണ്ട്.

ഗതാഗതവുമായി ബന്ധപ്പെട്ട ആറ് ഉന്നതതല ലക്ഷ്യങ്ങളെയും അടുത്ത മൂന്നു വർഷത്തേയ്ക്ക് പ്രാദേശികമായുള്ള നിശ്ചിത പ്രശ്നങ്ങൾക്ക് പരിപൂർണ്ണ പരിഹാരം കാണുന്നതിലേയ്ക്കുള്ള ഫണ്ടിന്റെ മുൻഗണനകളെയും ചൂണ്ടിക്കാണിക്കുകയാണ് ഈ ഡോക്യുമെന്റ്.

സൗജന്യ പരിഭാഷയ്ക്കുള്ള ഫോൺ:

0800 952 0119

വലിയ പ്രിന്റ് അല്ലെങ്കിൽ ബ്രയിൽ ഫോൺ:

0800 952 0119

Londyńska Gmina Redbridge

Miejscowy Plan Wdrożeniowy na okres 2011/12 do 2013/14.

Niniejszy dokument zawiera gminne propozycje dotyczące wdrażania Strategii Transportu dla Londynu. Propozycje gminy obejmują szereg zagadnień związanych z transportem, tj. wybór metody transportu, rozwój ekonomiczny, planowanie przestrzenne, jakość powietrza oraz zapobieganie przestępstwom.

W projekcie zidentyfikowano sześć bardzo ważnych celów dotyczących transportu oraz priorytetów finansowych na najbliższe trzy lata, które mają na celu dostarczenie kompleksowych rozwiązań dla okolic borykających się z konkretnymi problemami.

Aby otrzymać bezpłatne tłumaczenie:

0800 952 0119

Aby otrzymać tekst dużym drukiem lub w języku Braille'a:

0800 952 0119

London Borough of Redbridge

Local Implementation Plan for the period 2011/12 to 2013/14.

This document contains the Borough's proposals for implementation of the Mayor's Transport Strategy for London. The Borough's proposals cover a range of transport related issues including travel mode choice, economic development, spatial planning, air quality, and crime prevention.

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ਲੰਡਨ ਬੱਚੇ ਆੱਵ ਰੈੱਡਬ੍ਰਿਜ

2011/12 ਤੋਂ ਲੈ ਕੇ 2013/14 ਤਕ ਦੀ ਲੋਕਲ ਇੰਪਲੀਮੈਂਟੇਸ਼ਨ ਪਲੈਨ

ਇਸ ਪਰਚੇ ਵਿਚ ਬੱਚੇ ਦੀਆਂ ਤਜਵੀਜ਼ਾਂ ਦਰਜ ਨੇ, ਜੋ ਇਹਨੇ ਮੇਅਰ ਦੀ ਲੰਡਨ ਦੀ ਟਰਾਂਸਪੋਰਟ ਨੀਤੀ ਨੂੰ ਲਾਗੂ ਕਰਨ ਲਈ ਪੇਸ਼ ਕੀਤੀਆਂ ਨੇ। ਇਨ੍ਹਾਂ ਤਜਵੀਜ਼ਾਂ ਵਿਚ ਟਰਾਂਸਪੋਰਟ ਬਾਰੇ ਕਈ ਗੱਲਾਂ ਨੇ, ਜਿਵੇਂ ਸਫ਼ਰ ਕਰਨ ਦੀ ਪਸੰਦ, ਆਰਥਿਕ ਵਿਕਾਸ, ਥਾਂ ਦੀ ਵਿਉਂਤਬੰਦੀ, ਹਵਾ ਦੀ ਸਫ਼ਾਈ ਅਤੇ ਜੁਰਮ ਰੋਕਣ ਬਾਰੇ।

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London Borough of Redbridge

Местный План Мероприятий на период с 2011/12 по 2013/14 годы.

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Londonska opština Redbridge

Lokalni plan za primenu tokom perioda 2011/12 do 2013/14.

Ovaj dokument sadrži predloge Opštine za primenu unutar Strategije saobraćaja for Gradonačelnika Londona. Predlozi Opštine pokrivaju razne aspekte prevoza, kao što sutip prevoza na raspolaganju , ekonomski razvoj, osals cover a range of transport related issues including travel mode choice, economic development, spatial planning, air quality, and crime prevention.

The document identifies six high level transport objectives and the funding priorities over the next three years that are intended to provide holistic solutions to localised areas with specific problems.

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Gobolka London ee Redbridge (London Borough of Redbridge)

Hirgelinta Qorshaha Xaafadda (Local Implementation Plan) ee xilliyada 2011/12 to 2013/14.

Dukumeentigani wuxuu ka kooban yahay soo jeedinta hirgelinta Gobolka ee Istaraatiijiyada Duqa Magaalada kuna saabsan Gadiidka London (Mayor's Transport Strategy for London). Soo jeedinta Gobolka wuxuu ka kooban yahay arrimo badan ee la xiriira gaadiidka ayna ka mid tahay doorashada habka socdaalka, kobcinta dhaqaalaha, qorsheynta aagga, tayada hawada iyo dabargoynta dembiyada.

Dukumeentiga wuxuu qeexayaa lix ujeeddooyin sare ah taasi oo ku saabsan gaadiidka iyo mudnaanta maalgelinta ee seddexda sano ee soo socota oona loogu talagalay in xal ay u noqoto dhibaatooyinka qaar ee ka jira xaafadda.

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London Borough of Redbridge – Municipio Londinense de Redbridge

Plan Local de Implementación (Local Implementación Pla) para el periodo 2011/12 - 2013/14.

Este documento contiene las propuestas del Municipio para la implementación de la Estrategia de Transporte del Ayuntamiento de Londres. Las propuestas del Municipio cubren una amplia serie de asuntos relacionados con el transporte entre las que se encuentra: la elección del modo de transporte, desarrollo económico, planificación del espacio, calidad del aire y prevención de la delincuencia.

Este documento identifica seis objetivos de transporte de alto nivel y las prioridades de recaudación de fondos en los próximos 3 años, con la intención de proveer una solución holística en aquellas áreas con problemas específicos.

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றெட்பிறிட்ச் லண்டன் பறோ

2011/12 - 2013/14 காலத்துக்கான ஁ள்ளூர் நிறைவேற்றல் திட்டம்.

லண்டனுக்காக மேயரின் போக்குவரவுத் திட்டத்தை நிறைவேற்றுவதற்கான பறோவின் கருத்துக்கள் இந்தப் பத்திரத்தில் ஁ள்ளன. பயண முறையைத் தெரிவுசெய்தல், பொருளாதார அபிவிருத்தி, இடர்தியான திட்டமிடல், காற்றின் தரம், மற்றும் குற்றத் தடுப்பு ஁ன்பன ஁ட்பட பல்வேறுபட்ட போக்குவரவு தொடர்பான விடயங்களை இந்தப் பறோவின் கருத்துக்கள் ஁ள்ளடக்குகின்றன.

அடுத்து வரும் மூன்று வருடங்களில் குறிப்பான பிரச்சனைகளைக் கொண்டுள்ள ஁ள்ளூர் பகுதிகளுக்கு முழுமையான தீர்வுகளை வழங்குவதற்கு ஁ற்படுதப்படும் ஆறு ஁யர்ந்த மட்ட நோக்கங்களையும் நிதி வழங்கல் முன்னுரிமைகளையும் இந்தப் பத்திரம் காட்டுகின்றது.

஁ரு இலவச மொழிபெயர்ப்புக்குத் தொடர்புகொள்ளவும்:

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2011/12 سے 2013/14 کی مدت کے لئے لوکل امپلیٹیشن پلان

اس دستاویز میں بارو کی وہ تجاویز شامل ہیں جو میئر کی لندن کے لئے ٹرانسپورٹ کی حکمت عملیوں کو لاگو کرنے کے بارے میں ہیں۔ بارو کی تجاویز میں ٹرانسپورٹ سے متعلق کئی طرح کے مسائل شامل ہیں جن میں ٹرانسپورٹ کے طریقوں کی چوائس، معاشی ترقی، مکانیت کی منصوبہ بندی، ہوا کا معیار اور جرائم سے بچاؤ شامل ہیں۔

یہ دستاویز اعلیٰ معیار کی ٹرانسپورٹ کے چھ مقاصد کی اور اگلے تین سالوں کے لئے ترجیحی فنڈنگ کی نشاندہی کرتی ہے جس کا مقصد خاص مسائل والے مقامی علاقوں کو مسلم حل پیش کرنا ہے۔

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Quận Redbridge London

Kế hoạch thực hiện tại địa phương từ ngày 2011/12 đến ngày 2013/14.

Tài liệu này bao gồm những Dự Định Để Thực Hiện Các Chiến Lược Về Giao Thông Của Ngài Thị Trường. Những đề xuất của quận bao gồm các vấn đề liên quan đến lựa chọn phương thức đi lại, phát triển kinh tế, quy hoạch không gian, chất lượng không khí, và phòng chống tội phạm.

Tài liệu nhận định sáu mục tiêu giao thông ở mức độ cao và các ưu tiên kinh phí trong ba năm tới được dự định cung cấp giải pháp toàn diện cho các khu vực được nội địa hóa có vấn đề cụ thể.

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1. LOCAL SOCIO-ECONOMIC / DEMOGRAPHIC CONTEXT

1.1 An Introduction to Redbridge

Redbridge is an Outer London Borough formed from the old local authorities of Wanstead and Woodford and Ilford. It is so named because of the old “red bridge” that connected them.

The Borough encompasses over 5,600 hectares of North-East London (see Figure 1.1). and has one of the best living environments in London. Approximately one-third of the Borough lies within green-belt land and there are 16 conservation areas, 129 listed buildings and a variety of statutory designated heritage assets. In total there are 1,200 acres of forest and 600 acres of green space and parks. There are 263,800 residents in Redbridge as of 2008 and the area continues to increase in population size. One of the great strengths of the Borough is the quality of its schools and the consistently high examination results they achieve. The Council has Beacon status for transforming secondary education.

Figure 1.1– London Borough of Redbridge Location Map



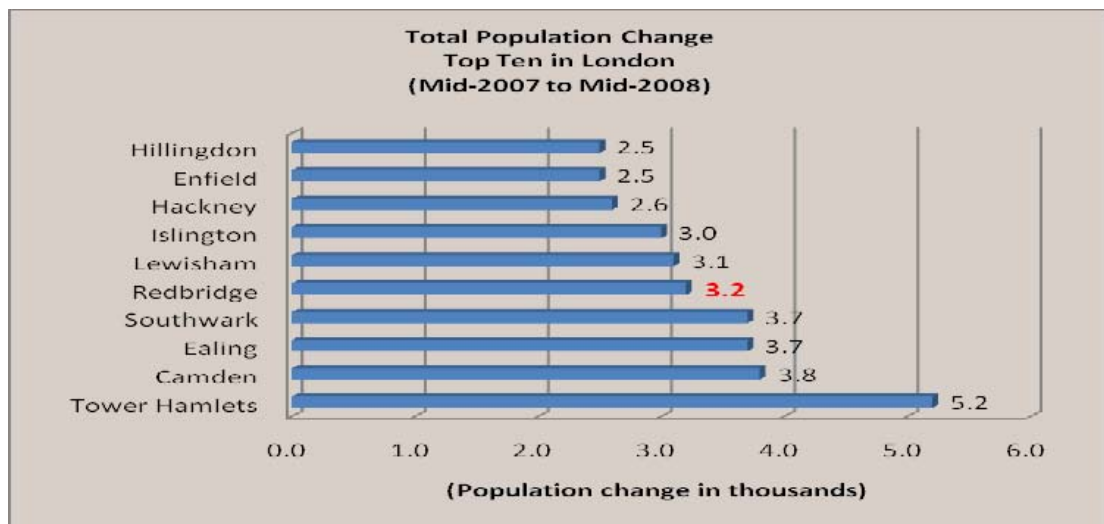
1.2 Population

There were 2.1 million people within the East London Region in 2006, which is substantially higher than the other London sub-regions, and predictions point to a return to peak 1930's population levels over the next 10 years. According to the Sub Regional Transport Plan (SRTP) growth is expected to occur fastest in the East

sub region creating a challenging environment going forward which the LIP is intended to address.

Redbridge is one of the most ethnically diverse authorities in London having seen an increase in population of 19,000 or 8%, since 1991, the 7th highest increase in London. The Council has a target to deliver a minimum of 9,050 new homes in Redbridge between 2007 and 2017, in accordance with the London Plan (2008) and identified within the Local Development Framework. The London Plan (2011) sets a revised target to deliver 7,600 new homes between 2011 and 2021 in Redbridge. Redbridge could experience further population increases if it continues to grow at the same rate as it has historically, see Figure 1.2. The mid 2007 and mid 2008 data shows the population of Redbridge growing faster than the London average.

Figure 1.2 Population Change 2007-2008 of top 10 Boroughs in London



Diversity also exists in terms of housing, employment and leisure opportunities experienced by Redbridge's residents, 70% of whom are of working age, with the greatest number of people living in the Borough in the 16-44 year old category, i.e. of child bearing age. Over half of Redbridge's residents work in other London Boroughs, which leads to a significant demand on the transport networks. On average, Redbridge's residents experience a lower crime rate than the London average which is another attractive factor for growth, particularly from Inner East London.

Redbridge has one Metropolitan Centre; Ilford, which is a recognised major shopping and development centre for North-East London, and is designated as an Opportunity Area in the Mayor's London Plan. With excellent transport links and parking facilities it is well positioned to consolidate its position as a key centre within the Thames Gateway growth area, accommodating approximately 5,000 new homes and 23,000sq.m of new retail floorspace. In addition to Ilford, there are a further five district centres in Redbridge; namely Barkingside, Chadwell Heath, South Woodford, Gants Hill and Wanstead. The London Plan (2011) projects the population of North East London to rise by 340,000 to 1.71 million by 2026. Job numbers are predicted to rise by 290,000 from 2006 to 2026 in the sub region, with growth in Redbridge rising 6.3% in the period 2007 - 2031. The challenges for

Redbridge and East London alike are to plan for this additional growth in a sustainable manner and to ensure that the future transport system will be able to cope with the predicted rise in demand.

Population and the Implications for Transport:

With one of the fastest growing populations in London, and a proposed increase in employment in the East London sub-region, more people will make more journeys, particularly to and from Ilford. Therefore, better links will be needed on routes to the Ilford area and the Crossrail stations to optimise travel mode choice.

Redbridge will examine schemes at housing development sites within the Borough with the aim to provide improved transport connections, accessibility and reduced vehicular trips within these areas.

1.3 Demographic Distribution in Redbridge

In 2001, Redbridge had a population of 238,635 people. By 2008 that had risen to 263,800 comprising 49.3% males and 50.7% females. The average age of Redbridge residents has been reducing over time, with 22% of the population being children (0-15 years) and 7% being over 75 years old. The remainder (71%) comprises people of working age (16-74 years). These percentages are comparable with the average across England and Wales. However the working age group is 4% lower than the Inner London average, particularly in the 20-44 age group. There has been a slight increase in young people within the Borough from 22% in 1991 to 24% in 2001, in parallel with a slight decrease in the over 65's (from 16% to 14%). The average age in Redbridge (37.0 years) is consequently slightly lower than the England and Wales average (38.7 years), but slightly higher than the London average (36.2 years).

Figure 1.3.1 shows Redbridge's age distribution pyramid in 2001 compared to the UK average. It demonstrates that Redbridge has a higher proportion of its population under 50, whilst conversely has a lower than average proportion of people over 65.

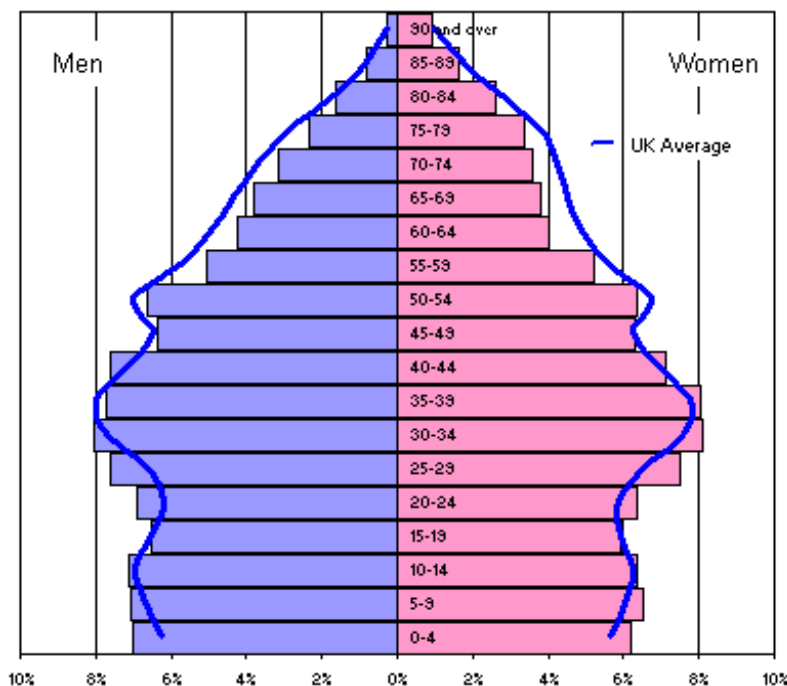
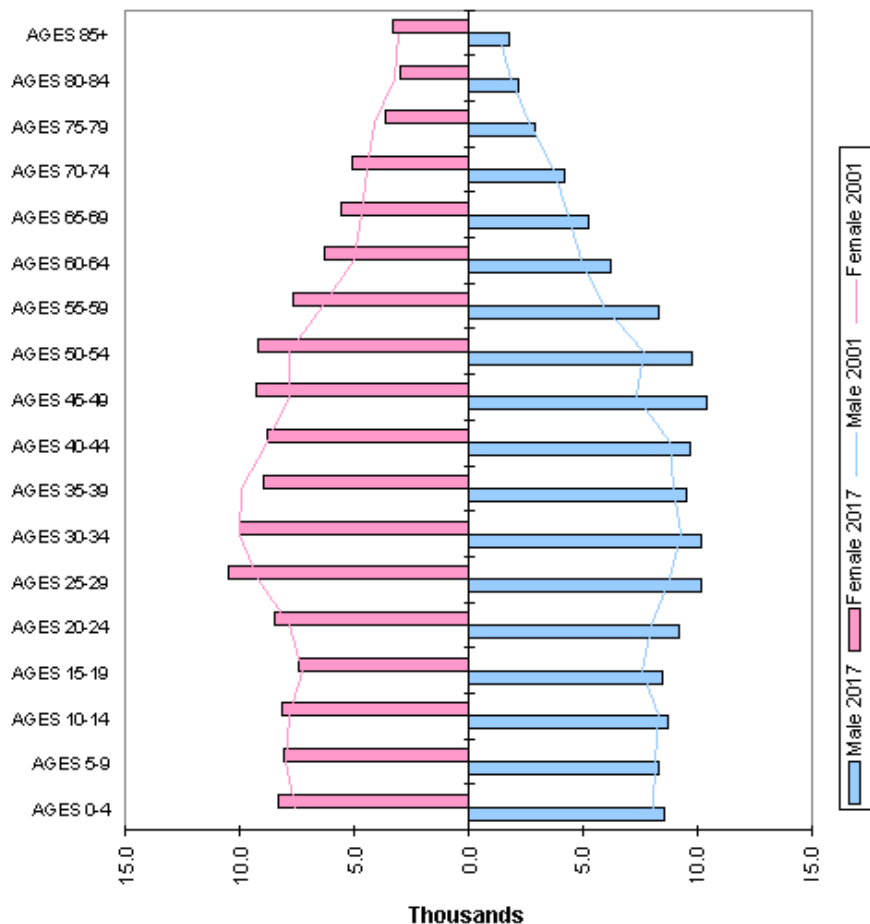


Figure 1.3.1 Age Distribution Pyramid

Figure 1.3.2 shows what the estimated age-distribution will be like in 2017. The 2017 population pyramid broadens at the 45 to 59 age range suggesting that the number of pensioners in the population will continue to increase after 2017. The overall shape of the pyramid suggests a more even distribution of the age groups.

Figure 1.3.2 2017 Age Distribution Pyramid



1.4 Education

Performance of secondary school pupils has been particularly good and is on average higher than the England average, especially with the number of students obtaining 5 or more A* to C grades (66% compared with 53%). Redbridge pupils are more likely than the England average to achieve levels five or higher for Key Stage 3 tests, taken when 13-14 years old. Results show that for Key stage 2 tests taken when pupils are 10-11 years old, Redbridge pupils do slightly better than the average for England.

Demographics and the Implications for Transport:

The population within the Borough is getting younger and largely falls between 16 and 44 years. As this is within the age range that most people start families, it can be assumed that the Borough will have to cope with a greater number of young people travelling to and from school or college, particularly with the excellent results that Redbridge schools receive.

Greater emphasis will need to be placed over time on meeting the needs of school travel, providing transport services to health care and other associated child care needs.

1.5 Ethnicity and Nationality

It is forecasted that by 2010 almost 50% of young people in Redbridge will be from ethnic minority groups. Redbridge benefits from an ethnically and culturally diverse population with 41% of the population in 2009, coming from BME groupings, up 5% since 2001, which is 7.5% greater than the London average (29%). The largest of these groups are the Asian community, making up 25% of the Borough's population, and those of Black origins, making up 8% of the population. The BME proportion has grown significantly since 1991 when it accounted for 21.5% of the total population.

1.6 Religion

Redbridge has a wide variety of religions, with 17% of the population stating they had no or an unstated religion. Around 50% of the population describe themselves as being Christian, which is the 10th lowest in England and Wales, and lower than the London average of 58%. The Borough has some of the highest proportions of Hindus in England and Wales (4th highest) and also has high proportions of other religions (Jewish – 3rd highest in London, Muslim – 6th highest in London, Sikhs – 3rd highest in London).

1.7 Migration

In 2008 Redbridge had the 3rd highest net migration of any outer London Borough and the 6th highest international migration in London. Mid 2008 migration was 900 equating to a 200% rise on the year before. The largest groups migrating to the Borough are from the group of countries that joined the European Union in 2004 (termed A8 and A10 states) as shown below:

- Lithuania 48%
- Poland 40%
- Hungary 6%
- Slovak Republic 5%
- Czech Republic 1%

Over 25,000 people moved into, or within Redbridge, from 1991 - 2001. Of these, 12,000 moved from elsewhere in the UK, 2,000 from outside the UK, 9,000 within the Borough and some 2,500 had no usual address a year before. Nearly half the people migrating to Redbridge were non-white, of which 5,000 people moved to Redbridge from within the UK and 1,000 from outside the UK.

In the same period almost 13,000 people moved out of the Borough so the scale of growth and change in population is significant.

Migration, Religion and Implications for Transport:

With an increasing migrant population, Redbridge will aim to direct schemes through its Smarter Travel programme to establish the transport needs of these groups.

In addition to the above the faith make up of the Borough, similar to London as a whole is changing rapidly. The Borough will aim to tackle the effect of vehicular trips to places of worship, whilst improving accessibility at these sites to support the Mayoral goal of reducing transport's contribution to climate change and enhancing the quality of life for all.

1.8 Indices of Deprivation: Multiple Deprivation 2007

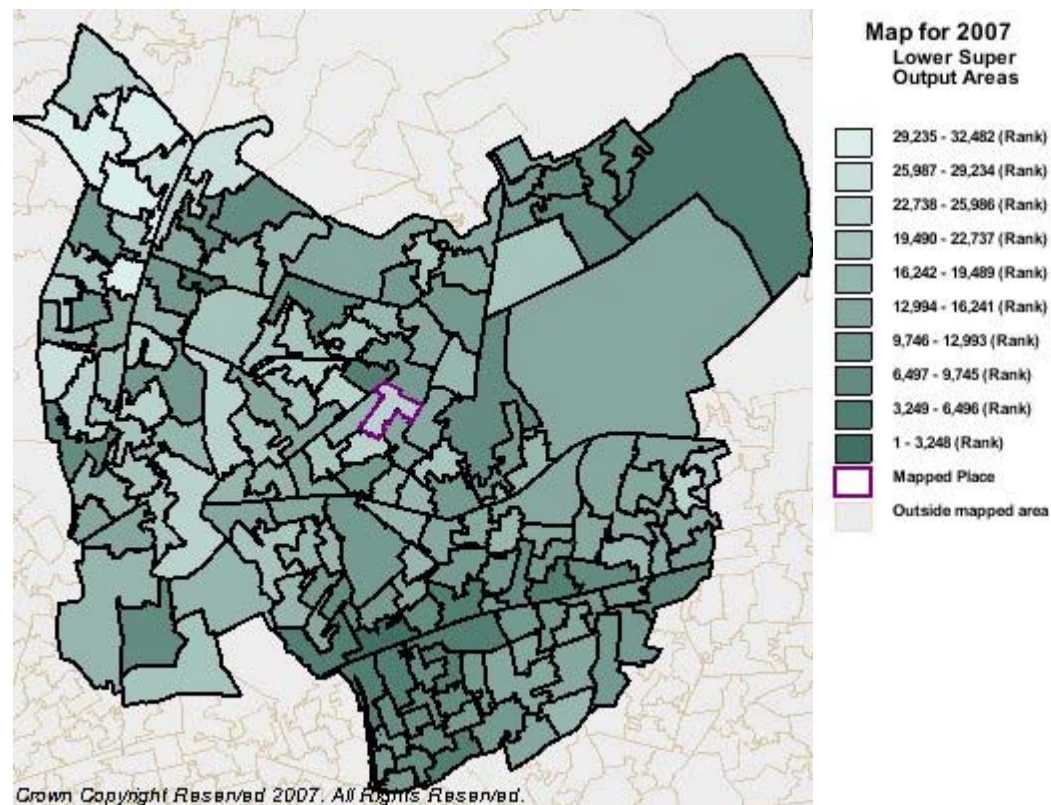
Multiple Deprivation can be measured at the ward and the sub-ward level¹ by a number of different domains:

- ◆ Income deprivation;
- ◆ Employment deprivation;
- ◆ Health deprivation and disability;
- ◆ Education, skills and training deprivation;
- ◆ Barriers to housing and services (e.g. overcrowding, affordability or long distances to services such as a GP or primary school);
- ◆ Crime; and
- ◆ Living Environment Deprivation (e.g. poor housing conditions, low air quality or road traffic accidents involving injury to pedestrians or cyclists).

Out of 354 Local Authorities Redbridge is ranked 143rd. However, there are contrasting levels of deprivation within the Borough, with Monkams ward in the north-west one of the least deprived areas whilst Clementswood in the south is the most deprived area. Figure 1.8 shows the deprivation levels within the Borough

¹ Known as Super Output Areas (SOA's)

Figure 1.8 Deprivation Levels Within Redbridge



1.9 Economy and Employment

Redbridge's local economy has become significantly vulnerable to threats from various quarters, notably Stratford City, raising concerns about sustainable development of the area and the economic and social implications this will have for its diverse communities, especially because:

- ◆ Redbridge ranks one from bottom in terms of offering employment opportunities compared to all the London Boroughs;
- ◆ Some wards in the south of the Borough have unemployment twice the Borough average and relatively significant levels of deprivation. Wages for those who work in Redbridge are on average 12% lower than the average for East London;
- ◆ unemployment in the 16-24 age group is particularly high (22.5%), a situation which is being compounded by the growing youth population;
- ◆ There is poor vitality in the local economy with new firm registrations (in terms of VAT) lower than for East London and only limited opportunities offered to growing businesses locally.
- ◆ Job losses at major employers, such as those within the public sector and their knock-on effects will adversely impact upon the Redbridge economy and unemployment levels.
- ◆ The effect of the recession has seen many small businesses close within Redbridge. However, Redbridge town centres have been relatively resilient in these difficult economic times.

1.10 Employment Status

Within Redbridge there were 113,293 people (66%) working for payment, on a government training scheme, or voluntarily on the 2001 Census day. Most of these people were working full- or part-time. Of those economically inactive (not working), about a third were retired. Between 1995 and 2005, residents in employment rose by 10%, higher than the London average of 7.8%.

However, as of 2008 Redbridge had an unemployment rate of 2.8%, and employment levels were at 66%, well below the Lisbon Treaty level of 70%. There are significant disparities in the rates within the Borough, with Loxford ward at 7.3% and Monkams ward at 1.3%. As a direct result of the recession has meant youth unemployment has risen with a third of 16 – 24 year olds now classed as unemployed.

The patterns of employment of full-time adult students (18 to 74 years) shows that 29.7% of adult students in Redbridge were in employment (almost 3,000) this was similar to the London average of 29.9%, but lower than the England and Wales average of 33.1%. Of the remainder, 63.8% of adult full-time students in Redbridge were not in employment and 6.5% were unemployed (i.e. were available to work, seeking work or waiting to start a new job).

Deprivation, Economic Activity and the Implications for Transport:

Redbridge has greater areas of deprivation in the south than the north. This means that LIP funded schemes in the south of the Borough will place a greater emphasis on providing travel opportunities to centres of economic activity. This complements the Mayoral goal of supporting economic development.

In addition, Redbridge will seek to ensure packages rejuvenate town centres by injecting a sense of place and promoting economic activity through improved transport accessibility and reduced crime and fear of crime.

1.11 Health

According to the 2008 Indices of Deprivation, only 0.6% of Redbridge's sub-wards were in the worst 20% in England.

1.11.1 General Health

The general health of Redbridge's residents, as reported by the Census 2001 is almost identical to the national figures for people's self report of their own health, with 70% rating their health as good, 22% as fairly good, and for 8% as not good.

However, according to Living Streets - a charity for pedestrians - Redbridge residents are among the most inactive in London, which could lead to diabetes and obesity. Living Streets launched its "stepping out" campaign in the Borough in 2008 in order to get the population active and continue to be active locally.

1.12 Disability

Limiting long-term illness (LLTI) is used to describe a situation where illness, health problems or disability affects daily activity or the work a person can do. In Redbridge the percentage of people with LLTI is 16.3%, which is slightly lower than the national average for England and Wales (18.2%), but higher than the London average (15.5%).

1.13 Provision of Care

Health, Disability, Care and the Implications for Transport:

The health of Redbridge residents is in line with the national average, but within London Redbridge is one of the most inactive Boroughs. To address this problem the Borough will seek to use LIP funding to support the Mayoral goal of enhancing the quality of life for all and provide transport opportunities for all through the provision of key walking and cycling networks, better streets and the implementation of travel plans at key sites within the Borough.

The Borough has 23,848 people (approximately 9% of the population) providing unpaid care for others because of illness or old age, of which 68% provide up to 19 hours of help per week. This is similar to the country-wide rate, however there is a slightly greater proportion providing more than 50 hours of care a week.

1.14 Crime

Crime, the Fear of Crime and the Implications for Transport:

The Borough has had some success in reducing overall levels of crime, and is committed to supporting the Mayoral goal of improving safety and security for all. As can be seen from the figures below, crime is higher in the south of the Borough than the north.

Regardless of where crime exists the Borough will ensure, where appropriate, that LIP funded schemes design out crime, ensure that good quality lighting and CCTV are in place and promote schemes which protect vulnerable groups.

1.4.1 Crime and Disorder Statistics

As of November 2009, Redbridge's overall reported crime rate had fallen by about 9% since 2005/6 which is an excellent result. However, as with other cases, there is disparity within the Borough. Clementswood ward has a crime count of 236, to Monkham's 36.

The overall picture conceals the fact that there are areas within the Borough with high crime rates. In the 2004 Indices of Deprivation for Crime, 18.9% of the Borough's sub-ward areas were in the 20% most deprived in England.

1.15 Conclusion

Redbridge is one of the faster growing Boroughs within London. It is a diverse Borough with large disparities between deprived wards in the south, and relatively affluent wards in the north-west.

The extensive BME population means that the cultural mix of the Borough is likely to change significantly in the future with the Asian community expected to become more prominent, particularly in the south of the Borough.

The development of Crossrail will give a direct link to Central London employment opportunities and shopping areas such as Bond Street and reduce travelling time to Heathrow to an estimated 45 minutes.

Tidal commuter patterns to / from Docklands and the City of London by car are prevalent on the strategic road network. Encouragement of transport mode shift to sustainable transport options requires targeted improvements, particularly to Crossrail stations and the Borough will be working with TfL jointly on this matter to deliver effective solutions across both our Highway networks.

We intend to deliver a better connected Borough with its growing population of younger, more ethnically diverse, residents taking advantage of the benefits of their location by providing more travel mode choice through the interventions outlined in this document.

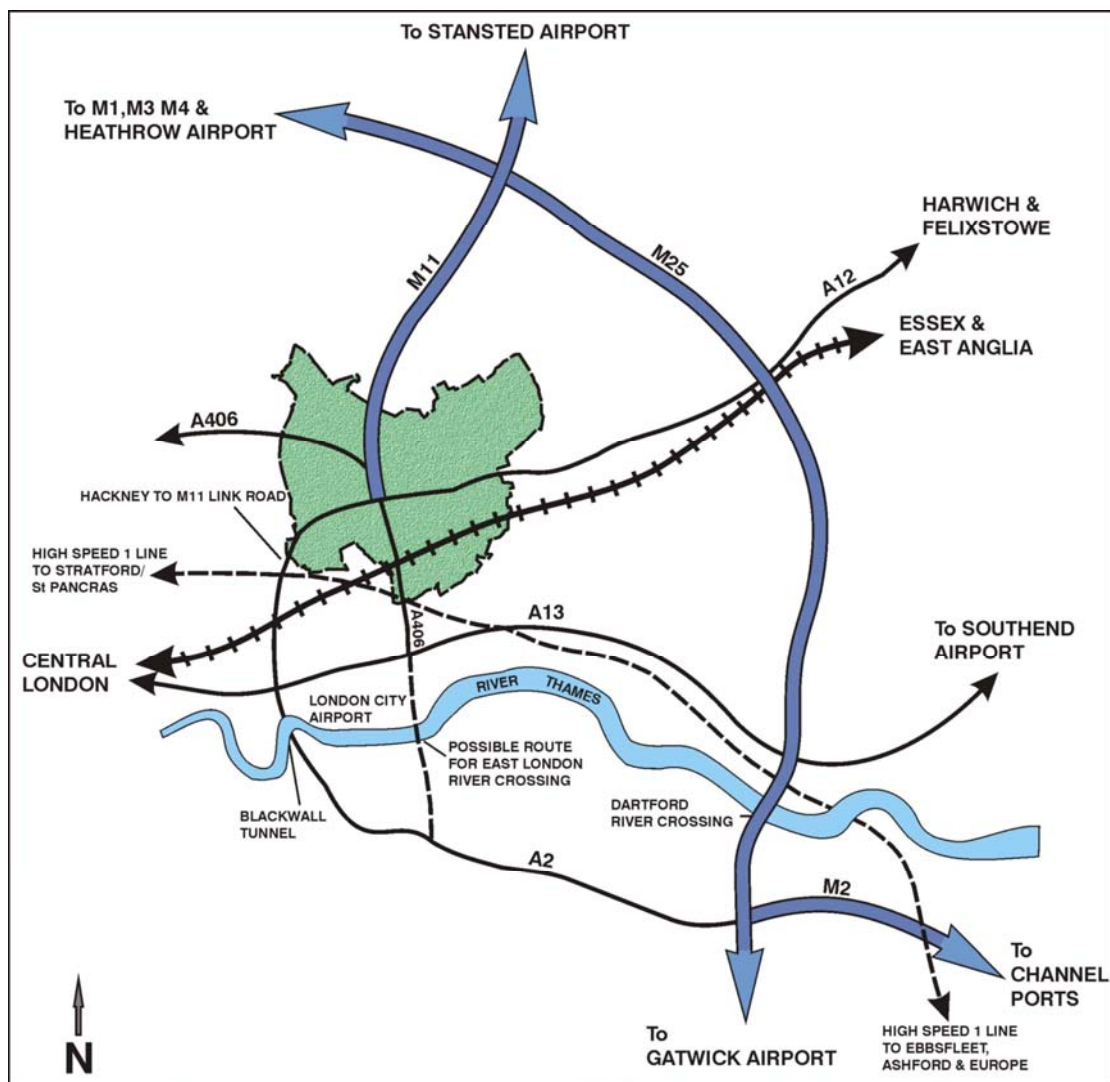
2. LOCAL TRANSPORT CONTEXT

2.1 National and International Links

Redbridge enjoys high levels of accessibility with good rail, underground and road links with central London, the Docklands, Essex and East Anglia. Access to London's Airports is also good, especially London City and Stansted, although accessibility via public transport to Stansted is very poor.

Redbridge also has good links via road to Kent and the Channel ports (via the Dartford Crossing), see Figure 2.1.1 below.

Figure 2.1 Redbridge Link Map



2.2 Airport Links

The closest London airport to Redbridge is London City Airport. The extension of the Docklands Light Railway (DLR) to London City Airport from existing DLR stations improved the links to the airport for the people of Redbridge when it opened in December 2005.

Redbridge does not have direct train links to Stansted Airport, however it is linked directly by coach via the M11. Greater use of Stansted's existing runway will mean that 25 million passengers will need to be catered for a year, which will offer further employment opportunities to the people of Redbridge. New or improved public transport links from the south are vital to accommodate these additional trips. It is also recognised that the expansion of Stansted could increase additional car trips from, and through, the Borough.

Redbridge residents can also reach Heathrow and Gatwick Airports by public transport, through connections in central London via rail/underground. Crossrail will enhance access to Heathrow Airport and the Borough is lobbying for a share of the direct Heathrow connections when Crossrail becomes operational from the Shenfield spur. The international connectivity of Redbridge will increase as it will take under an hour to reach Heathrow from stations in the Borough which will encourage the use of public transport for future airport related trips.



The strengthening of public transport links to airports would offer potential business opportunities by facilitating international trade, and improving access to job opportunities at the airports themselves, or in associated industries serving these international transport nodes, notably at the Heathrow hub (via Crossrail).

2.3 High Speed Rail

Mainline Europe currently boasts 3,480 miles of high-speed railway lines with a further 2,160 miles under construction and 5,280 more miles planned for the future. Britain, meanwhile, has just 68 miles of high-speed lines in operation, between London St Pancras and the Channel Tunnel.

There is some pressure on the UK to catch up with Europe and to offer a serious alternative to air travel by long term commitment to the development of a high-speed rail network that meets the challenges of the 21st century and the Borough endorses this approach.

2.3.1 High Speed 1, Links to Europe.

The people of Redbridge are able to access Channel Tunnel Rail Link train services to continental Europe from London St Pancras. Access to High Speed 1 (HS1) is currently via the existing public transport system to St Pancras or by road to Ebbsfleet.

Negotiations are ongoing to enable rail services from Europe to stop at Stratford as a major interchange station. Should this happen it will allow residents to catch services to the continent from the International Station at Stratford, shown in Figure 2.3.1, making the connections to Paris and Brussels in under three hours from the Borough.

Figure 2.3.1 – High Speed 1 Route Map



2.3.2 High Speed 2, Links to the Midlands and the North.

The Government is currently investigating the route options for an extension of the high speed rail network to connect the Midlands and beyond to the European rail network. Following ministerial approval, a public consultation is underway which may lead to parliamentary approval of the route. Detailed design would need to follow and construction of the London-Birmingham section could begin as early as mid-2018. This is estimated to require six-and-a-half years, with a further year to finish testing. Reconstruction of Euston station and preparation of related infrastructure is expected to require the full length of the construction period to complete. Opening would be at the end of 2025 at the earliest.

Figure 2.3.2 – High Speed 2 Route Map

Redbridge, several other London Boroughs and a number of transport organisations will continue to lobby for a direct through connection between the Crossrail interchange at Old Oak Common and St Pancras, rather than Euston. There appears to be a network disadvantage for users with HS2 terminating at Euston rather than connecting with High Speed 1 to offer through routes to the Continent.

The Borough will continue to lobby the Government for a role for Stratford International in the High Speed network.



2.4 Crossrail

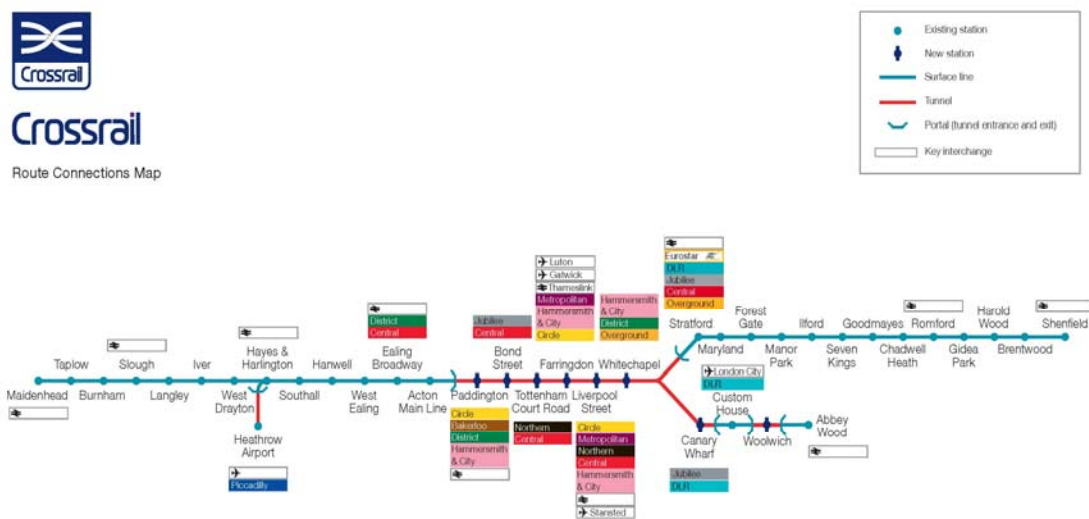
Crossrail is a project to build a new east-west railway connection under central London, with one connection to the west and two to the east. It would be built to regional rail standards and connect to existing main lines. The most optimistic construction timetable would see the first stage opened around 2018 with the Shenfield spur by 2019.

One of the eastern connections of the Crossrail scheme would run between Ilford, Seven Kings, Goodmayes and Chadwell Heath, serving also Stratford and stations on the Great Eastern line to Shenfield. In the peak hour, the number of trains serving Ilford station will rise from 16 to 18 trains. However, only 12 of those will be run by Crossrail, the remaining 6 will be operated by whichever company operates the Greater Anglia franchise. Longer trains and increased service frequency will provide a substantial improvement to the capacity on this line to the benefit of Redbridge users.

The original Crossrail proposals involved rebuilding Ilford station but this was subsequently put forward as a Comprehensive Spending Review saving in 2010, a decision which the Borough is currently lobbying against. However Crossrail will provide a substantial station upgrade at Ilford including step free access at Ilford and Goodmayes stations. Platforms will be lengthened at Goodmayes and Chadwell Heath and there will be general improvement to security (lighting and CCTV) and cycle parking at all the stations.

Crossrail will free up capacity in Liverpool Street station and this will in turn offer Redbridge residents / businesses better interchange opportunities there from 2019. This will particularly benefit city fringe commercial opportunities accessible via the Circle and Central line services.

Figure 2.4 Crossrail Route



2.5 Ports

Ports on the east coast (i.e. Felixstowe and Harwich) and the south-east coast (i.e. Dover and Folkestone) are accessible through the A12, M25 and M20 via the Dartford Crossing respectively. Rail and bus/coach services are also available to ports, although, not directly from Redbridge.

2.6 Road Network

There are approximately 1,800 roads in Redbridge, most of which are managed by the Council. The Highways Agency manages the M11 Motorway, whilst key routes, known as the Transport for London Road Network (TLRN) are the responsibility of Transport for London. These TLRN routes, namely the A406, A12 and A1400, are also known as "red routes". Redbridge's position on the north-eastern edge of London contains some vital road transport connections in the regional context. The M11, A406 North Circular Road and A12 Eastern Avenue facilitate access to the Borough's business, education and residential zones from other areas of London and East Anglia. However, it should be noted that sections of these roads experience congestion in the morning and evening peak periods and at certain times over the weekend.

Congestion is a general issue for the Borough's road network, however this is experienced more acutely on the M11, A406 and A12. New developments in the Borough, the wider East London sub-region and outside the London area could further increase the congestion levels currently experienced.

Though these particular roads benefit the Borough's business and residential communities, they carry a large proportion of traffic originating outside Redbridge, which merely passes through, to and from Central London and the Docklands area.

There is a particular TLRN network problem area identified in the East London sub-region transport plan concerning a.m. peak hour congestion on the A12 Eastern Avenue approach to the A406 North Circular Road. To address this issue the Borough is lobbying for a permanent solution along this important corridor node including junction improvements and the replacement of the flyover at Redbridge roundabout.

Typically, on the strategic road network the weekday peak periods constitute the times when road traffic levels cause appreciable congestion resulting in local access problems. This problem is compounded in the morning peaks during school term times. Additionally, retail related traffic around Ilford Town Centre can be a major source of congestion on Saturdays throughout the year and particularly during the winter season.

The A123 Ilford Lane - Cranbrook Road / A1400 Woodford Avenue route has been identified as a sub regional corridor with particular strategic connectivity to Ilford and the A118 High Road has similarly been identified as a sub regional corridor with particular strategic connectivity to Romford. These two routes have been identified for LIP investment in the first tranche of funding as Orbital Corridor 2 and Radial Corridor 1 respectively.

Residents of urban areas are increasingly concerned with the impact of freight servicing on the environment and their neighbourhoods. To assess the impacts and identify and prioritise mitigation measures a Borough Freight Strategy has been produced and forms part of the background of strategy supporting the LIP.

2.8 Underground Network

There are 10 Underground stations within the Borough, all of which are on the Central Line. Three stations are on the mainline to Epping – namely Snaresbrook, South Woodford and Woodford – and seven stations are on its Hainault Branch – namely Wanstead, Redbridge, Gants Hill, Newbury Park, Barkingside, Fairlop and Hainault. Grange Hill is also on the border with Epping Forest. None of these provide interchange with the mainline railway network. These stations are geographically spread in the northern half of the Borough.



Figure 2.6.1 Underground Network

The combination of national rail and Underground rail services in the Borough offer residents and businesses good access to public transport with all 14 stations offering frequent services to Stratford and on into Central London with reasonable bus interchange facilities. Bus interchange is particularly good at the four Central Line stations along the A12 Eastern Avenue (Wanstead, Redbridge, Gants Hill and Newbury Park) and at Ilford. Redbridge and Newbury Park interchanges also benefit from having bus stopping facilities within the stations.

2.9 Docklands Light Railway

Redbridge is in easy reach of the Docklands Light Railway system at Stratford with its connections to destinations in the City, Docklands (Canary Wharf / City Airport), Lewisham, Woolwich Arsenal, Beckton and Stratford International (Stratford City / Olympic Village).

2.10 Bus Routes

The Borough is comprehensively served by buses; see Figure 2.11.1, through a total of over 25 routes by day, and 7 night services. However there is potential to provide new links and improve bus stop waiting environments by installing bus boarders and accessibility clearways. Furthermore, on most services, there is scope to increase passenger usage by improved service penetration and frequency. To date, 30% of all the Borough's bus stops are accessible and a programme of work continues to build on this with the aim that all bus stops have 24 hour no waiting and loading plates and bus stop markings.

The Borough is committed to lobbying TfL for an additional, or diverted, bus route that would serve the Fairlop Waters leisure development and the Redbridge Cycling Centre in Forest Road. As can be seen from the Public Transport Accessibility Level map in Figure 2.24.1 connectivity is relatively poor in the north east of the Borough. Sustainable access to these leisure developments and other important local destinations such as Queens Hospital in Romford is constrained by the lack of public transport.

It is thought that local bus patterns will need to be altered significantly when Crossrail becomes operational as commuters adjust their route to work (and even move house) to take advantage of the capacity improvements, the choice of destinations and time saving this new route will bring. A general reversal of the current interchange from Seven Kings / Ilford to Newbury Park / Gants Hill may require repositioning of bus stops near these stations to optimise peak hour pedestrian flows.

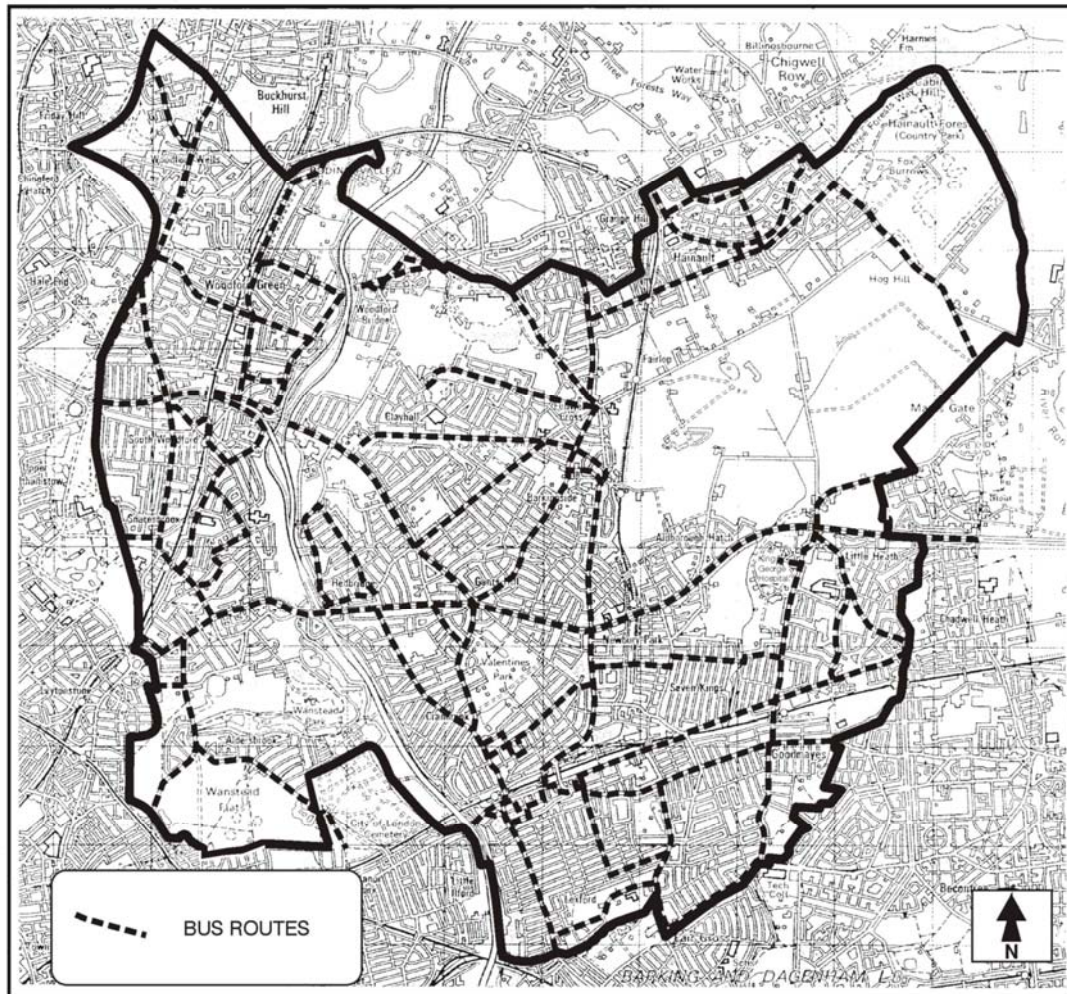
2.11 IBUS

Redbridge fully supports the introduction of IBUS and would encourage TfL to provide all bus shelters in the Borough with the new IBUS technology.

In 2011 TfL will be introducing a new, improved Countdown system for all of London's bus stops via text message and web. A new generation of Countdown signs will also be provided at key bus stops and major health centres such as the Loxford Polyclinic.

The latest service information will be available using the mobile web or the internet with search facility available by street name, area and postcode. As part of joint working initiatives we will seek to install this technology in shopping malls, hospitals and similar high profile locations to encourage bus use.

Figure 2.11– Bus Routes in Redbridge



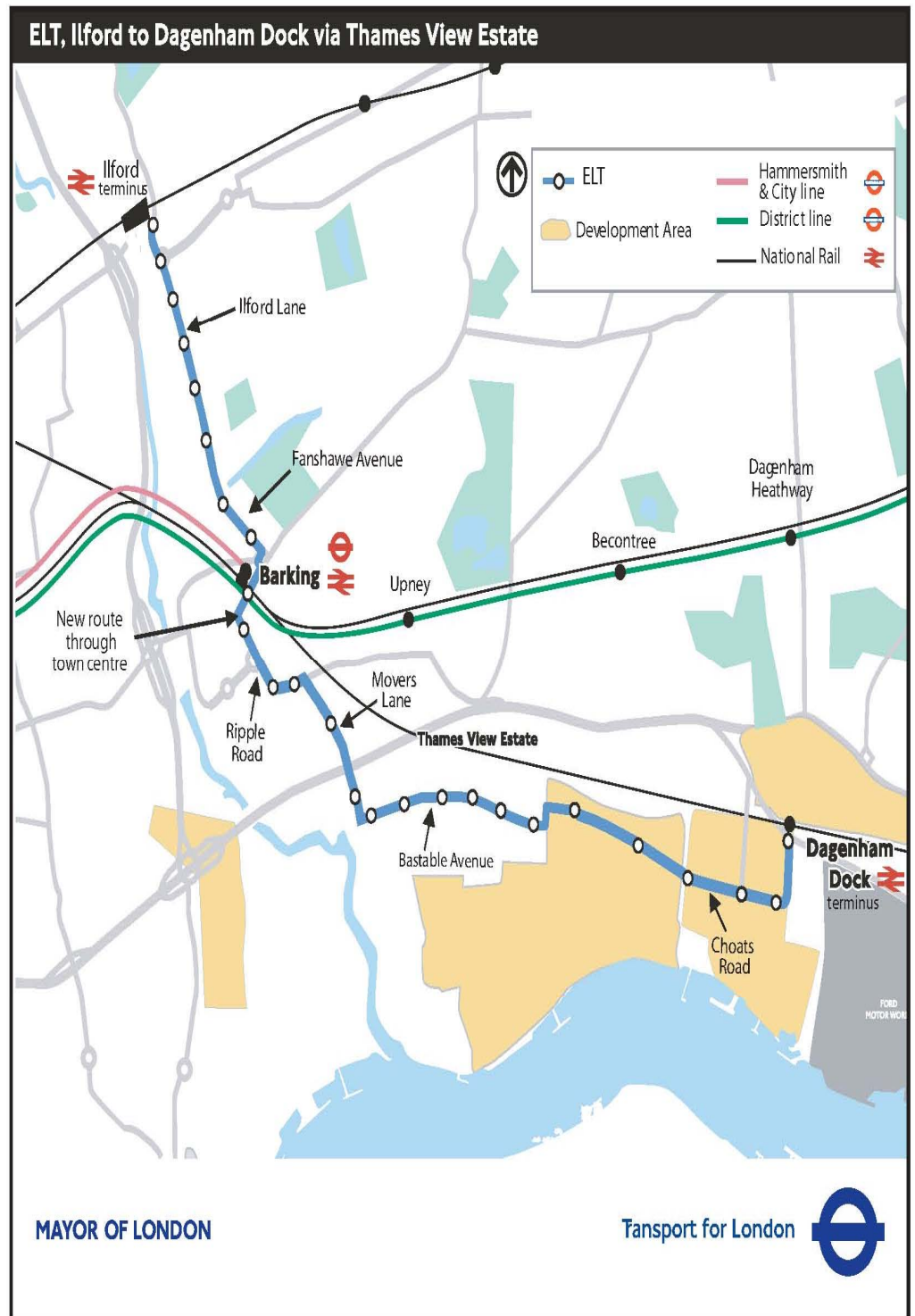
2.12 East London Transit



East London Transit (ELT) services began running between Dagenham Dock and Ilford in February 2010. As a result of TfL's £33 million investment, Ilford Lane was transformed using high quality street furniture, lighting and paving materials. Parking was rationalised and high quality bus stops and waiting areas were installed. As an additional measure, a bus only right turn, from the High Road into Cranbrook Road, has been installed which has resulted in a 3 minute journey saving for buses on routes 123,128,167,145,150,179,364,366 and 462 in the Ilford area.

The second phase of ELT services, from Barking town centre to Dagenham Dock via Barking Riverside, recently received £18.5m in additional funding from the Homes and Communities Agency and is expected to begin in 2011, with services starting in 2013. Figure 2.12 shows the current route.

Figure 2.12 ELT Routing



Challenges and Opportunities for Public Transport and International Links:

By 2019 Redbridge will be better connected to job opportunities in Central London and the Isle of Dogs, Heathrow international hub and National Rail stations such as Paddington and Stratford by Crossrail. The challenge for the Borough will be to capitalise on the benefits of reduced journey times to these major attractors from the four stations in Redbridge. This could lead to businesses relocating to the Borough resulting in an increase in the working population, or more likely to offer workers from these areas an attractive and convenient place to live and send their children to school. Sub-regional estimates indicate an additional 110,00 jobs will be created at the Isle of Dogs and a further 50,000 at Stratford by 2031, largely due to the effect of Crossrail.

Some local retail opportunities may be lost due to increased capacity and reduced travelling time to key shopping centres such as Bond Street, Stratford City (Phase One opening in 2011) and Romford. However a decline in shoppers or those seeking to use Ilford for leisure purposes reflects more choice and opportunity for local people.

The other challenge facing Redbridge is that Ilford will experience a greater movement of commuters in the AM and PM peaks to Central London using Crossrail. As a result Ilford town centre and its bus (and cycle) networks may need to be redeveloped to cope with its emerging role as a major interchange.

The Borough also has an opportunity to develop the Hainault and Fairlop areas as a leisure hub with the Cycling Centre, Fairlop Waters development and Redbridge Sports Centre all located along Forest Road. The Borough is committed to lobbying TfL to provide a bus route extension along this road to service these facilities.

2.13 Walking Networks

The Borough is involved in a Cross London Strategic Walking Partnership which is currently completing and promoting the following six Strategic Walking Routes:

- ◆ London Outer Orbital Path (LOOP);
- ◆ Strategic Walking Routes
- ◆ Capital Ring;
- ◆ Thames Path;
- ◆ Jubilee Walkway;
- ◆ Green Chain Walk; and
- ◆ Lee Valley Walk.

These routes cover over 500km of walking routes in the Greater London Area, and cross nearly all of the London Boroughs, including Redbridge. Funding has been provided for a range of works to complete and promote these routes to a given standard. Enhancements to the local walking network in recent years have included the Safety in the Vicinity of Schools Initiative, the Local Sustainable Access Improvements Package, measures to help people with disabilities, signage upgrades, implementing surface repairs on Public Rights of Way, and Ilford Town Centre improvements.

Within the East Sub-Region, clusters of existing walking trips, shown in Figure 2.13.1 by origins (below, left) and destination (below, right) can be seen around Ilford and towards Barking and East Ham town centres. Otherwise current walking trips are dispersed across the Sub-Region. This aligns with the prominence of Ilford and Stratford as Metropolitan Centres attracting multiple commercial and amenity short trips.

Figure 2.13.1 Existing Walking Trips

*By Origins

* By Destination

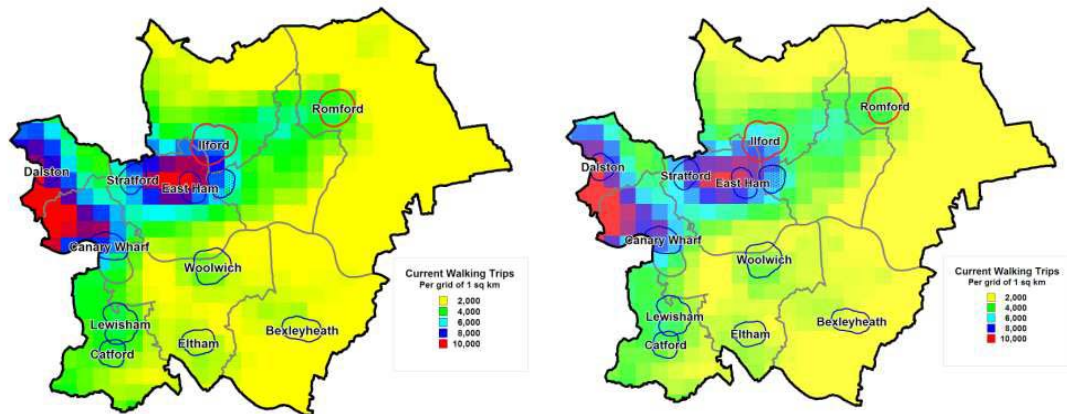
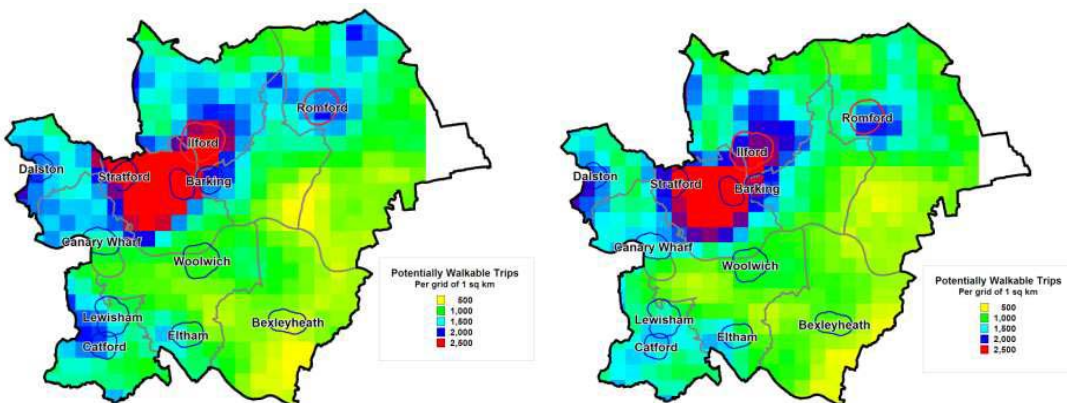


Figure 2.13.2 shows potentially walkable trips by trip origin (below, left) and destination (below, right) in the East Sub-Region. The general changing of colour from yellow to green and spread of blue indicate that our district centres need not be car dependent but much behavioural change work is needed to realise the potential benefits of walking throughout the suburban core of the Borough.

Figure 2.13.2 Potentially Walkable Trips

*By Origins

* By Destination



The targeted investments set out in the Delivery Plan (See 5.2) are intended to start this process by investing funding into the key A118 and A123 Corridors and Ilford, Wanstead, Gants Hill and Chadwell Heath Neighbourhoods where potential for high return on walking programmes is greatest.

In addition, since 2007 Redbridge has a dedicated officer who sits on the Mayor’s Strategic Walking Core Delivery Group. The aim of this group is to spread best practice which comes from those Boroughs the Mayor has deemed “exemplar”. Redbridge has a phased approach to implementing town centre walking improvements, as shown in the table 2.13.3 below.

Table 2.13.3 Key Town Centre Walking Routes

Town Centre	Year	Funding
Barkingside	2006-2008	£700,000
Wanstead	2007-2009	£800,000
Woodford	2010-2011	£800,000
South Woodford	2010-2012	£2,600,000
Manford Way (Proposed)	2012-2015	£3,000,000

2.14 Wanstead: A Key Walking Route Success



Wanstead’s award winning key walking route has seen significant increases in walking of 122% across a newly lit park. The scheme took a holistic approach to its implementation and looked at how different modes of transport interacted. As well as increasing walking, the scheme installed parking restrictions to improve



bus journey times, new cycle parking at key locations and improved footway condition. The aim for further key walking routes in Woodford and South Woodford is to reduce car trips to shopping areas, improve safety, reduce crime and



help encourage active transportation modes for their health benefits. It is proposed that the Manford Way scheme would not only build on past successes, but have large shared surface areas and on street electric vehicle charging points. It is believed that these benefits will enhance the economic viability of the town centre as well as

improve the pedestrian environment. The Borough worked with Living Streets to promote Wanstead to the wider public through the “Stepping Out” project, which advertised the health benefits of walking alongside the newly built infrastructure.

Figure 2.14 TfL Best Practice Leaflet 2010 – Wanstead

Wanstead

Key facts: Newly re-laid pavements, new crossings, new street lighting, local landscaping

Benefits: Pedestrian numbers using Christ Church recreation green during day up 75%

Pedestrian numbers using Christ Church recreation green at night up by 122%

Christ Church recreation green perceived to be safer, more inviting by pedestrians

Upcoming: Woodford & South Woodford

Improving the walking environment

Wanstead

For more information on walking in London visit www.tfl.gov.uk/walkingimprovements

Please continue to enjoy walking in Wanstead. For more information on walking in your local area visit www.tfl.gov.uk/walking

MAYOR OF LONDON Transport for London

Improving the walking environment by focussing on Key Walking Routes

Transport for London (TfL) and London Borough of Redbridge have improved your local walking environment. This has been achieved through a new concept called **Key Walking Routes**.

Key Walking Routes **link important local destinations** such as stations, schools, surgeries and shops in your local area of London through high quality walking conditions. Implementing a Key Walking Route involves a **wide selection of improvements** including widened and resurfaced pavements, new and improved crossings with more accessibility features, new street lighting that benefits pedestrians as well as motor vehicles and possibly new seating and wayfinding alongside landscaping. Key Walking Routes can also support local regeneration measures by encouraging people to walk and spend locally.

A number of Key Walking Routes are underway across London as our plans to encourage more people to walk move forward.

Key Walking Routes - Wanstead High Street

- Getting the Basics Right!**
 - Wider, better quality pavements
 - More seating and rest stops
- Urban Makeover**
 - Removal of street clutter and graffiti
 - More greenery and street trees
 - Wider, better quality pavements
 - More seating and rest stops
- Behaviour and Awareness Measures**
 - School and workplace travel planning
 - The In with local GP's and NHS to promote health benefits
 - Ongoing street maintenance programmes
- Safety/Security Measures**
 - Well-lit streets and paths
 - Higher quality environment encourages more walking
 - More pedestrians leads to greater passive surveillance in the park
- Traffic Measures**
 - Direct, surface level crossing where possible

Wanstead High Street in the London Borough of Redbridge is the first completed Key Walking Route project. This Key Walking Route emphasised personal safety, especially for pedestrians using Christ Church recreation green. The results from this first project have been hugely encouraging and support rolling out more Key Walking Routes in the borough and across London.

Read about other walking improvements in your local area and across London by visiting www.tfl.gov.uk/walkingimprovements

2.15 Wayfinder/ Legible London

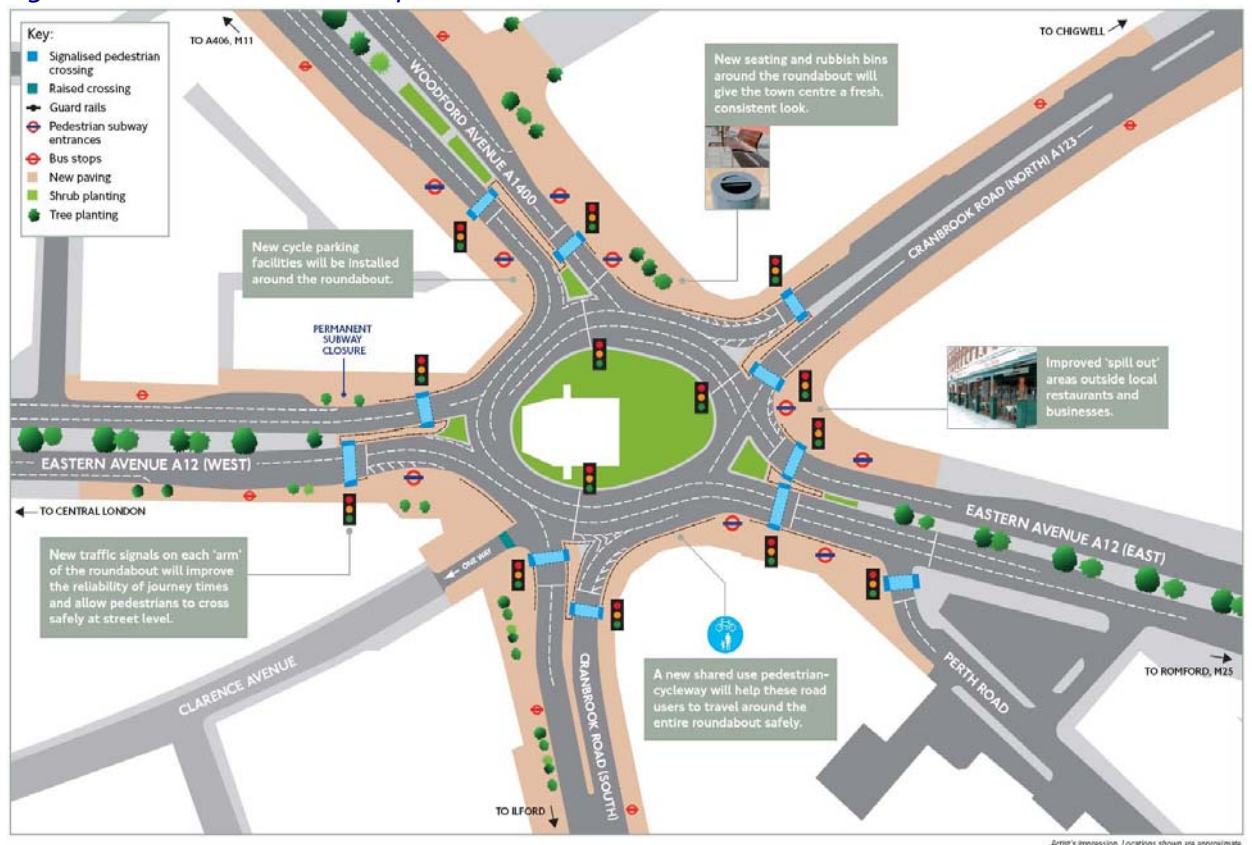
Redbridge fully supports the roll out of the wayfinder boards across London, and is proposing to install these information panels in Gants Hill, South Woodford and Ilford.

2.16 Gants Hill

London Borough of Redbridge in partnership with TfL overhauled Gants Hill Town Centre as part of a £7.2 million investment programme aimed at improving traffic flow and the pedestrian environment as depicted in the illustration below. The works completed in October 2010, consisted of:

- A pedestrian walkway/cycleway around the roundabout
- Improved lighting and new traffic signals on the roundabout
- Guard railings and a high friction, anti-skid road surface
- CCTV to improve traffic control and journey time reliability
- A number of street-level pedestrian crossings
- New 'spill out' areas outside local businesses

Figure 2.16 Gants Hill Redevelopment



The signalisation works were designed to improve traffic flow reliability and in particular the north/ south regulation of traffic flow which should improve bus journey times on this route through better journey predictability.

Challenges and Opportunities for Key Walking Routes and Street Scene:

The Borough faces the challenge of providing key walking routes in the main centres and shopping parades. It is committed to the introduction of Legible London linking Gants Hill with Ilford and plans to use this type of infrastructure in other town centres, notably South Woodford in the future.

Redbridge continues to be committed to a pragmatic street scene, using good quality materials that can be easily maintained, and featuring de-cluttered streets and rationalised signage. The Borough is also dedicated to identifying “routes to” centres of activity, such as High Streets or schools. The aim is to reduce short car trips by promoting walking and cycling and the development of more shared space areas to civilise all road users’ behaviour.

Residents’ concerns are crucial to the development of schemes and are included in the design process through formal consultations and third party surveys by residents groups and external studies by groups such as Living Streets. These findings have been successfully incorporated into major scheme bids in Wanstead and Manford Way which make a more compelling case for funding.

Walking schemes benefit the micro-environment by removal of clutter and obstructions, widening footways, providing crossing places on desire lines and creating better and greener places where people can enjoy the available public space.

2.17 Cycling in Redbridge - a Biking Borough

Cycling in Redbridge has been revolutionised over the last 5 years with a variety of infrastructure projects, and high profile events. The largest single piece of



infrastructure to open in the Borough was the £4.5 million Redbridge Cycling Centre at Hog Hill, opened by the Mayor of London in August 2008. This site is the premier cycling facility in London with races and meetings held on a regular basis. As a result of the Cycling Centre Redbridge has been the first London Borough to benefit directly from the Olympic legacy.

There are currently 40km of cycle network in the Borough, forming part of the London Cycling Network (LCN).

The Roding Valley Way, which is a strategic cycle route linking Essex to the river Thames, runs through the Borough along the river Roding. This scheme is due for completion in 2012, and has been largely constructed through funding awarded via the Thames Gateway London Partnership.

In January 2010 Redbridge became a “Biking Borough.” This has heavily influenced Redbridge’s own cycling strategy which was approved by Cabinet in July 2010. The main aims of the cycling strategy are:

- To offer cycle training for people of all ages
- Increase secure cycle parking provision
- Deliver road enhancements to make cycling routes more convenient
- Support innovative cycle schemes which promote cycling
- Increase mutual awareness and respect between cyclists, pedestrians and other road users
- Promote cycle links and interchanges
- Optimise the contribution to cycling from other schemes.

In August 2010 Redbridge hosted the Mayor of London’s Sky Ride, which saw over 5,000 people take part in the largest event of its kind the Borough had ever hosted. This, in conjunction with the Borough’s continued support for a Cycle Superhighway to Ilford, highlights the Borough’s commitment to London’s fastest growing mode of travel.

The Biking Borough project is intended to deliver a step change in levels of cycle use in the target area, the Snaresbrook and South Woodford Cycle Hub. Investment will target both physical barriers and behavioural attitudes to cycling to increase cycling trip rates within the hub from the current 1% to around 6% by 2014.

Particular target groups have been identified - post school / first job; retired / teenagers outside of school; leisure / retail / personal business – particularly food retail trips. A competition between local supermarkets to encourage daily shopping for fresh food and a healthy living style will be one of the initiatives trialled as part of the Biking Borough programme.

2.18 Roding Valley Way

The Roding Valley Way (RVW) footway cycleway project has been underway for several years as a multi Borough scheme to address the severance caused by the M11 motorway and A406 North Circular Road alongside the River Roding. The route runs from the Essex / GLA border to the River Thames and is now 80% complete.

The Borough led on the Thames Gateway London Partnership Roding Valley Way project for several years until this partnership funding was withdrawn by TfL ‘s Partnership restructuring arrangements. This is demonstrated by the logo competition run for the route in schools across the three participating Boroughs.



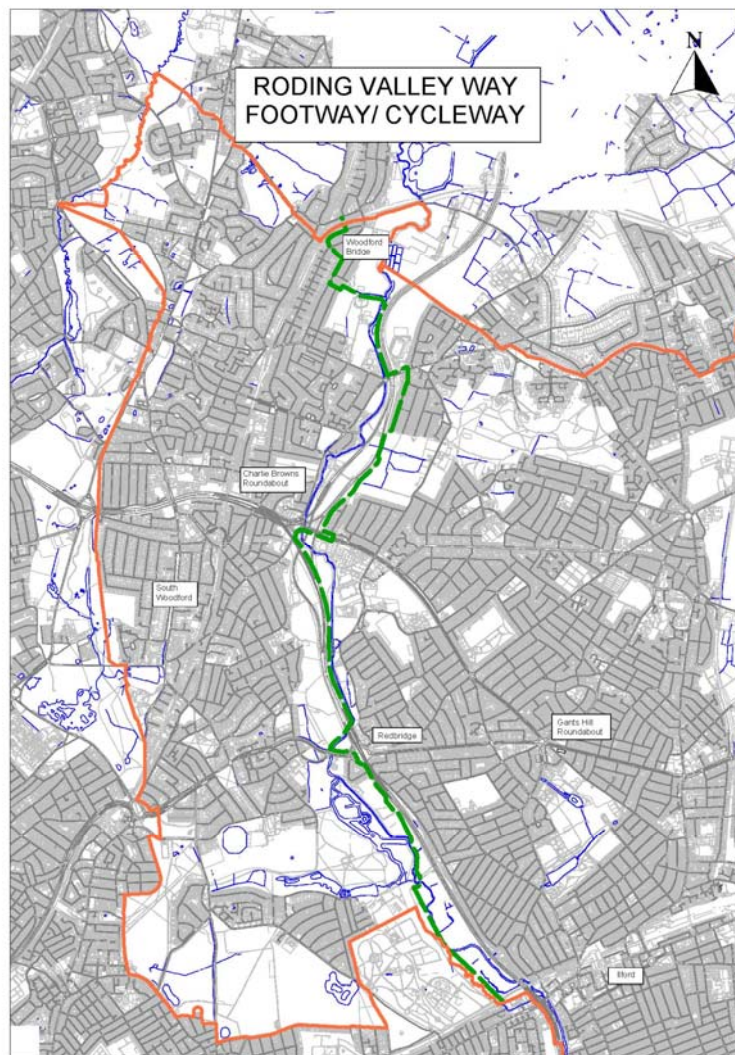
Figure 2.18.1 RVW Signage

The winning logo is shown here incorporating a route direction indicator.

These signs were fixed to recycled bollards and installed at every turning point along the route from the Essex border to the Thames.

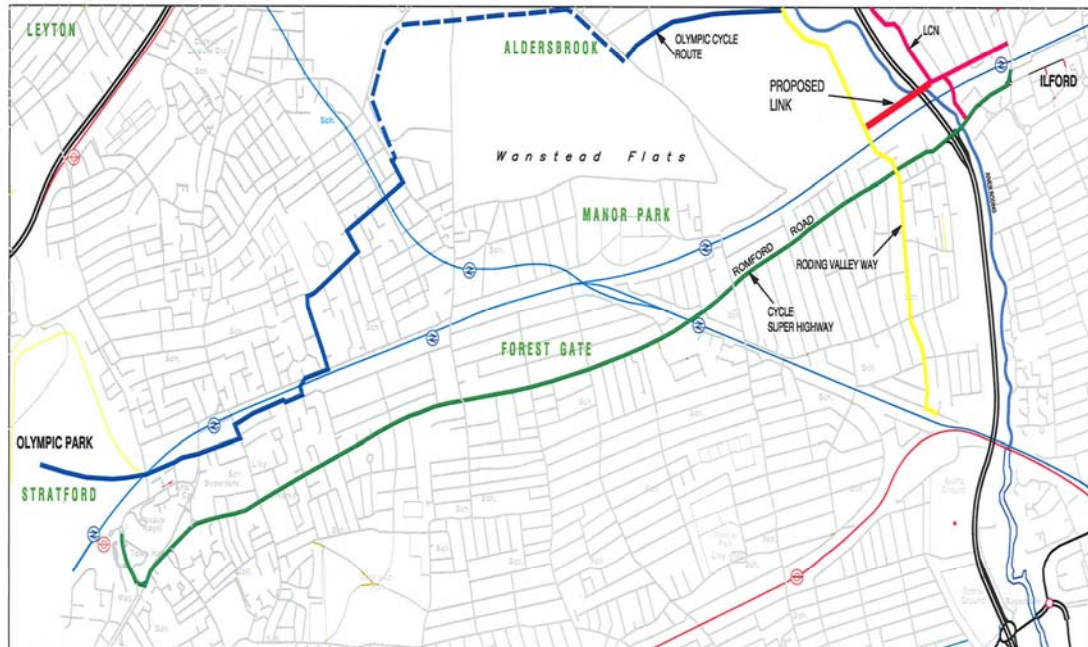
This project is ongoing and is currently being delivered via the LIP and complementary funding streams. When the route is completed the formal opening will be an opportunity to engage with our sub-regional partners and celebrate delivery of this major piece of cycle infrastructure.

Figure 2.18.2 Roding Valley Way in Redbridge



The material in this plot has been reproduced from the Ordnance Survey 1:1250 scale with permission of the Controller of Her Majesty's Stationary Office. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Figure 2.18.3 Olympic Cycle Routes to Ilford



The above map shows the proposed (red) cycle link between Ilford and Roding Valley Way (yellow) which would connect the urban centre of Ilford to the Olympic Park via Olympic cycling routes under construction in Redbridge and Newham. It is hoped to deliver this project through external funding sources.

2.19 Smarter Travel Programme

To complement the Borough's Cycling Strategy aspirations, all schools in Redbridge now have a travel plan, with 48 schools benefiting from over 500 free cycle parking places as a result.

In 2010 four Borough schools achieved 'Bike It' status and it is intended to roll out similar initiatives to other schools as part of the schools expansion programme underway. 'Bike It' is a project that is managed by Sustrans, the UK's leading sustainable transport charity, and is funded in several London Boroughs by Transport for London. As part of the project, a Bike It Officer from Sustrans works intensively with schools, providing advice and other practical support, high quality marketing materials and leads co-ordinated events that helps to establish a cycling culture.

Challenges and Opportunities for Cycling

Redbridge has an increasing number of cyclists and a growing network of facilities. However, as the Biking Borough study identified, cycling as a proportion of mode share is relatively low. The challenge for the Borough over the lifetime of the LIP will be to steadily raise the number of cyclists and the number of trips made by bike.

Redbridge has already begun this process by increasing cycle parking at schools and using the Bike It initiative with pupils to promote cycling to school. These ongoing initiatives combined with the intensive work planned within the Snaresbrook and South Woodford cycle hub are intended to deliver a step change in cycle trips, with the more successful elements being rolled out across the Borough in the next LIP period.

One of the major challenges with the increase in cycle use is that more cyclists may result in an increase in cycle accidents, a problem that has been observed in Central London recently. The Borough will continue to give full consideration to safety aspects in designing schemes to assist cyclists and proactively address future cycle accident hot spots.

2.20 Air Quality

The Borough has specific air quality issues relating to the M11 and TLRN through traffic, which is largely outside of the Borough's control to address. The A118 High Road, A1199 Woodford Road and A113 Chigwell Road are similarly heavily used by tidal commuter flow simply passing through the Borough.

The Borough is somewhat constrained by its legal duty to accommodate the passage of vehicles on these strategic roads although the recent scheme in Gants Hill has demonstrated the Borough's willingness to recognise a district centre's sense of place rather than bow to the ever increasing capacity demands of the associated road network. The principal roads entering these primary retail areas bring both the trade that feeds the shopping outlets but they also damage the cohesion of the public places through severance and negative environmental impact.

The Borough's Environmental Health team within the Community Safety Service lead on the Council's response to the London Mayor's draft Air Quality Strategy and have their own Action /Outputs set out in the Redbridge Environmental Action Plan (REAct).

The Council's Local Development Framework (LDF) seeks to focus development on existing town centres where public transport accessibility is high (so as to promote use of public transport instead of private vehicles) and requires energy efficient buildings, sustainable design and construction, and renewable energy. The framework contains specific policies relating to air quality and includes a range of specific projects that will contribute positively to air quality over the period of the LIP.

The Borough collects data that feeds the London Air Quality Network database run by Kings College London with its innovative 'nowcast' monitoring of carbon monoxide (CO) and sulphur dioxide (SO₂) levels across the capital.

The LDF includes a supplementary planning document on Sustainable Design and Construction which sets out the Council's strategy to minimise a range of air pollution matters including particulates, noise and pollutant concentrations through construction, operation and trip generation of developments.

2.21 Freight

There are no rail terminals or sidings in Redbridge available to assist a possible switch of freight movement from road to rail.

The Council is a member of the Thames Gateway London Partnership and as such subscribes to the Sub-Regional Freight Quality Partnership, which was implemented in 2007 to tackle freight issues on a sub-regional level.

Redbridge commissioned a Borough-wide freight strategy in 2010 to assess local issues with the aim of taking forward the recommendations in future years.

2.22 Main Development Sites

There are several significant development sites in Redbridge that are currently under construction, or offer the potential for major residential, education, leisure or commercial development. These all have implications on the transport network, and are as follows:

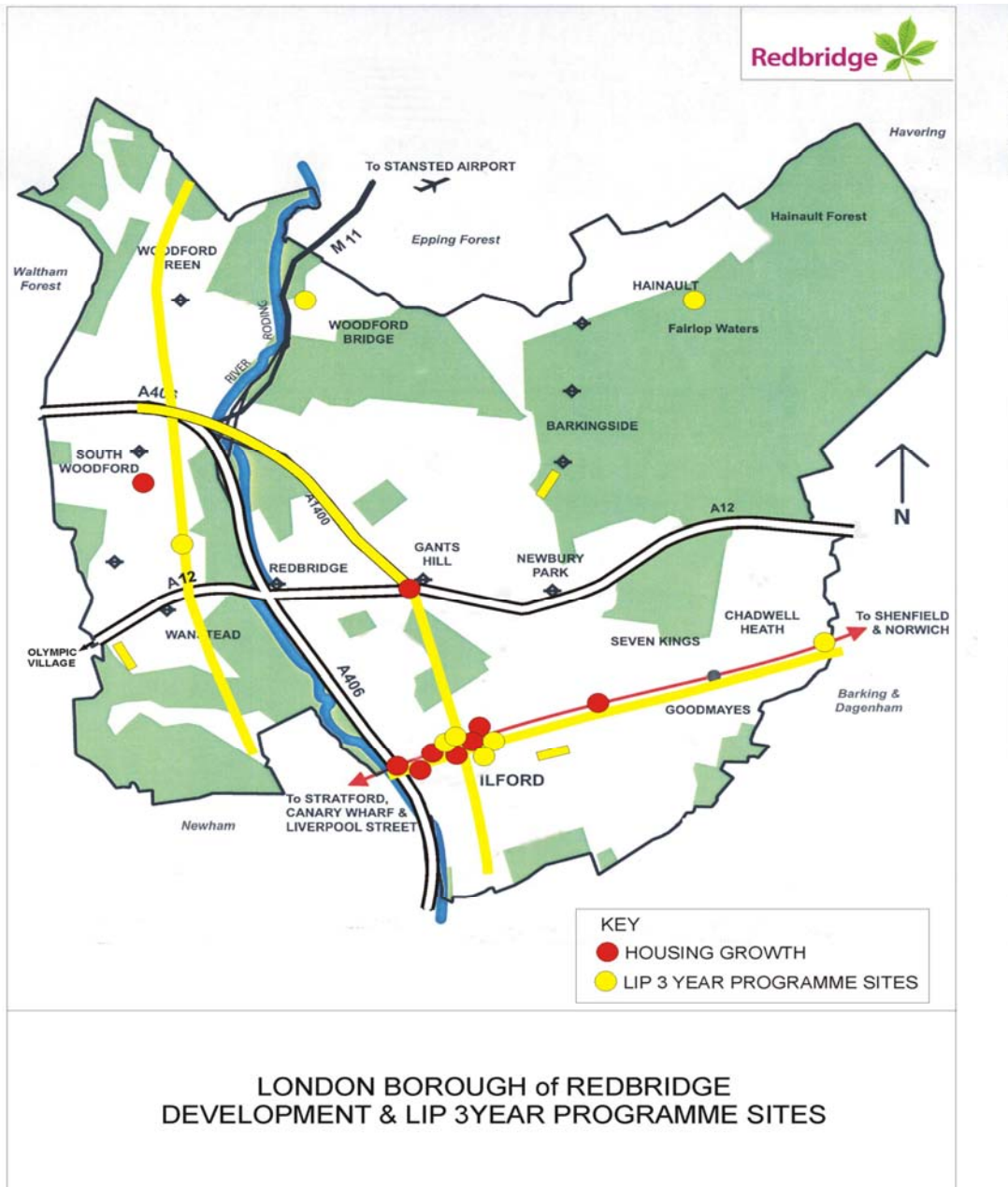
- Britannia Music Site, Ilford
- Pioneer Point, Ilford
- Grove Farm, Chadwell Heath
- Five Oaks Lane, Hainault
- Former Odeon Cinema, Gants Hill – completed
- Former Bramley Crescent Car Park, Gants Hill completed
- Cricklefields (planned Redbridge Academy), Ilford

In addition to the above sites there are further development opportunities identified within the Ilford Town Centre and Gants Hill Town Centre Area Action Plans, and the emerging Crossrail Corridor (A118) Area Action Plan. Figure 2.19.1 shows the main housing growth sites in addition to those areas where LIP funding will be spent over the next three years.

Opportunity for Housing Growth and LIP Funded Schemes:

As demonstrated in Figure 2.22 Redbridge aims to implement schemes at housing growth sites to provide improved transport connectivity between these areas, increase accessibility and reduce vehicular trips.

This distribution of resources will help to address the transportation implications of population increases outlined in chapter 1. The list of proposed packages is outlined in Neighbourhoods, Corridors and Supporting Measures programme funding matrices in **Appendix A**.

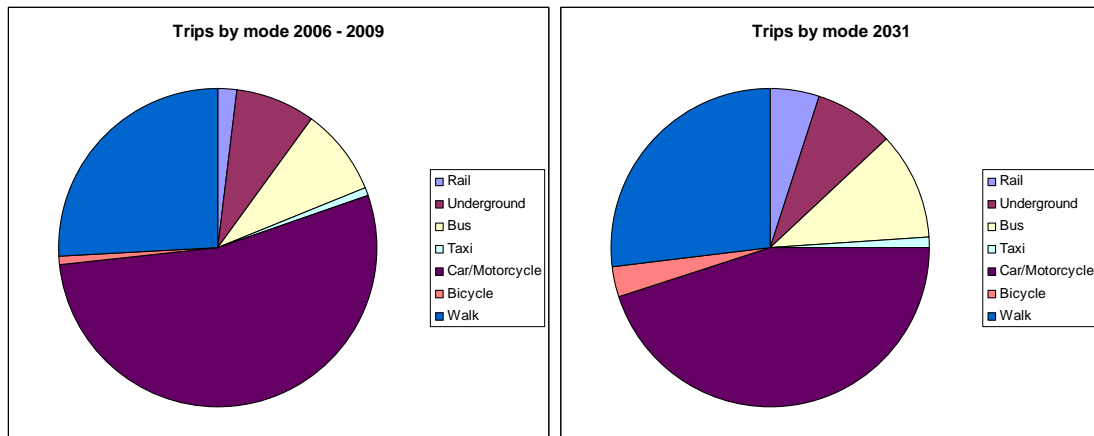


2.23 Modal Share

The Borough's baseline trip mode breakdown is typical of Outer London and not particularly out of character with the rest of the East sub-region. The left hand chart in figure 2.23 indicates the existing mode split.

A 30% increase in population by 2031 is projected across the East sub region in the London Plan and the relative affluence and aging of the Borough's existing population will see continued dependence on the car as the primary means of travel.

Figure 2.23 Modal Share of Trips (typically 230,000 trips per day)



To redress the balance and tackle the issue of increasing road network congestion, the LDF encourages the most intensive growth in Ilford and the other town centres which can benefit from the existing good public transport links and Crossrail from 2019. The Borough will also seek to improve bus and cycle networks between its business centres to provide an alternative to the private car.

We will work with TfL Buses to encourage better service frequencies and more penetration of services throughout the Borough with associated travel demand management promoting the best options and ticket deals available to get residents and businesses to their various destinations by integrated public transport trips wherever possible. Feeder routes to Crossrail stations are considered to be of particular benefit to the dense suburban residential areas to either side of the track.

Specific initiatives such as Biking Boroughs are intended to trial best practice in locations most predisposed to mode change with intensive targeting of particular groups, notably leisure and retail trips. The more successful outcomes will be rolled out Borough wide in the following LIP period.

Continued investment in school travel plan initiatives, the development of a Walking Strategy and more urbanisation of Ilford are proposed to keep the number of walked trips stable and increasing slightly over this period of growth.

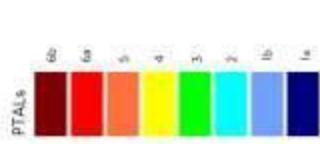
The combination of these initiatives and investment are intended to keep the overall car / motorcycle mode share stable at current levels so it represents a reducing percentage of the whole going forwards, which is indicated by the right hand chart in figure 2.23 above.

2.24 Public Transport Accessibility

The London Borough of Redbridge comprises a number of discrete local centres that serve a diverse socio-economic population. The sub-urban/rural nature of the Borough results in these centres being generally poorly connected in terms of public transport. This section outlines the Council's approach to analysing the degree of connectivity at various points in the Borough.

Public Transport Accessibility Levels

PTALs - 2010



- National Rail Stations
- LULDLR Stations
- Tramlink Stops
- Overground Stations

Data

LULDLR - 2008 base + Recent revisions
 National Rail - 2008 base + London Overground + Recent revisions
 London Buses - April 2010 data

Notes

This map displays relative levels of access to the PT network, combining walk time to the network with service wait time. Results have been calculated for a 100m grid across London and converted into contours.

The map is designed to show indicative borough-wide PTAL levels. It is not suitable for assessing individual sites.

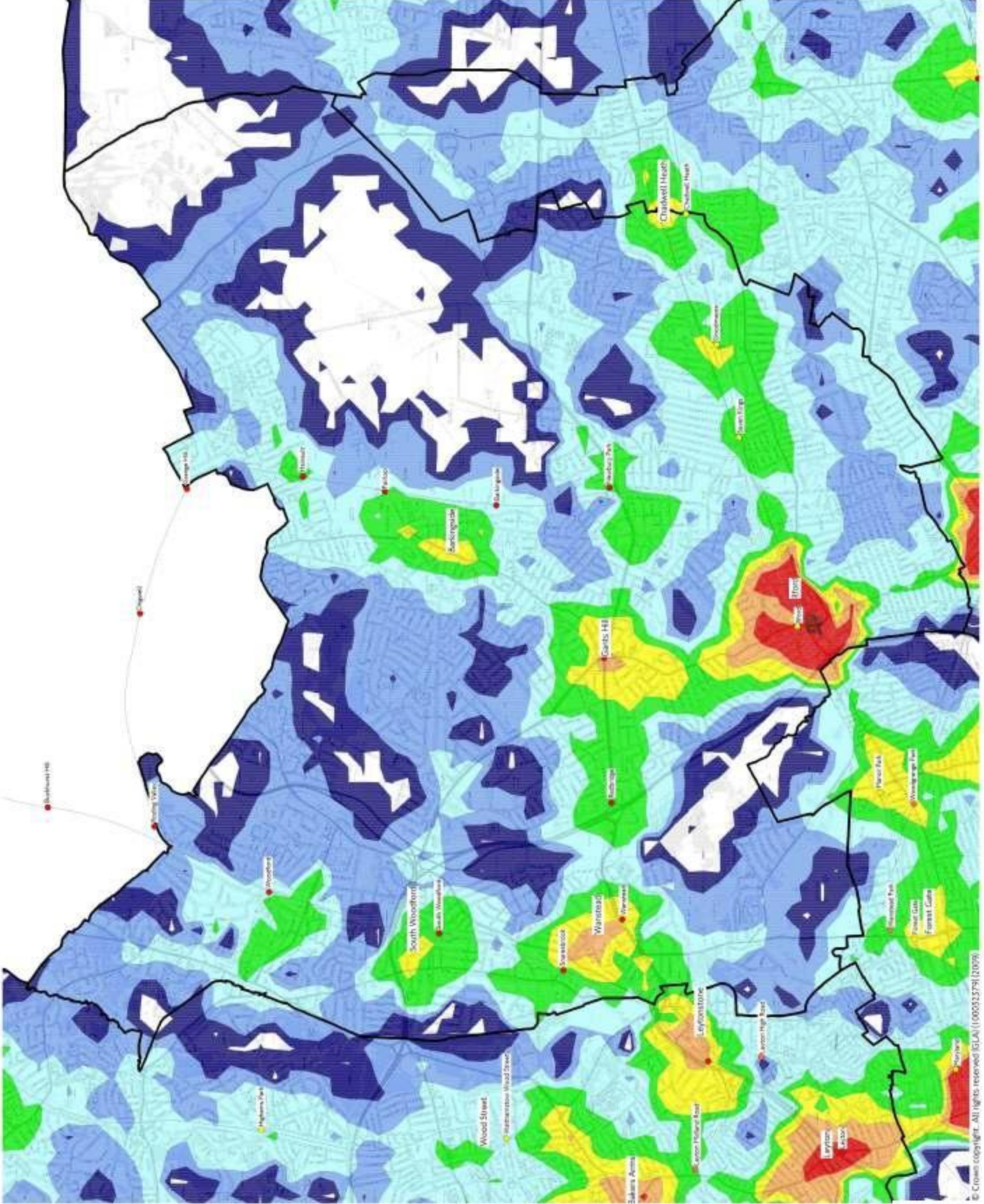


Figure 2.14.1

Figure 2.24.1 illustrates the Public Transport Accessibility Levels (PTAL) in Redbridge. The highest public transport accessible areas are found around Ilford, followed by other centres that benefit from railway and underground stations. Medium levels of accessibility are noted in Woodford Green and low levels of accessibility are noted near Fairlop.

The Council is currently using PTAL to help support the implementation of the Council's parking policies. The policies apply a phased reduction to the defined maximum parking standards according to location, based on local accessibility and strategic development potential.

The higher the PTAL score, such as in Ilford Town Centre the higher the negotiated parking reductions for new developments. This lower parking allocation is linked to the promotion of sustainable travel choices and improved accessibility for the sites at the planning application stage.

Similarly, the Council is proposing parking reductions for new developments in the other local centres due to higher levels of public transport accessibility. Throughout the Borough PTAL is used as a tool to assess a site's actual accessibility level and is routinely requested as part of development assessment.

2.25 Policy Influences on LIP 2

Figure 2.25.1 sets out the main policy influences that have informed the Redbridge LIP. The most significant of these are the Mayor of London's six policy goals, set out below, and the emerging Sub Regional Transport Plan for East London. These form part of a wider policy context to which Redbridge will contribute through its local objectives.

The Mayoral objectives are to:

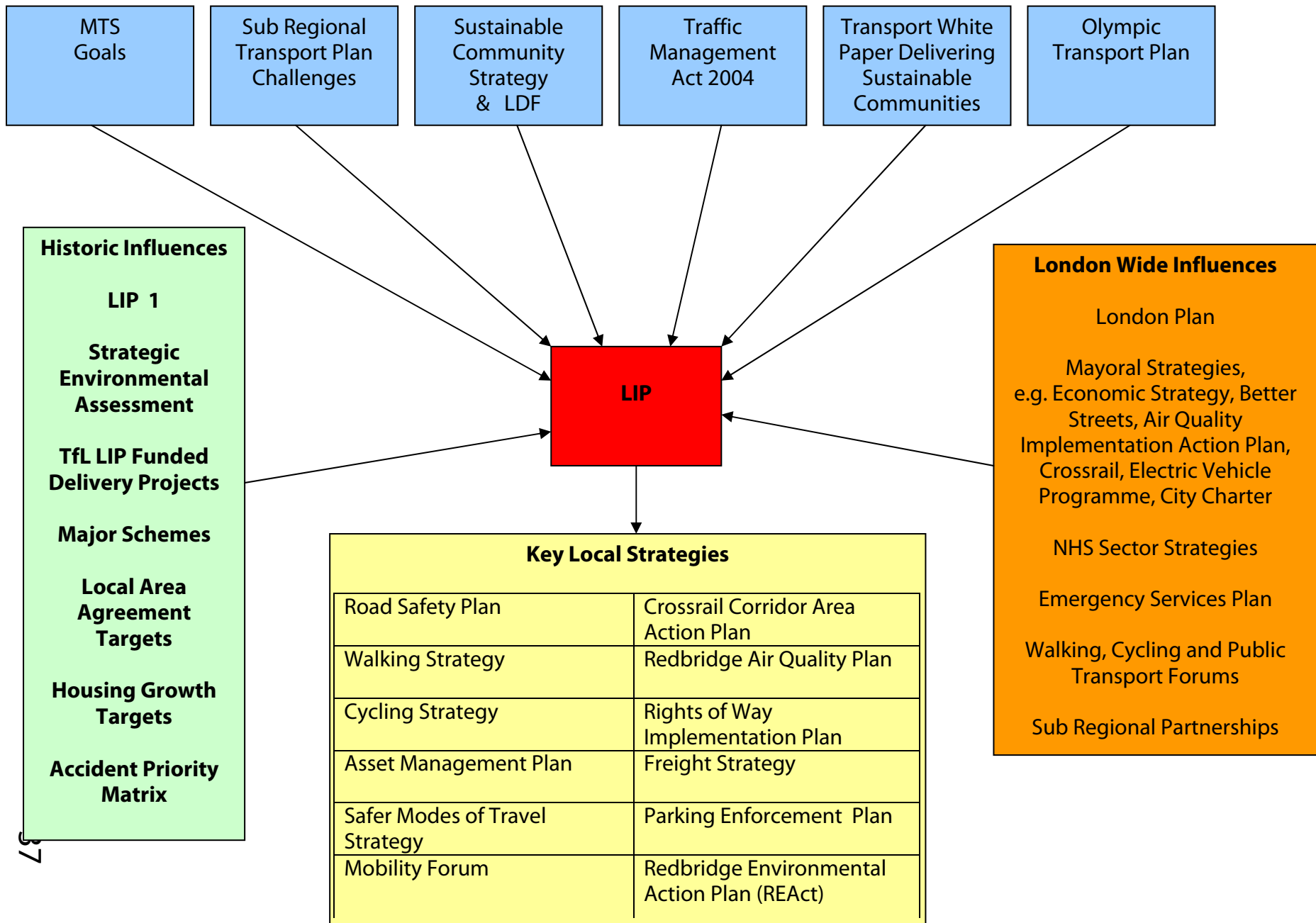
- Support economic development and population growth
- Enhance the quality of life for all Londoners
- Improve safety and security for all Londoners
- Improve transport opportunities for all
- Reduce transport's contribution to climate change and improve its resilience
- Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

As can be seen from Figure 2.25.1 these objectives and the national and local policies have a top down influence on the LIP. The LIP interprets these influences at a local level in order to deliver the outcomes relating to the other local strategies, such as the Freight Strategy or Road Safety Plan.

The one local policy that has a major impact on the LIP is the Local Development Framework (LDF). As the LDF sets out aspects such as local housing growth, any transport policy must address these needs and direct elements of future funding towards these areas. Figure 2.22 shows the correlation between housing growth as

Figure 2.25.1

Policy Influences on LIP 2



set out by the LDF and the areas in which LIP funding will be allocated. As can be seen, these align quite closely reflecting the importance of the land use planning analysis for transport investment.

The Council's Sustainable Communities Strategy addresses the overarching theme of tackling climate change at a local level through the REAct plan. The Council has a particular ambition to promote a positive attitude to the environment to deliver 'a cleaner, greener place to live' and to improve people's health, care and well being.

Through network management the Council is committed to minimising disruption on the road network and working with our partners to ensure smooth working during the Olympic Games. Innovative ideas such as night time deliveries will be considered for those parts of the Borough most affected, notably Wanstead town centre and environs.

The emerging Sub Regional Transport Plan (S RTP) for the East London region also has a significant impact on the LIP. It establishes opportunity areas for growth and employment, including Ilford, and identifies congestion hotspots, highlights areas of high crime and analyses many other aspects where data is held by TfL. The likely outcomes will require the Borough to consider schemes that complement the wider region, rather than just the Borough.

There are particular sub-regional issues along the A12 corridor including congestion hot spots and the opportunity to enhance bus, cycle and walking networks as part of the smoothing traffic flow agenda. The Council is committed to working with neighbouring Boroughs and TfL to achieve wider goals to deliver sustainable growth in the sub region through improvements to all transport modes.

2.26 Comparative Strategies

There are three principal strategies particularly relevant to the LIP; the TfL led Sub-Regional Transport Plan and the two high level Council plans – its community strategy and its development plan.

The five Sub Regional Transport Plan challenges are set out below:-

- Improving connectivity to, from and within key locations
- Reducing physical barriers to travel
- Supporting the efficient movement of freight
- Maximise benefits of committed investment
- Addressing public transport crowding and highway congestion

These challenges have the parity and continuity that would be expected from a policy guide intended to bridge local geostrategic aspirations across the East sub-region to coordinate cross Borough partnership to address the MTS goals.

Much of the East Sub Regional Transport Plan concerns connectivity in Inner London which is relatively neutral to Redbridge. The main opportunities for the Borough are the Ilford interchange, the Redbridge roundabout junction and the

walking opportunities on the A118 Road corridor, each of which is dealt with separately by travel mode in Chapter 3.

The seven Sustainable Community Strategy ambitions are set out below:-

- A Better Place to Live
- A Cleaner Greener Place to Live
- A Better Place to Learn
- A Better Place to Care
- A Better Place for Business
- A Better Place to Live Together
- A Better Place to Work

These corporate goals cover the whole range of municipal work and the Borough has set out a 10 year plan to work with public sector partners to make Redbridge a better place to live. The strategy considers economic, social and environmental issues specific to Redbridge as well as wider issues such as climate change in formation of the plan.

Much of the Sustainable Community Strategy is neutral to the LIP objectives but the first two ambitions include aspirations to make Redbridge safer, promoting a positive attitude to the environment and making the Borough a cleaner and greener place. Both these ambitions are delivered through investment in highway safety, promotion of smarter travel and provision of better walking, cycling and public transport infrastructure. Each of these interventions are dealt with separately by travel mode in Chapter 3.

The Core Strategy development plan document is one of a number of documents forming the Local Development Framework which sets out the Council's overall vision for the Borough, its understanding of the major planning issues and its strategy for dealing with them. It takes account of national planning policy guidance and is in general conformity with the London Plan. The strategic policies contained within the Core Strategy reflect the Council's long-term vision and objectives for Redbridge and contains the following nine strategic objectives :-

- Managed Change
- Green Environment
- High Quality Design
- Safe and Healthy Places
- Jobs and Prosperity
- Ease of Access
- Housing for All
- A Vibrant Culture
- A Supportive Community

To implement the spatial vision of the Core Strategy, all new development must comply with the accompanying strategic policies based on these objectives. The Council's spatial vision will be achieved by a considered interpretation of the strategic policies on a site by site basis through the planning approval process.

Much of the Core Strategy is neutral to the LIP whilst being generally supportive of the shared goals of growth, reduced Carbon emissions, promotion of a high quality urban realm which is fully accessible and has good access to open spaces. Strategic Policy 6 deals with the movement and transport issues required to support a prosperous economy and a socially cohesive community. This will be delivered in transport terms by a reduction of car dependence, encouraging sustainable transport, improving air quality and reduction of greenhouse gas contributions to climate change.

These Strategic Objectives will be achieved through:

(a) Reducing the need to travel, by locating new development including housing, retail, commercial, cultural, health, leisure and community facilities within the hierarchy of town centres.

(b) Promoting walking, cycling and use of public transport by:

- (i) Locating new development within close proximity to public transport nodes.
- (ii) Integrating road, rail, bus, cycling and pedestrian links in accordance with the Local Implementation Plan prepared for the Borough, and the Strategic Road Network, i.e. Trunk Road and motorway Network.
- (iii) Providing sheltered interchange facilities between different modes of transport.
- (iv) Requiring secure, accessible and sheltered cycle parking in new developments.

(c) Further reducing the need to travel and providing an efficient and effective transport network by:

- (i) Protecting the existing transport network and facilitating enhancements.
- (ii) Ensuring a clear hierarchy of roads that calms traffic in residential areas.
- (iii) Integrating with the Strategic Road Network (i.e. Trunk Road and Motorway Network).
- (iv) Assessing the impact of development proposals on the transport network and requiring the preparation of Green Travel Plans on all major developments.
- (v) Requiring new developments to provide safe and functional off-street car parking spaces and adequate access to such parking areas from the public highway.

These policy influences have been set out visually in Figure 2.25.1 to show how the existing and emerging policies have affected the development of the LIP. This document is demonstrably an update of LIP 1, although it is intended to include a more focused and deliverable action plan.

The influences of the MTS, SRTP and SCS are set out in Table 2.26.1 which demonstrates the inter-connectivity of the broad range of policy objectives that the LIP is responsible for delivering solutions to; addressing Redbridge's transport problems whilst being mindful of the strategic direction London is headed.

Table 2.26.1 Comparative Strategies

London Borough of Redbridge LIP Objectives	MTS Goals						Redbridge Sustainable Community Strategy Goals							Sub Regional Transport Plan Goals					Delivery Actions
	Support Economic Development and Growth	Enhance Quality of Life	Improve Safety and Security	Improve Transport Opportunities	Reduce Transport's Contribution to Climate Change	Support Delivery of 2012 Olympics	A Better Place to Live	A Cleaner Greener Place to Live	A Better Place to Learn	A Better Place to Care	A Better Place for Business	A Better Place to Live Together	A Better Place to Work	Improving connectivity to, from and within key locations	Reducing physical barriers to travel	Supporting the efficient movement of freight	Maximise benefits of committed investment	Addressing public transport crowding and highway congestion	
1. Promote Sustainable Travel		X		X	X	*	X	*	X		X	X	X	*	X	X			C/N 1-9, ST 1-4
2. Reduce Carbon Emissions		X		X	*		X	*		X				X		X	X		C/N 1-9, ST 1-4
3. Improve and Enhance Local Economy, Enterprise and the Environment	*	X					*			X	X	X	X				*	X	C/N 1-9
4. Optimise Highway Efficiency	X	*	X	X	X	X	X	*		X		X	X	X		X	X	*	C/N 1-9, M1-2
5. Reduce Crime, Fear of Crime and Improve Road Safety	X	X	*				*			X	X	X	*	X	X			X	C/N 1-9
6. Improve Streetscape	X	X	X	*			X	*		X	X	X	X	X	X				C/N 1-9
	KEY											NOTES							
41	* = Policy linkage x = Delivery linkage											C = Corridor (orbital, radial) N = Neighbourhood ST = Smarter Travel M = Maintenance.					Number relates to priority order in 3 year spending plan		

The right hand column of table 2.26.1 shows delivery actions that complement these linked strategies by the neighbourhood, corridor and supporting measures schemes that the Borough intends to deliver over the three financial years of the LIP. The actions are set out in greater detail within the Annual Spending Submission form included in chapter 5.

This shows the relationship between the LIP and the Mayoral goals, SRTM challenges and the Borough's ambitions. Each scheme produced through the LIP can in turn be also related directly to London wide or Redbridge objectives.

2.27 Statutory Consultation Processes

The Borough has commissioned an independent Strategic Environmental Assessment (SEA), the Non Technical Summary is attached in Appendix B and an Equalities Impact Assessment (EQIA) is attached in Appendix C, as part of the statutory consultation, in addition to the public consultation outlined in Chapter 4.

The SEA process has run in tangent with the development of the LIP informing the drafting through an iterative process. This study has identified a number of social and environmental benefits that the LIP promotes and sets out where mitigation would be required to offset adverse effects of transport improvements.

The EQIA was completed in two stages, an initial screening exercise and a full assessment which both indicated the LIP has a positive impact on all groups, improving access, safety and the streetscape in particular to the benefit of residents and businesses in the Borough.

These statutory processes have supported the processes used in the LIP and the proposed delivery plan outputs. They have identified no negative impacts and these documents are available to view in full with the LIP on the Borough's website. To find these documents and the preceding LIP1, go onto the Redbridge I website and type "LIP" in the search engine.

3. LOCAL PROBLEMS, CHALLENGES AND OPPORTUNITIES

This chapter sets out Redbridge’s problems, challenges and opportunities in the context of the local policy and the MTS goals, which encapsulate the Mayor’s vision to deliver the economic and social development of London over the next two decades.

3.1 MTS Goals and LIP High Level Objectives

To recap the previous chapter, the Mayor has identified the following six goals in his Transport Strategy which are linked to the LIP High Level objectives through policy (denoted by a *) or through action funded in the Delivery Plan (denoted by a X) as indicated below:-

London Borough of Redbridge LIP Objectives	MTS Goals					
	Support Economic Development and Growth	Enhance Quality of Life	Improve Safety and Security	Improve Transport Opportunities	Reduce Transport's Contribution to Climate Change	Support Delivery of 2012 Olympics
1. Promote Sustainable Travel		X		X	X	*
2. Reduce Carbon Emissions		X		X	*	
3. Improve and Enhance Local Economy, Enterprise and the Environment	*	X				
4. Optimise Highway Efficiency	X	*	X	X	X	X
5. Reduce Crime, Fear of Crime and Improve Road Safety	X	X	*			
6. Improve Streetscape	X	X	X	*		

Much internal consultation has been carried out (see 4.1 Internal Consultation) to assess how the Mayoral vision could be delivered locally. The result of this work was the identification of six High Level Objectives which support and complement the Mayoral objectives whilst setting out a delivery mechanism taking account of local factors and aspirations (see Chapter 5 and **Appendix A**).

The LIP sets out the Borough’s strategic transport objectives for the next 20 years to deliver the MTS goals and chapter 5 explains this mechanism through the Delivery Plan. Section 5.3 sets out the proposals in the current LIP period against each of the High Level Objectives in a policy context.

Each MTS goal is linked to specific challenges or opportunities the Borough has defined within its six LIP objectives. The Borough has defined the High Level Objectives as follows: -

Objective 1: Promote sustainable travel

Objective 2: Reduce carbon emissions

Objective 3: Improve and enhance local economy, enterprise and the environment

Objective 4: Optimise highway efficiency

Objective 5: Reduce crime, fear of crime and improve road safety

Objective 6: Improve streetscape

These objectives also relate to Redbridge's Corporate Strategy key priorities and this relationship is summarised in Table 2.25.1. There are policy linkages across all these objectives to the Local Development Framework – within the Core Strategy, notably Strategic Objective 6: Ease of Access and Strategic Policy 6: Movement and Transport; and Borough Wide Primary Policies, notably policies T1: Sustainable Transport, T2: Public Transport, T3: Walking and Cycling and T4: Enhancing the Transportation Network.

The objectives have been influenced by the ongoing Strategic Environmental Assessment and the Equalities Impact Assessment undertaken to ensure the proposals are mindful of any negative environmental impacts and inclusive to all groups. This exercise reinforces the stated corporate aims of the Council being a better place to live and work as well as being cleaner and greener. The relationship between each of the Mayor's London-wide goals and the council's local problems, challenges and opportunities is not exclusively linked to any one of Redbridge's LIP objectives but the main policy linkages to our key objectives are identified below.

3.1.1 Support Economic Development and Population Growth

Sub-regional growth projections to 2031 indicate 50% of population growth will be in the East London Region with Redbridge's population increasing some 12%. There is significant employment growth projected in the City, West End, Canary Wharf and Royal Docks. Redbridge will be well connected to these growth areas by Crossrail and the Transport for London Road Network.

Ilford is an Opportunity Area for employment capacity (up to 8,000 new jobs according to the SRTP) and housing (5,000 new homes by 2031). As a Metropolitan Town Centre it also has a pivotal role in the Borough for retail and amenity provision, attracting people into the area. Ilford's standing will be enhanced when Crossrail arrives, literally putting it on the (Tube) map.

We will work with Network Rail to balance capacity and demand for travel through increasing public transport capacity at the four Crossrail stations in the Borough in the run up to Crossrail being delivered in 2019. We will also work with Transport for London to smooth traffic flow on the Transport for London Road Network and Strategic Road Network and address congestion hot spots associated with growth in the Borough.

Our LIP High Level Objective 3: Improve and enhance local economy, enterprise and the environment sets out our intention to improve people’s access to jobs, improve access to commercial markets for freight movements and business travel, supporting the needs of business to grow.

We will continue to invest in bus stop accessibility to improve public transport reliability and bring the local bus network asset to a state of good repair. We will lobby for route enhancements to the local bus network to make public transport more affordable, services more frequent and the network more extensive.

Each section of this chapter contains a table that sets out the linkages between the MTS goal being discussed and the strategic aspirations of the Sustainable Community Strategy (SCS) and the Sub-Regional Transport Plan (SRTTP):-

Redbridge Sustainable Community Strategy Goals	Support Economic Development and Growth		Sub Regional Transport Plan Goals	Support Economic Development and Growth
A Safer Place to Live	*		Improving connectivity to, from and within key locations	*
A Cleaner Greener Place to Live	X		Reducing physical barriers to travel	*
A Better Place to Learn			Supporting the efficient movement of freight	*
A Better Place to Care			Maximise benefits of committed investment	*
A Better Place for Business			Addressing public transport crowding and highway congestion	*
A Better Place to Live Together A Better Place to Work				* Policy link X Delivery link

3.1.2 Enhance the Quality of Life for all Londoners

The Borough has used the flexible funding arrangements available through the LIP’s neighbourhoods / corridors and supporting measures programme to reduce the number of schemes implemented in order to deliver more complete improvements that make a significant local impact. These holistic schemes require Borough officers to consider multi-modal issues on the geographically prioritised locations identified for treatment.

Whilst improving public transport customer satisfaction lies largely outside of the Borough's remit we are investigating the introduction of IBus real time Countdown data in shopping malls, civic buildings and supermarkets. We are also rolling out a programme of accessible bus stops to assist mobility impaired users with this mode choice. We will target the bus routes servicing the fully accessible rail and tube stations in the Borough and lobby Network Rail and TfL for service enhancements to reduce public transport crowding on congested parts of their networks to make these travel mode choices more attractive.

Through the neighbourhoods / corridors and major schemes LIP programmes we will identify improvements that increase road user satisfaction (drivers, pedestrians, cyclists); enhance streetscapes; improve the perception of the urban realm utilising good practice models such as the 'better streets' initiative; protect and enhance the natural and historic environment; reduce air pollutant emissions from ground-based transport; improve perceptions and reduce impacts of noise and facilitate an increase in walking and cycling.

This goal ties in with LIP Objective 4: optimise highway efficiency where we are seeking the balance between investment in works packages and demand. We will seek external funding sources to develop the multi-modal solutions and review the effectiveness of investment to build on good practice and simplify interventions to keep maintenance costs and disruption to a minimum.

Redbridge Sustainable Community Strategy Goals	Enhance the Quality of Life for all Londoners		Sub Regional Transport Plan Goals	Enhance the Quality of Life for all Londoners
A Safer Place to Live	*		Improving connectivity to, from and within key locations	*
A Cleaner Greener Place to Live	*		Reducing physical barriers to travel	*
A Better Place to Learn			Supporting the efficient movement of freight	*
A Better Place to Care			Maximise benefits of committed investment	*
A Better Place for Business			Addressing public transport crowding and highway congestion	*
A Better Place to Live Together A Better Place to Work				<p>* Policy link</p> <p>X Delivery link</p>

3.1.3 Improve the safety and security for all Londoners

The Borough has a good record on the reduction of road traffic casualties but reduction of accidents has remained one of our top priorities despite this relatively good performance. Redbridge developed a prioritised accident remediation table for the Local Safety Schemes programme which ranked schemes based on analysis, prioritising locations where speed and flow were statistically higher than the norm.

To maintain the consistency of the approach identified above, this works package has been retained within the neighbourhoods / corridors and supporting measures programme. Mindful of the London Councils funding formula weightings and the need to deliver on all four transport themes (public transport; road safety; congestion and environment; and accessibility) the funding for accident remediation works has been set within the 26% threshold for Road Safety. The balance of funding has been directed across each of the packages to deliver the intended outcomes.

The Borough has expanded its analysis criteria within LIP Objective 5: reduce crime, fear of crime and improve road safety, to address issues of personal safety. The prioritisation matrix utilises crime data from the Metropolitan Police to allow inclusion of residential and non residential burglary, robbery and shoplifting data in our analysis. Several town centres and busy shopping parades were identified as crime hotspots and it is in these areas where initiatives to improve perceptions of personal safety and security will be trialled and monitored.

We will continue to work with our strategic partnership colleagues to reduce crime rates and the conditions that allow crime to spread within the public realm and link with public transport network providers to reduce the incidence of crime by better joint working and sharing of information and resources particularly at interchange locations.

The Borough will also strive with public transport providers to maintain the reliability of transport networks, including addressing boundary issues at stations where land ownership issues may be contributing to local difficulties and anti-social behaviour.

Redbridge Sustainable Community Strategy Goals	Improve the safety and security for all Londoners		Sub Regional Transport Plan Goals	Improve the safety and security for all Londoners
A Safer Place to Live	X		Improving connectivity to, from and within key locations	
A Cleaner Greener Place to Live			Reducing physical barriers to travel	
A Better Place to Learn			Supporting the efficient movement of freight	

Redbridge Sustainable Community Strategy Goals	Improve the safety and security for all Londoners		Sub Regional Transport Plan Goals	Improve the safety and security for all Londoners
A Better Place to Care			Maximise benefits of committed investment	*
A Better Place for Business			Addressing public transport crowding and highway congestion	
A Better Place to Live Together A Better Place to Work				* Policy link X Delivery link

3.1.4 Improve Transport Opportunities for all Londoners

The Borough's in house transport service (Redbridge Transport) runs a Mobility Card Scheme providing a door to door transport service for residents in Redbridge who have a disability. The scheme services any amenity within a 10-mile radius of the Gants Hill roundabout and is subsidised by the Council. The scheme complements the free Dial-a-Ride service provided by Transport for London for older and disabled people who cannot use buses, trains and the Tube.

These services empower the mobility disadvantaged by allowing them to go to college, shopping, visit the doctor or dentist and go about their everyday lives with dignity. This empowerment provides a vital lifeline for some of London's most vulnerable people, many of whom are on low incomes.

LIP Objective 6: improve streetscape builds on the accessibility concerns and seeks to prioritise these sorts of solutions within an urban context. Works packages are master planned to ensure works included within each package are fit for purpose with a balance struck between the varying demands of each transport mode, whilst the sense of place and public realm functionality is maximised.

We will lobby for route enhancements to the local public transport networks to improve the physical accessibility of the transport system and work with local businesses and front line public sector service providers to improve access to services and support the wider regeneration objectives of inclusivity by removing the barriers to movement as far as practicable.

Redbridge Sustainable Community Strategy Goals	Improve Transport Opportunities for all Londoners		Sub Regional Transport Plan Goals	Improve Transport Opportunities for all Londoners
A Safer Place to Live			Improving connectivity to, from and within key locations	*
A Cleaner Greener Place to Live	X		Reducing physical barriers to travel	*
A Better Place to Learn			Supporting the efficient movement of freight	
A Better Place to Care			Maximise benefits of committed investment	*
A Better Place for Business			Addressing public transport crowding and highway congestion	
A Better Place to Live Together		* Policy link X Delivery link		
A Better Place to Work				

3.1.5 Reduce Transport's Contribution to Climate Change and Improve its Resilience

The Borough has adopted the LEGGI CO₂ emissions targets set by the GLA although much of the ground based transport emissions emanate from sources outside the control of the Council. Emissions are generally due to privately owned vehicles, Network Rail and TfL operations – and most of that is from traffic that is simply passing through the Borough. However, the Council, will assist the Mayor with his ambitious London-wide 60 per cent CO₂ emissions reduction target by means that are in our control through to 2025.

The Borough supports various green initiatives such as the Low Emission Zone and the introduction of on street electric vehicle charging points as part of our LIP Objective 2: reduce carbon emissions. We are working with our strategic partners to reduce the public sector carbon footprint through the Redbridge Environmental Action Plan (REAct) which has identified a number of interventions for carbon reduction through sustainable transport.

The Borough will be reducing CO₂ emissions from its own ground-based transport through ongoing trials of the Eco-Log system and reviewing use of alternative fuels in the Council fleet as the newer green technologies become more available and economical for the demands required of them.

Redbridge Sustainable Community Strategy Goals	Reduce Transport's Contribution to Climate Change and Improve its Resilience		Sub Regional Transport Plan Goals	Reduce Transport's Contribution to Climate Change and Improve its Resilience
A Safer Place to Live			Improving connectivity to, from and within key locations	*
A Cleaner Greener Place to Live	X		Reducing physical barriers to travel	*
A Better Place to Learn			Supporting the efficient movement of freight	*
A Better Place to Care			Maximise benefits of committed investment	*
A Better Place for Business			Addressing public transport crowding and highway congestion	*
A Better Place to Live Together		* Policy link X Delivery link		
A Better Place to Work				

3.1.6 Supporting Delivery of the London 2012 Olympic and Paralympic Games and its Legacy

Redbridge is conveniently located for the Games with all of our town centres served by direct rail and Underground links to Stratford. The four Metro rail stations within the Borough provide services to Stratford at least every ten minutes for most of the week. The ten Central Line stations similarly connect with Stratford (e.g. South Woodford -11 minutes- and Gants Hill - 13 minutes) with trains running every 5 minutes in peak times.

With this infrastructure in place and London transport costs included in Games ticketing the Borough will encourage sustainable spectator journeys to the Games through widespread provision of door to door journey information in line with LIP Objective 1: promote sustainable travel. Neighbourhood travel information available on line will identify bus routes that connect residents with their local station giving options for multimodal journeys not reliant on the use of their private car.

We intend to install temporary cycle parking at two of our station car parks to encourage residents who live further than a short walk to their local station but not far enough away to get on a bus - to choose to cycle as part of their journey. We will be seeking to man these stations with volunteers to assist with interchange problems and provide a safe environment for families and disabled users, particularly at night for the journey home.

The Borough supports the regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London and we will be promoting the Olympic training venues and local social events for the enjoyment of all Londoners and visitors to the capital.

The Borough has identified physical improvements that will leave a transport legacy after the Games including walking and cycling links. We intend to capture behavioural transport legacy through a smarter travel initiative that raises awareness of how people travelled during the Games and also through a targeted Biking Borough initiative in Snaresbrook and South Woodford which has been designated as a cycle hub.

Redbridge Sustainable Community Strategy Goals	Supporting Delivery of the London 2012 Olympic and Paralympic Games and its Legacy		Sub Regional Transport Plan Goals	Supporting Delivery of the London 2012 Olympic and Paralympic Games and its Legacy
A Safer Place to Live			Improving connectivity to, from and within key locations	*
A Cleaner Greener Place to Live	X		Reducing physical barriers to travel	*
A Better Place to Learn			Supporting the efficient movement of freight	
A Better Place to Care			Maximise benefits of committed investment	

Redbridge Sustainable Community Strategy Goals	Supporting Delivery of the London 2012 Olympic and Paralympic Games and its Legacy		Sub Regional Transport Plan Goals	Supporting Delivery of the London 2012 Olympic and Paralympic Games and its Legacy
A Better Place for Business			Addressing public transport crowding and highway congestion	
A Better Place to Live Together A Better Place to Work		<p style="text-align: center;">* Policy link X Delivery link</p>		

3.2 Other Supporting Policies

3.2.1 Internal

The corporate goals are set out in the Sustainable Community Strategy (SCS) including ambitions to promoting a positive attitude to the environment and creating a cleaner, greener Redbridge by improving the streetscene, modernising infrastructure and reducing waste.

A key part of this improvement revolves around reducing traffic congestion by developing safer routes to school to encourage walking, improving access to jobs and services by public transport and co-ordinating road works through better network management.

The Redbridge Environmental Action Plan (REAct) is an environmental strategy for the Borough. It outlines how the Council and other key organisations, such as the Police, the Fire Brigade, NHS Redbridge and local community groups intend to make Redbridge a cleaner, greener and more sustainable borough and tackle climate change.

Every aspect of modern life, from the way we travel and the food we eat to the way we build our homes or run our businesses can have an impact on the environment, now and for future generations. The global threat of climate change is likely to have local impacts in Redbridge so we have a collective responsibility to address these issues at a local level.

Getting people to change their travelling habits to a sustainable or 'green' way such as walking, cycling or using public transport has health benefits, is better for the environment than driving, and often a cheaper alternative too. As a result of this change the air will be cleaner, helping to tackle climate change. Redbridge Council and its partners are finding new ways to encourage staff and residents to travel less by car and to travel in a sustainable way.

Redbridge has been designated a Biking Borough and has developed a Cycling Strategy showing how cycling will be promoted and improved in Redbridge. The Cycling Strategy is aligned with the Mayor of London's Transport Strategy to achieve a 400% increase in cycling by 2020 (from 2000 base levels).

Redbridge is looking into a number of cycling initiatives, including greenways and Cycling Hubs, and has been working with the Olympic Delivery Authority to create a cross Borough cycle route to the Olympic Village in Stratford.

Redbridge was one of the first London Boroughs to have a Green Travel Plan for every school. We are improving sustainable transport, including works to improve surface pedestrian and cycle crossings to build on the successful Gants Hill multi-user roundabout arrangement.

Preparations for Crossrail have already begun and Redbridge is advanced in promoting sustainable transport opportunities within the Crossrail Corridor, such as new homes, businesses and community facilities close to the Crossrail stations, and improvements to the walking and cycling networks within the Corridor, through the approved Crossrail Corridor Area Action Plan.

The LDF Core Strategy asserts the principle of a transport network that supports a prosperous economy and socially cohesive community, reduces car dependence, encourages sustainable transport, improves air quality and reduces greenhouse gas contributions to climate change. These objectives will be achieved through reducing the need to travel, promoting walking, cycling and use of public transport, using land use policy to locate new development within close proximity to public transport nodes and integrating road, rail, bus, cycling and pedestrian links.

The Core Strategy will be reviewed shortly to take into account a number of strategic issues that have emerged and need to be addressed. These include changes to planning policy at a national and regional level, a new lower housing target, an increase in the local birth rate, the need for social and community infrastructure and the impact of the economic downturn. The LIP will form the core of the Borough's Highway response to this review.

The LDF has several 'daughter' documents or Development Plan Documents with specific Highway policies, notably the Borough Wide Primary Policies which include policies for determining development proposals. There are also several spatial strategies for specific areas, notably for the Crossrail Corridor Area Action Plan which sets out a planning framework for growth and regeneration for the area running along the High Road (A118) from the eastern edge of Ilford Town Centre, through Seven Kings and Goodmayes to the borough boundary in Chadwell Heath, in anticipation for the arrival of Crossrail in 2019.

The SCS has been in place since 2008 which in itself was an updated document from the 2003 Community Strategy – Making a difference in Redbridge. The two most relevant high level strategic goals in the Council's vision ('safer' and 'cleaner, greener', see tables above) have been in place for much of this time and have influenced all subsequent policy development by their primacy at corporate level within the Council.

The process of development of the LIP (see section 4.1) ensured sign off of each stage of the LIP by the management team to ensure adherence to corporate policy and strategic vision delivery. This process included the Highway Cabinet Member during the development stage and was accepted politically by Members through their acceptance of the LIP via the Cabinet and Council committees.

3.2.2 External

The latest Transport White Paper - Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, 2011 promotes 'green' growth to build the balanced, dynamic low carbon economy that is essential for our future prosperity. This White Paper identifies the need for a coherent plan to reduce the carbon emitted by transport in order to meet our binding national commitments.

It states that two-thirds of all journeys are less than five miles – many of these trips could be easily cycled, walked or undertaken by public transport. Research indicates that a substantial proportion of drivers would be willing to drive less, particularly for shorter trips, if practical alternatives were available (British Social Attitudes Survey, 2009). The White Paper is concerned with offering people choices that will deliver that shift in behaviour, in many more local journeys, particularly drawing on what has been tried and tested.

The Government is also convinced that progressive electrification of the car fleet will play an important role in decarbonising transport, supported by policies to increase generation capacity and decarbonise the grid.

The Government believes that it is at the local level that most can be done to enable people to make more sustainable transport choices and to offer a wider range of genuinely sustainable transport modes – environmentally sustainable as well as fiscally, economically and socially sustainable.

It is intended that the East London Sub Regional Transport Plan (SRTP) forms a bridge between the Mayor's Transport Strategy and individual local authority transport plans. Its purpose is to show how the goals set out in the Mayor's Transport Strategy should be addressed in the context of the particular challenges faced at the sub-regional level. The planning horizon adopted runs to 2031, consistent with the London Plan.

The SRTP is structured around the six goals for transport in the Mayor's Transport Strategy, and the measures it contains are directly related to the challenges within East London. To meet the growth and transport challenges, the East London sub-region will need to maximise the benefits of the investment that is already occurring in the region, identify future investment that can appropriately tackle the transport challenges, and in some cases, balance competing priorities to ensure the best outcomes.

The plan provides a framework for taking forward a wide range of strategic projects and issues. Many of the proposals require further development and discussion about prioritisation of issues and options. This work will be taken forward through

the East London Sub-Regional Panel to steer further work on strategic issues, using the Thames Gateway London Partnership meetings as far as possible.

The challenges specific to East London include maximising the benefits of committed investment, improving connectivity to, from and within key locations, reducing physical barriers to travel, supporting the efficient movement of freight, and addressing public transport crowding, congestion and reliability.

The emerging Sub Regional Corridors E15, E17 and E21 include Borough-managed roads so the Council will be working closely with neighbouring Boroughs and TfL on the LIP project proposals being developed along these routes over the LIP Delivery Plan period.

The links between the LIP objectives and the SRTP are set out below, further information on the policy links are set out in section 2.26 above.

London Borough of Redbridge LIP Objectives	Sub Regional Transport Plan Goals				
	Improving connectivity to, from and within key locations	Reducing physical barriers to travel	Supporting the efficient movement of freight	Maximise benefits of committed investment	Addressing public transport crowding and highway congestion
1. Promote Sustainable Travel	*	X	X		
2. Reduce Carbon Emissions	X		X	X	
3. Improve and Enhance Local Economy, Enterprise and the Environment	X			*	X
4. Optimise Highway Efficiency	X		X	X	*
5. Reduce Crime, Fear of Crime and Improve Road Safety	*	X			X
6. Improve Streetscape	X	X			

* Policy link X Delivery link

Redbridge has aspirations to become an exemplar Borough to carry through all aspects of delivering the Mayor's Road Management Concordat. If successful the Council must demonstrate future focussed highway maintenance, traffic management and network management activities on these three corridors to deliver the Mayor's Smoothing Traffic Flow agenda.

4. CONSULTATION

4.1 Internal Consultation

During April and May 2010 London Borough of Redbridge held a series of LIP 2 workshops with senior managers across the authority, front line officers and external stakeholders. These included the emergency services, environment agency and key internal stakeholders – Planning and Regeneration managers.

The aim of the workshops was to gather information on the Borough's problems and opportunities from various service areas which enabled officers to then examine the possibility of directing resources at those issues which complemented the Mayoral goals.

The workshops reflected on what had been delivered through the first LIP, taking full advantage of the new ways of working notably multi-modal, multi year scheme delivery. Senior managers wanted safeguards to ensure that service areas were pulling together in the same direction and external bodies were generally keen to work with the council on emerging initiatives through the Local Area Agreement.

The main outcomes of the workshops were: -

- **The six high level objectives described in Chapter 3 were agreed.**
- A matrix approach to prioritise needs and determine the order in which corridors or neighbourhoods receive formula funding grant, was fully supported by all service areas.
- Corridors, Neighbourhoods and Supporting Measures funding should be channelled into civilising town centres.
- Resources should be concentrated where footfall was highest.
- Any LIP objective should reflect a local "sense of place" and reflect the Council's commitment to a low carbon economy.
- The Council needs to negotiate with Crossrail on infrastructure to optimise benefits to the Borough.
- All service areas should be fully involved in infrastructure planning.
- Fewer, larger schemes would have a noticeable local impact.

Further consultation has been carried out on the specific schemes that would be funded as a result of adopting the matrix approach with the Cabinet Member with responsibility for Highways and the Director of Environment, Regeneration and Community Safety in June 2010. This approach and the resulting scheme priority have been fully supported by them and the Highways and Engineering Management Team.

4.2 External Consultation

The timescales for production of the LIP have been very restrictive but the views of key stakeholders have been captured in the production of the LIP to ensure the document is robust and fit for purpose.

A wider consultation has been made to the public and 66 identified internal and external stakeholders as follows:

Whipps Cross Ambulance Station
Ilford Fire Station
Metropolitan Police Service NE Traffic HQ
Ilford Police Station

National Express
Crossrail Ltd
Freight Transport Association South Eastern Region
Licensed Taxi Drivers Association (LTDA)
London Taxi and Private Hire
Road Haulage Association Ltd Southern and Eastern Region
Environment Agency
NHS Redbridge
English Heritage - London Region

London Buses
London Underground
Urban Design London - Communication & Events,
Transport for London; London routes & Places; Taxi Section

University of East London
Redbridge College
Aldersbrook Riding School and Aldersbrook Livery Stables
Aldbrough Hall
Conservators of Epping Forest, Corporation of London

Living Streets
The Ramblers
London Cycling Campaign
Cyclists Touring Club

Mobility Forum, LB Redbridge
Redbridge Disability Association

Redbridge Chamber of Commerce
Ilford Business Improvement District

Local Business Partnerships

- Barkingside – Chair and Vice Chair
- Gants Hill – Chair and Vice Chair
- Hainault Business Park– Chair and Vice Chair
- Ilford– Chair and Vice Chair
- Manford Way – Chair and Vice Chair
- Seven Kings – Chair and Vice Chair
- South Ilford Business Association – Chair and Vice Chair
- South Woodford – Chair and Vice Chair

- Wanstead – Chair and Vice Chair
- Woodford Green & Bridge – Chair and Vice Chair

All relevant service areas:-

- Planning – Chief Officer
- Regeneration– Chief Officer
- Culture, Sport and Community Learning– Chief Officer
- Housing– Chief Officer
- Children's Services– Chief Officer
- Cleansing & Direct Services – Chief Officer

Planning & Regeneration Town Centre Management
 Barnabas Workshops TCM Contractor
 Planning & Regeneration Employment & Skills
 enterprise REDBRIDGE

Essex CC- Transportation Director
 LB Newham- Transportation Director
 LB Barking and Dagenham - Transportation Director
 LB Havering- Transportation Director
 LB Waltham Forest - Transportation Director

- Several individuals asked to be included in the consultation

Each stakeholder had been sent a consultation LIP with a covering letter explaining the processes for making comments. In addition, the LIP has been posted on the Borough's website Redbridge I for consultation purposes until the document becomes adopted policy.

Presentations were made to several public groups run by the Council:-

- 50+ Forum
- Information Sharing Network
- Redbridge Strategic Partnership – Sustainability Forum
- Special Planning Training

The Borough has completed an Equalities Impact Assessment of the LIP, a summary of which is attached in **Appendix C**.

A Strategic Environmental Assessment (SEA) has run in tandem with the drafting of the LIP due to the long consultation periods required and was completed in 2011. For a full explanation of how the SEA has influenced the LIP see section 2.27 above.

4.3 Formal Submission

The draft LIP was submitted to TfL on 20 December 2010 and on 8 November 2011. Their responses were received on 25 March 2011 and 23 November 2011. The final version has taken into account the comments received in order to make the LIP acceptable to the Mayor of London.

4.4 Adoption

The document went to Full Council for ratification on 20 January 2011 with any amendments required from TfL delegated to the Cabinet Member with Highways responsibilities and the Chief Highways and Cleansing officer.

Reduced Integrated Transport funding following the 2010 Comprehensive Spending Review has been included in the spending programme figures outlined in the next chapter.

The existing LIP expired at the end of March 2011 and the replacement LIP came into effect from 1st April 2011.

5. DELIVERY PLAN

5.1 Introduction

This chapter sets out the London Borough of Redbridge's Delivery Plan for achieving its LIP objectives.

The aim of this chapter is to identify our potential funding sources, outline the programme of investment and summarise the delivery actions.

In order to prioritise schemes within the Neighbourhoods and Corridors programme the Borough has used a matrix approach to categorise a series of schemes. The Borough listed 69 areas of local importance using the Neighbourhoods and Corridors map shown in **Appendix D** and weighted them against various policies and indicators. The aim is that work will be completed in each area until the matrix is complete.

The matrix clearly demonstrates a transparent approach to selecting areas in need of work, and the schemes attached to them. The top 10 listings over the 63 scored areas are shown in the matrices in **Appendix A**.

Finally, this chapter outlines the risk register and measures that could be undertaken to mitigate risk should any issues arise.

5.2 Potential Funding Sources

The main source of income for transport projects is funding awarded by Transport for London, which amounts to £10,344,000 over the period 2011/12 to 2013/14.

Table 5.2 shows the potential funding by year and source for the projected period. Firm commitments cannot yet be given for the Council's own contribution or the Section 106 contributions as Cabinet determines these annually.

TfL's Proforma A (pages 55-58) sets out the LIP funding submission for the year 2011/12 already agreed by Members. This table demonstrates how the Borough intends to spend its LIP allocation over the next 3 financial years.

The Delivery Plan will be refreshed periodically and at least every three years providing an opportunity to review local priorities, strategic objectives and the direction of policy. The Borough is mindful of the Mayoral timescales (MTS goals to be delivered by 2025/31), other internal mechanisms (for example, a move to Community Infrastructure Levy in 2012) and external pressures (for example, an increased conferencing demand in the post Olympics period) pressures which produce both challenges and opportunities which the Borough must address and capitalise on.

Table 5.2 Projected Funding by Year and Source –

Funding Source	Potential funding for LIP delivery (£,000s)			Total
	2011/12	2012/13	2013/14	
Integrated Transport				
LIP Allocation (Needs-based formula)	£2,582	£2,463	£2,463	£7,508
Council Capital / Revenue Funding *	£300	£300	£300	£900
Non LIP Funding	£194	£200	£200	£594
Local Priority Fund	£100	£100	£100	£300
Third Party Sources				
Developer Contributions *	£1,156	£400	£700	£2,256
Total *	£4,332	£3,463	£3,763	£11,558
Maintenance				
LIP Allocation **	£431	£555	£555	£1,541
Council Capital / Revenue Funding *	£2,000	£2,000	£2,000	£6,000
Total *	£2,431	£2,555	£2,555	£7,541
Major Schemes				
South Woodford Town Centre:				
- LIP Major Scheme funding	£365	£0	£0	£365
- Council *	£25	£0	£0	£25
Manford Way:				
- LIP Major Scheme funding ***	£155	£1,150	£1,150	£2,455
- Council *	£0	£50	£50	£100
Total *	£545	£1,200	£1,200	£2,945
Grand Total *	£7,308	£7,218	£7,518	£22,044

* All Council funded programmes (or those requiring local approvals) are subject to the annual budget process and the figures quoted above are indicative based on 2011/12 figures.

** TfL funded Maintenance is subject to the annual condition survey and further bidding and the figures quoted above are indicative based on latest TfL information.

*** TfL Major Scheme bid in progress.

London Borough of Redbridge

Local Implementation Plan (LIP) 2011/12 - 2013/14 Feedback Form

Annual Spending Submission / Programme of Investment

Borough officer contact details

Name	Rogan Keown
Contact Number	020 8708 3928
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Financial Summary Information

Year		Corridors Neighbourhoods and Supporting Measures	Major Schemes	Local Transport Funding	Total
Year 1	Allocation £k	2568	401	100	3069
	Submission £k	2488	401	100	2989
Year 2	Allocation £k	2463	0	100	2563
	Submission £k	2543	0	100	2643
Year 3	Allocation £k	2463	0	100	2563
	Submission £k	2112	0	100	2212

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	On-going	Funding £000's				
					Year 1	Year 2	Year 3	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	Ilford Town Centre	Local Walking scheme - Clements Lane Legible London - Valentines Park to Ilford Town centre Environmental improvements to pedestrianised area including lighting and access improvements	LIP Allocation		50	100	0	150	756
			S106		606			606	
Corridors Neighbourhoods and Supporting Measures	Radial Corridor 1: A118 High Road	Integrated measures enhancing streetscapes including improved links to local amenities and open spaces, junction upgrades to improve traffic flow and public transport reliability.	LIP Allocation		209	409	550	1,168	1,298
			LIP Allocation C/F		105	0	0	105	
			S106		25			25	
Corridors Neighbourhoods and Supporting Measures	Gants Hill	Local transportation initiatives building on the TfL Major Projects roundabout signalisation project. Includes Legible London wayfinding system and streetscape improvements to complete the package of physical measures identified to regenerate this town centre	LIP Allocation		100	200	0	300	552
			TfL Major Projects		109	0	0	109	
			S106		143			143	
Corridors Neighbourhoods and Supporting Measures	Orbital Corridor 2: A123/A1400/A104/A121	The package includes a review of several traffic signals and traffic islands to improve bus flow; introduction of new puffins to assist safe access to schools; lighting works to George Lane viaduct and underpass; enhanced lighting, raised junctions, decluttering and rationalisation of parking to improve the streetscape.	LIP Allocation		350	350	350	1,050	1,052
			S106		2			2	

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	Submission £k	2488	401	2989
Year 2	Allocation £k	2463	0	2563
	Submission £k	2543	0	2643
Year 3	Allocation £k	2463	0	2563
	Submission £k	2112	0	2212

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	On-going	Funding £000's				
					Year 1	Year 2	Year 3	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	Orbital Corridor 1: A104/A1199/A114/A116	The package focuses on footway improvements at Aldersbrook Road shopping parade; decluttering footway links along Woodford Road; cycle lane along Blake Hall Road and Aldersbrook Road; Snaresbrook and South Woodford cycle hub initiative; local improvement to accessibility, bus stop accessibility and enhancement of LCN Route 11.	LIP Allocation		200	200	300	700	700
								0	
Corridors Neighbourhoods and Supporting Measures	Wanstead High Street	Footway improvement works along the High Street.	LIP Allocation		300	0	0	300	300
								0	
Corridors Neighbourhoods and Supporting Measures	Chadwell Heath	Improve the pedestrian routes to the station and town centre to enhance the quality of life for local users by facilitating an increase in walking.	LIP Allocation		279	221	0	500	557
			S106		57			57	
Corridors Neighbourhoods and Supporting Measures	Manford Way	Introduce lighting and cctv in support of a major scheme proposal	LIP Allocation		100	100	0	200	300
			S106		100			100	
Corridors Neighbourhoods and Supporting Measures	Ilford Eastern Gateway	Regeneration of the town centre's eastern approach, with modification to the High Road gyratory to improve pedestrian amenity and cycle access and permeation.	LIP Allocation		0	50	138	188	188
								0	

Local Implementation Plan (LIP) 2011/12 - 2013/14 Feedback Form

Annual Spending Submission / Programme of Investment

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	Submission £k	2488	401	100	2989
Year 2	Allocation £k	2463	0	100	2563
	Submission £k	2543	0	100	2643
Year 3	Allocation £k	2463	0	100	2563
	Submission £k	2112	0	100	2212

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	On-going	Funding £000's				
					Year 1	Year 2	Year 3	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	Design of future schemes	Design of future schemes	LIP Allocation		0	12	53	65	65
								0	
Corridors Neighbourhoods and Supporting Measures	Accident Remediation	Deliver the 'A' ranked Local Safety Schemes programme on the Priority Table.	LIP Allocation		542	542	362	1,446	1,746
			Council Funding		300			300	
Corridors Neighbourhoods and Supporting Measures	School Travel Plans	Capital and revenue support for a range of School Travel Plan soft measures.	LIP Allocation		185	185	185	555	570
			Bursary		9			9	
			S106		6			6	
Corridors Neighbourhoods and Supporting Measures	Travel Awareness	To provide a range of new Travel Awareness soft measures and initiatives.	LIP Allocation		98	99	99	296	296
								0	
Corridors Neighbourhoods and Supporting Measures	Education, Training and Publicity	Continue the secondary school cycle training programme and drama for secondary schools.	LIP Allocation		65	65	65	195	195
								0	

Local Implementation Plan (LIP) 2011/12 - 2013/14 Feedback Form

Annual Spending Submission / Programme of Investment

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Financial Summary Information

Year	Corridors Neighbourhoods and Supporting Measures		Major Schemes	Local Transport Funding	Total
	Allocation £k				
Year 1	Allocation £k	2568	401	100	3069
	Submission £k	2488	401	100	2989
Year 2	Allocation £k	2463	0	100	2563
	Submission £k	2543	0	100	2643
Year 3	Allocation £k	2463	0	100	2563
	Submission £k	2112	0	100	2212

Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	On-going	Funding £000's				
					Year 1	Year 2	Year 3	Sub-Total	Grand Total
Corridors Neighbourhoods and Supporting Measures	Work Travel Plans	To promote and implement measures in the Council's own travel plan, and travel plan initiatives for local businesses.	LIP Allocation		10	10	10	30	31
			S106		1			1	
Major Schemes	South Woodford Town Centre	Completion of multi-year scheme to improve the pedestrian and vehicular environment.	LIP Allocation		340	0	0	340	416
			S106		51			51	
			Council Funding		25			25	
Major Schemes	Manford Way	Introduce an innovative shared space scheme to make the primary retail area more accessible for pedestrians, cyclists, mobility scooters and powered two wheeled vehicles.	LIP Allocation		61			61	63
			S106		2			2	
Local Transport Funding	Priority Fund	Strategic walking routes and local accessibility improvements, maintaining strategic cycling routes and bus stop accessibility works outside of Corridor and Neighbourhood areas	LIP Allocation		100	100	100	300	355
			Council Funding		55			55	

5.3 Delivery Actions

The LIP sets out the Borough's 20 year transport delivery proposals set in the context of delivering the MTS goals, which will be in part addressed by the delivery plan included in this chapter. On completion of this 3 year programme of investment a follow-on plan will be devised which will react to changes to local and London wide circumstances within the context of the LIP policies and aspirations already set out.

This section sets out the interventions the Borough has identified to deliver the LIP Objectives which are consistent with the goals set out in the Mayor's Transport Strategy (2010). Where works have been planned (see section 5.2 and the Annual Spending Submission above) the implementation date of a particular scheme or initiative will be listed against each of LIP objectives.

Where delivery dates for actions have not been included against objectives this work programme falls outside the current delivery plan and will be procured through subsequent plans, within the life of the LIP. These medium and longer term objectives have been identified in part through the long term core indicator targets listed in Chapter 6 and in part will react to the more successful aspects of transformational initiatives such as Biking Boroughs which will be rolled out Borough-wide from 2014.

The Borough's delivery actions cover the LIP period 2011/12 to 2013/14 but in many cases the interventions are multi-year having started either before or extending beyond this three year period in line with flexible funding arrangements agreed by the Mayor and London Councils in May 2009.

The timeframe for delivery will be matched to the challenges and opportunities in each of the funded programmes to address local priorities and strategic objectives in line with the High Level Objectives.

The funded programmes have been subject to an Equality Impact Assessment (EQIA) to ensure they support all groupings within the Borough as equitably as possible. Further details of our findings through the EQIA process can be found in **Appendix C**.

The Borough will work with TfL's delivery teams on major projects identified in its Business Plan 2011/12 – 2014/15 and Investment Programme (2010) so works are coordinated for maximum impact and minimum disruption. The Borough will seek to build on past Borough / TfL partnership working arrangements to deliver positive outcomes for both organisations.

The TLRN Improvement Plan (TIP) is a maintenance programme which keeps TfL's trunk road network in good repair with periodic enhancements (such as SCOOT) and accident reduction schemes mainly focused on junctions.

The TIP funding is generally self-contained (i.e. not linked to Borough funding or third party partnership) and the stated programme budget in Redbridge is as follows:-

2011/12	£1, 150, 000
2012/13	£ 109,000
2013/14	£ 771,000

The Borough will work with the TIL delivery teams where there is overlap of investment and priority, notably on Woodford Avenue which is included within Orbital Corridor 2 and has been prioritised for modernisation by TfL in 2013/14. The Borough is appraising its growth plans as part of the Core Strategy review and access will be a key consideration to unlock the sites needed for major investment in schools, healthcare and housing.

5.3.1 Objective 1: Promote Sustainable Travel

The Borough's interventions focus on the bus interchange arrangements at the four national rail and ten underground stations within the Borough, and the bus and walking connections between the stations and local amenities, employment sites and open spaces.

Rail / Underground improvements – The Borough will support the Mayor and TfL in the delivery of improvements to Central Line Underground stations in advance of the 2012 Olympics. These include accessibility improvements to Woodford and South Woodford Stations in 2011/12. In addition the Borough will seek to increase cycle parking at all stations by the end of the LIP period.

Crossrail is fully funded within TfL's Business Plan, including Department for Transport (DfT's) funding commitment with the remainder of the construction cost will be met by third-party finance, including from Network Rail and Mayoral Community Infrastructure Levy (CIL). The Borough will support the Mayor and TfL in the delivery of the Crossrail programme that includes investment in four stations within the Borough.

Ilford station will be refurbished to a fully accessible standard; Goodmayes and Chadwell Heath stations will receive new lifts and Seven Kings will be rebranded as part of this committed major improvement. These works will not be delivered within this LIP period but the Borough will work with external partners to deliver a range of complementary measures to ensure as far as practicable, that sustainable accessibility enhancements are in place before Crossrail becomes operational.

Each of the stations will be reviewed with rail stakeholders to develop proposals to integrate the stations into the surrounding urban environment. In the case of Ilford a masterplan will be developed to maximise the public transport interchange opportunities and to develop

walking links to the town centre and surrounding residential catchment areas.

These complementary measures relate to pedestrian and cycling interchange arrangements and improvements to the publically accessible space outside stations (including drop off and taxi arrangements, servicing and cleansing arrangements). CCTV and lighting enhancements to support the main commuter routes to the stations will also be considered through the LIP period.

As recommended in the SRTP, on street car parking controls adjacent to stations will be kept under review to balance the likelihood of increased rail heading (due to Crossrail) whilst maintaining access to local retail outlets and residential areas. The Council's Parking Strategy is under review to address these issues and developments associated with the several Council and TfL owned car parks along the Crossrail corridor and throughout the Borough.

The Borough will seek to work with the London Borough of Barking and Dagenham on its proposed scheme to improve pedestrian routes to Chadwell Heath station. The Borough's Neighbourhood project at this location will draw on the material palette used by our neighbouring Borough to create an attractive streetscape in the locality of this boundary station.

- **Bus Network Enhancements** – The Borough will continue to work with TfL and London Buses to develop and improve the bus service network in the Borough through bus priority initiatives agreed with our partners in London Buses Network Operations on an ongoing basis. The TfL Business Plan seeks to make bus network contract price savings, while maintaining current overall levels of bus service provision. The Borough will lobby TfL buses to increase investment where growth is planned and where there is overcrowding on the network.

The Borough is actively seeking bus station improvements in the Ilford area and continues to support the retention and enhancement of bus standing facilities Borough-wide to ensure reliability and punctuality is supported. The Borough is keen to work with TfL and London Buses to provide additional penetration to the more remote parts of the Borough and in particular the council's new leisure developments in Fairlop and Hainault.

Improvements to bus stops and provision of real time information at key public amenity sites will enhance travel mode choice to residents and businesses particularly in the suburban hinterland not serviced by rail. It is the Borough's aspiration to increase PTAL scores to 5+ in its district town centres and 2+ borough-wide to achieve its long-term mode share target of 20% of journeys by bus.

- **Walking** – The key modal interchange at stations is from foot to rail where commuters journey to and from their homes. A large proportion of the urban area falls within easy walking distance of one of the 14 rail stations each with direct services to the City and Stratford, and with straightforward connections to other employment centres such as the Isle of Dogs and the West End.

Overcoming barriers to walking on this homeward part of the journey is crucial to challenging excessive car ownership, established car use patterns and to delivering a more sustainable whole trip solution for commuters who can typically afford more expensive mode choices.

Most commuters walk a considerable amount and often more than they realise, particularly as part of a multi-modal journey, but many have misconceptions that lead them to car dependency. Typical issues include what distances are walkable; how often it rains; or how much time and money they could save by making a conscious effort to walk more instead of relying on other modes. Communicating this knowledge is the key to unlocking the walking potential in Outer London and will form the basis of future smarter travel promotions in the Borough.

The Borough is developing a Walking Strategy which should be adopted in 2011. Once this strategy is in place the Borough will be bringing forward actions identified to overcome the obstacles to walking through the Neighbourhood and Corridor programme and through the Major Schemes programme, in the current delivery plan. Manford Way is one such major scheme which is currently in the Step approval process due for delivery from 2012 to 2014.

- **Smarter Travel** – The Borough will be enhancing the travel choice information at rail interchanges to raise awareness of local cycle routes, car club bays, electric car bays and direct walking routes to local landmarks and open spaces.

Provision of appropriate and convenient cycle parking will continue to be funded and monitored to keep pace with demand which is predicted to rise generally and significantly in the Wanstead and South Woodford areas due to the Biking Borough initiative.

5.3.2 Objective 2: Reduce Carbon Emissions

The Borough supports a reduction in its carbon footprint through multi-agency partnership with other public sector organisations in Redbridge with specific targeting of cycle mode share in schools, through the workplace and for leisure trips.

- **Local Area Agreement** - The Borough works with its Local Area Agreement partners (Primary Care Trust, utilities companies, Metropolitan Police and emergency services etc) to deliver coordinated approaches to reducing the public sector's carbon footprint, reduce waste and encourage reuse and recycling. The Borough Staff Travel Plan is a key delivery tool to demonstrate the Borough's commitment to carbon efficient travel behaviour and the Plan will be updated every three years.
- **Air Quality Action Plan** – The whole of the Borough was declared as an Air Quality Management Area on 31 December 2003. The declaration was required because we are currently unable to achieve national air quality objectives for Particles (PM₁₀) and Nitrogen Dioxide (NO₂) mainly as a result of road transport. High car dependence in the Borough and frequent trips under 2kms are the major contributory factors.

The Council is currently trialling greener vehicles and will investigate how it can bring its whole fleet up to the current Euro IV standard (which is also a LEZ requirement) to reduce emissions and noise. The Council will train staff to utilise practices that improve fuel economy, co-ordinate deliveries of services and ensure fleet vehicles are kept well maintained.

The Council will develop and implement traffic calming schemes to regulate flow and speeds (particularly commercial vehicles) to reduce road accident frequency and severity and displace through traffic from residential areas.

Where appropriate the councils Traffic Manager will require major road resurfacing to be carried out at night using a one stage material, and seek the removal of surplus traffic lights to reduce congestion and idling traffic queues.

The Borough will roll out free electric vehicle parking bays on street, in Council car parks and in new developments through the planning process using the pan London procurement process (these bays are free to use throughout the Borough).

The Borough supports the ambitious targets set by the GLA for a 60% reduction in CO₂ emissions by 2025 although much of the ground based transport emissions are due to privately owned vehicles, Network Rail and TfL operations. Much of this traffic is simply passing through the Borough which leaves the Borough in a weak position to influence travel behaviour change by the drivers concerned so we intend to work with our partner Highway authorities on campaigns to reduce car dependence.

The Borough supports the roll out programme for the Low Emission Zone and has included the whole Borough within this zone. We currently monitor air quality at several locally congested sites and the information is made available to Londoners through the Londonair website.

- **Managing Demand for Travel** – Travel planning for existing and future development is supported by school and workplace travel plan principles to encourage commuting by public transport, walking, cycling or car sharing and support the removal of barriers to sustainable travel modes. Through workplace and residential travel plans initiatives can be adopted that reduce the need for travel. All the Borough's schools have an approved Travel Plan and, subject to external revenue support, are being supported to keep these plans updated annually and refreshed in a three-year cycle to ensure that schools remain engaged and that they continue to review and develop their travel plans.
- **Promotion of Travel Awareness** - The Borough will continue to provide education, cycle training for adults and in schools, various annual promotions including Bike Week, Transition 7, Walk to School Week and Car Free Day.

Within the council, we will promote car sharing, issue interest free season tickets loans, operate salary sacrifice schemes for bicycle purchase and provide staff with fare / timetable information as part of our own travel plan and to develop travel plans for businesses through the Borough, as well as requiring new developments to have travel plans.

- **Travel Plan Programme** - by reducing the number of cars on the road for the school run, work journeys and leisure trips and instilling more active travel patterns (i.e. encouraging walking for shorter journeys, and cycling for longer journeys that would otherwise be public transport based) there will be a reduction in carbon emissions and congestion. Adoption of active travel patterns in young people at an early age through the school travel plan programme will play a key part in a wider cultural shift to more sustainable patterns of behaviour, which is necessary in order to meet climate change targets in a period of population growth.
- **Redbridge Car Club scheme** - is a measure to reduce reliance upon private motor vehicles as the primary means of transportation and to assist in improving the social inclusion of scheme members. TfL research has suggested that membership of a car club leads to a significant reduction in car ownership and car usage and a slight increase in public transport. By breaking the link with habitual car use, car clubs reduce congestion, pollution and increase physical activity. There is also evidence that car clubs can increase accessibility to services in areas of deprivation and support low-car housing development.

- **Snaresbrook and South Woodford Cycle Hub** – Our Biking Borough Study identified Snaresbrook and South Woodford as the location where a step change in cycle mode share would be most likely to succeed. We will seek to create a local culture of cycling by a series of behavioural change incentives including physical and promotional events in accordance with the Borough Cycling Strategy. Part of this work will include before and after surveys and counts to identify the value of different measures so the most successful aspects can be replicated elsewhere.

The Hub's Cycle Promotion Officer will target specific groups and activities to encourage this change of mode choice – for example promoting daily food shopping by bicycle for fresh produce as part of a healthy living agenda. This targets the weekly shop by car and addresses issues of congestion and emissions whilst encouraging cycling and a healthy lifestyle. Specific barriers such as on route cycle infrastructure, parking facilities at the store, shopping baskets / panniers, and mapping information will form the basis of a challenge set to the various supermarkets that serve the hub area.

This work is financed through non-LIP funding over the spending plan period and future funding is dependent on satisfactory completion of the previous years work programme.

- **Local Cycling and Walking Infrastructure** – The Borough will provide safe and attractive walking and cycling infrastructure on and through its identified Corridors and Neighbourhoods to provide the facilities required at the start and end of local journeys to make these modes more attractive to use.

The Borough has land use policies and development control guidance within its Local Development Framework (Core Strategy) that support and encourage sustainable modes including minimum cycle parking provision at all new developments. In the Borough Cycling Strategy the Council has identified four strategic 'named' routes which will establish links with neighbouring Boroughs and tie into national and sub-regional networks. These routes will be developed incrementally and it is hoped to complete this high level network by 2020.

Cycle SuperHighway route 2 is planned to be delivered in the current LIP spending plan period and will connect Ilford town centre with Aldgate, on the City fringe. It is intended to build on this high profile commuter link through its connection with the strategic cycle network that diverges at Ilford and connects to the local cycle network and wider road network.

Cycle parking at key destinations (town centres and train stations) will remain a priority and the Borough will continue to work with third party

landowners and developers to provide adequate, secure and waterproof cycle parking throughout the Borough to encourage and facilitate growth in cycling. Through the life of the delivery plan the Borough will provide at least 700 off street spaces (mainly associated with new development) rising to 850 spaces in 2013/14, dependant on the take up of planning applications. The Borough introduces approximately 50 bays a year on street, including modernisation of existing bays, and has proposed to introduce 50 cycle pods (sufficient for 100 cycles each) at two council owned station car park sites as part of our Olympic access plan. These pods will be redistributed throughout the Borough (on the Highway, serving public amenities and in local schools) in late 2012 as an Olympic legacy.

The Borough regularly produces and updates walking and cycling maps to empower local people to enjoy the Borough's abundant open spaces and parks to promote the health benefits of these travel modes. These maps are developed in different media to enable them to be used flexibly by different users in formats they can manipulate.

The Borough has a programme of guardrail removal to encourage pedestrian permeability and better streetscape in and around its town centres. This process has produced several successes which are locally popular and contribute to the vitality of these neighbourhoods and high streets. Robust checks and monitoring are carried out at each site to ensure it is safe to remove railings and associated problems such as footway loading /parking don't become problematic.

- **Electric Vehicle Charging Points** - The Borough will be introducing Electric Vehicle Charging points as part of the London pilot scheme in several of its car parks and high streets from 2011 as well as through the planning process in new developments. If this pilot scheme is successful it may be rolled out further subject to available resources and priorities.

Policy CC10 – Parking of the Crossrail Corridor Area Action Plan (which aligns with Radial Corridor 1: A118 High Road) requires provision of 1 in 5 car parking spaces (20%) from new development to provide access to or potential future access to electric vehicle charging points. This policy is in line with the Mayor's policy 6.13 (Parking) in the London Plan.

The Borough will be reviewing this initiative for trends in user behaviour including best practice from around London to optimise the location of bays in publically accessible spaces.

5.3.3 Objective 3: Improve and Enhance Local Economy, Enterprise and the Environment

The Borough supports local businesses and job creation through a variety of regeneration packages and private sector partnerships, such as the Ilford Business

Improvement District and this objective also supports the 'Better Streets' initiatives (see objective 6).

- **Support Housing Growth** – We will identify and provide infrastructure to support housing sites in the Borough. Some 50% of the proposed growth is centred in Ilford and access to open space and leisure opportunities is required to allow this growth to occur. Complementary internal mechanisms (Community Infrastructure Levy) and external bids (Department of Communities and Local Government) and developer funding will be pursued to fund proposed infrastructure and the removal of barriers to development.
- **Evening Economy** – Several of the Borough's town centres rely on food retail and leisure industry based around the evening period. The Borough will support this market sector and seek to provide appropriate infrastructure to ensure users are safe and adverse impacts are mitigated. Recent improvements to Gants Hill town centre will be monitored and successful aspects will be replicated elsewhere in the Borough.
- **Local Economy** – Much of the Borough is supported by local shopping parades and high streets which have an important historical and cultural context and provide a convenient retail amenity to residents. The Borough will support local trading through environmental enhancements and optimisation of parking and servicing arrangements.
- **Parking Controls** – Being a suburban Borough, the private car is the dominant travel mode with consequent high demand for parking at retail and employment centres. Through traffic has a significant tidal impact during peak hours, creating local congestion hot spots where local routes cross the east – west commuter routes. The Borough has developed a complex set of parking controls to protect local businesses, residential streets, sensitive roads and junctions from the combined effects of this traffic loading and rail heading at stations. The Council is currently exploring expansion of controlled parking arrangements within the Borough through its Parking Strategy review.

5.3.4 Objective 4: Optimise Highway Efficiency

The Borough supports the Mayor's aspiration for smoothing traffic flow by tackling congestion and the causes of congestion by provision of high quality alternatives to private car use. This is particularly relevant on the corridors between employment centres, amenities and housing growth areas.

- **Major Roads** – The Borough will work with TfL on improvements to the Transport for London Road Network, particularly where it impacts the Borough's Strategic and Principal Road Networks. The Borough's prioritisation model is used to plan and coordinate planned highway improvements notably where significant growth is planned.

Multi modal solutions including a reprioritisation of junction timing for buses and pedestrians will be investigated at all major junctions so a balance is restored to both local route priority and sustainable transport modes.

The East Sub-Region Transport Plan has identified several congested junctions including Barley Lane / High Road junction which will be considered for improvements under Radial Corridor 1: A118 High Road in this delivery plan period.

The network responsibility for these works is largely with TfL and the Borough will review proposals with them so major development can be factored into growth projections. The investment required to unlock this development potential must be programmed, and where appropriate, funded from the Council's Community Infrastructure Levy and through developer contributions.

- **Road Maintenance** – The Borough has a Highway Asset Management Plan (HAMP) in place to keep the Strategic and Principal Road Networks in good repair. These roads are regularly inspected and have a target time maintenance regime for local repairs. Residential roads are maintained by means of retrospective repair according to available local budgets. Footway improvements will be extended over private forecourts by local agreement, wherever possible to provide a high quality urban realm – this has been successfully trialled in Wanstead and South Woodford town centres.
- **Neighbourhood Congestion** – Where major roads become local high streets the Borough will seek to strike a balance between the sense of place and the demands of the roads as a transport link. The three year Integrated Transport funding has identified several High Street areas for this type of investment in the LIP period. The Borough will build on recent successes at Gants Hill, Woodford and South Woodford town centres.
- **Freight** – The Borough will have developed its Freight Strategy by end 2011 to assess the servicing requirements of the retail and industrial centres in the Borough and seek to minimise the adverse impacts of freight movements on residential areas. This will set standards and priorities to direct investment to address freight related problems within larger investment packages in industrial areas and town centres in particular.
- **Busy Bus Routes** – The Borough will continue to promote network enhancements on Corridors where four or more bus routes exist to improve the efficiency of the bus service. We will investigate the introduction of standard bus priority measures including feeder lanes and signal timing alteration to improve the reliability and predictability of journey times by this mode.

- **Strategic Walking and Cycling Routes** – The Borough has identified a high level strategic walking and cycling network that links into the National Cycle Network, Essex Cycle Routes, Cycle SuperHighway network and the London Loop. This network is composed of named routes (Redbridge Greenway, Roding Valley Way etc) to provide users with a high quality, direct and safe network to use as part of a larger commute or leisure trip.
- **Network Management** – The Borough is one of the pioneer members of the London Permit Scheme which has allowed it to better manage disruption caused by construction work or planned maintenance /servicing of the Highway. The Borough’s Traffic Manager uses his powers to effectively co-ordinate non-works activities, expedite the Council’s network management duties through the Traffic Management Act and consider Clearway 2012 implications on the local road network. The Borough uses the LondonWorks database to share this information with TfL, other Boroughs and the utility companies.
- **Bridge Strengthening** – Weak structures are being monitored and plans for repair or replacement will be put in place where their further deterioration would affect network efficiency.
- **Ilford Gyratory System**– The two traffic gyratories in Ilford are a cause of great severance within the town centre, with relatively isolated areas within the system of traffic lanes. To improve this situation the Council will seek to alter the land use of these areas to improve pedestrian links and local access issues whilst being mindful of the accommodation of the tidal commuter flow through the Borough. The realignment of the western gyratory has been designed and is awaiting a secure funding package. The eastern gyratory will be investigated further towards the end of the current LIP period, as set out in the Annual Spending Submission attached above.

5.3.5 Objective 5: Reduce Crime, Fear of Crime and Improve Road Safety

Historically, the Borough has directed LIP funding to highway infrastructure improvements around schools through the Safe Routes to Schools initiative, and more recently by combining the Local Safety Schemes, 20mph Zones and School Travel Plan programmes – this approach has been very successful and the Borough’s roads are at historically safe levels with few recorded accident problems in the vicinity of schools. It is proposed that this work will be complemented by enforcement and education, training and publicity.

- **Traffic Accidents** – The Borough will target accident locations for physical intervention according to currently monitored data (NI 47 / NI 48) that indicate where people / children have been killed or seriously injured on Borough roads. Where patterns or clusters are identified appropriate road safety engineering designs will be developed to address the causes of accidents.

The Borough has a good record in this area but is not complacent and ongoing improvements to the road network are prioritised using a formula system that considers speeds and flow rates as contributing factors. These schemes are supported by an innovative education and publicity programme that includes theatre, local accident campaigns and work in schools.

- **Local Safety Schemes** - Future investment will be focused on the Borough's town centres and neighbourhoods where crime and the fear of crime are most acute and where road safety problems are clustered on prime retail areas.
- **Road Safety Audits** – The Borough will undertake safety audits on all new transport infrastructure schemes. Major schemes will attract additional stage 1 and 4 audits to identify before and after impacts through on-site expert analysis.
- **Community Partnership working** – The Borough will work in partnership with local Police Community Support Officers, Neighbourhood Watch teams, the Community Safety Team and other public sector partners to deliver coordinated safety initiatives and programmes.
- **School Travel Plan Programme** - Schools are encouraged to carry out environmental audits to identify environmental issues and barriers to sustainable travel. An assessment of routes through travel plan consultation can help to identify areas where pupils feel unsafe. Partnership work between the Safer Neighbourhood Teams and the Council can help to ensure these issues are effectively remedied.
- **Crime** – The Borough will use Metropolitan Police data on mugging and shoplifting hotspots to target problem locations where improved lighting and the introduction of CCTV will make a real difference to the key retail areas and help improve their economic sustainability. In addition Redbridge will work as part of a multi-sector approach to crime in order to improve public realm, through improved access, active frontages, lighting, CCTV in line with Secure by Design Standards.
- **Integrated Approach** - The Borough's Integrated Road Safety Strategy brings together the 3 E's - Education, Engineering and Enforcement, in our Neighbourhoods and Corridor funded work programmes. We work with partner organisations to deliver a coordinated approach on interventions targeting public transport safety and throughout the public sector to ensure a consistent message is delivered in schools, hospitals and publically accessible areas.

5.3.6 Objective 6: Improve Streetscape

The Borough supports the 'Better Streets' initiatives to improve the quality of the public realm through innovative multi-modal solutions in our town centres and has

recently developed a Streetscape Guidance to improve consistency in material choices. This guidance is updated regularly, and the Neighbourhoods and Corridors approach within the LIP will be reflected in the guidance where appropriate.

The Borough will target High Streets and shopping parades with standard interventions including improved footway lighting, informal crossings, guardrail removal, shared space where feasible, and a reduced materials palette that declutters the urban environment and provides users with recognisable visual triggers in town centres, centre approaches and inter-centre linkages.

Guardrail removal will be subject to a formal auditing process with affected sites monitored for accident problems for three years. To avoid vehicle obstruction issues (rather than pedestrian safety) at sites where guardrailing is removed, tree planting and cycle parking will be considered as a physical deterrent. The Borough will actively avoid a proliferation of bollards in its LIP programme in the interests of a more connected and attractive public realm.

- **Footfall** – The Borough will support pedestrian infrastructure where footfall is highest to encourage the local economy and empower the local community. By investing in pedestrian infrastructure to promote increased footfall in our town centres key routes will be made fully accessible to allow mobility-impaired users full access to shops and services.
- **Servicing Problems** – The Borough will reassess the servicing requirements of the local shopping parades and town centres and optimise the working arrangements through shared facilities and timed loading arrangements where appropriate. We will seek to minimise the adverse impacts of freight movements on neighbouring areas.
- **Sense of Place** – Where major roads become local high streets the Borough will seek to strike a balance between the sense of place and the needs of through traffic and introduce crossing points and wider footways where practicable. The Borough is supporting the Mayor’s Great Spaces Programme, through projects at Gants Hill and Seven Kings. There are a total of five local projects included in the Better Streets Initiative.
- **Innovation** – the Borough supports local amenities such as car clubs, Legible London, recycling banks, local art and innovative street furniture in its Neighbourhood and Corridor programme.

5.4 Priority of Delivery

The matrix in **Appendix A** sets out nine Neighbourhood/Corridor schemes that the Borough will either implement or commence work on over the next three financial years, subject to continuation of funding. The matrix offers a transparent way of prioritising those areas within the Borough that are centres of major footfall, population, economic development or of local or regional importance.

The matrix attributes a score of between 1 and 3 depending on the importance of a category. For example, if an area sits within a major flagship development such as the Crossrail corridor, it would score highly with a 3. However, if an area does not sit within the vicinity of a major development, centre of population or transport hub, it has a lower score.

The matrix examines all aspects of policy, strategies and targets. It comprehensively sets out a filtering system for 69 areas of importance. Each policy has been grouped together by relevance under a high level strategy. For example, all policies pertaining to sustainable travel are grouped together and weighted accordingly. By passing each area through this system it has been possible to ascertain which sites are of greater strategic importance to the Borough, and subsequently, decide which locations should receive funding. The highest scoring neighbourhoods will have financial support allocated to them based on local need, with delivery of the programme starting at the top of the matrix and proceeding down the list.

Transport for London's LIP funding guidance recommends Boroughs to focus Neighbourhood /Corridor spending around the following funding themes: public transport (10%), safety (26%), congestion and environment (41%), accessibility (23%) in line with the London Councils Funding Formula.

To maintain the consistency of approach previously identified under the Local Safety Schemes programme which prioritised schemes based on accident analysis, 75% of the Neighbourhoods/ Corridors accident remediation budget has been directed to deliver the 'A' ranked schemes on the Priority Table with the balance directed at accident remediation within the remaining Neighbourhood/Corridor packages.

Smarter Travel initiatives and interventions will continue to be funded alongside these larger infrastructure-based initiatives using the Neighbourhoods / Corridors and Supporting Measures funding. Future reductions in road casualties and improvements in road safety are likely to require higher levels of investment as the quick win physical interventions are exhausted and increased behavioural change becomes the priority.

5.5 Major Schemes

The Borough anticipates making four major scheme bids over the next three years numbered in order of importance as set out below.

5.5.1 Manford Way (Hainault) Town Centre Regeneration

This scheme (intended to commence within the period of the LIP) will examine the town centre and routes to the shopping area in a holistic manner. The main aims of the scheme are to:

- Completely transform Manford Way in a holistic manner using good quality materials and innovative lighting with a minimum 25-35 year life span

- Create a sense of place and identity
- Create links to green spaces and improve walking routes to the town centre
- Put the pedestrian first, and ensure the streetscape moves away from accepting the dominance of the motor vehicles
- Use existing links with Living Streets and Hainault Action Group to promote smarter travel measures and initiate behaviour change within the community
- Reduce crime and fear of crime
- Increase footfall within the high street, therefore increasing economic activity
- Reduce accidents through slower traffic speeds.

The scheme is estimated to cost between £3million and £3.5 million with funding expected to come from Transport for London's Major Schemes allocation, section 106 and other LIP contributions. A Step 1 submission to Transport for London was completed in October 2010 and a further step process submission progressed during 2011. Subject to award of funding the project should be completed by 2014.

The scheme will contribute to LIP objectives 1, 3, 5 and 6.

5.5.2 Redbridge District Centre Regeneration

This scheme aims to improve bus journey times through implementing a bus corridor between Redbridge Underground station and the A12. In addition, the scheme will examine walking routes to Redbridge Underground Station. The main aims of the scheme are to:

- Provide a focus to this district centre by the creation of a high quality public realm in the vicinity of the Redbridge Underground station.
- Improve walking routes to Redbridge Underground station and widen the footways within the boundary of Redbridge Underground station.
- Replace existing pelican crossing on Redbridge Lane East with a signalised roundabout junction incorporating a pedestrian phase.
- Reconnect Royston Gardens with the residential community and local amenities on the other side of the A406 North Circular Road.
- Relight and repave Roding Lane South from Avondale Crescent to Redbridge Lane East and Redbridge Lane East from its junction with the roundabout to Rosemary Drive.
- Declutter footways and rationalise Highway signage on the roundabout
- Explore usage of innovative lighting under the Redbridge flyover to open up this underused green space with its links to the Roding Valley Way linear park.
- Resurface and improve lighting for the footway / cycleway connecting the subways and Redbridge Underground station.
- Improve cycle parking facilities at the station

- Provide a designated crossing point across the slip road between the station and Eastern Avenue to facilitate increased pedestrian movement towards new bus stop.

This scheme is estimated to cost between £1.5million and £2 million, and would need considerable TfL consultation as the area around the station and roundabout comprises part of the Transport for London Road Network. A bid is anticipated to be created in 2012 with potential sources of funding from Major Schemes and CIL contributions and will not be completed until after 2014.

This scheme meets LIP objectives 1, 2, 4 and 6.

5.5.3 Woodford Bridge Town Centre Regeneration

Woodford Bridge town centre is a conservation area which has been deemed "at risk" by English Heritage due to declining streetscape and the centre has very poor transport links. The aim of any major scheme is to improve walking, accessibility, cycling and bus connections. This area is suited to the introduction of both car clubs and electric vehicle infrastructure. Any scheme would look to:

- Ensure all bus stops are accessible, and examine the possibility of bus priority measures within the town centre
- Environmental upgrade of the retail areas
- Make the town centre fully accessible and DDA compliant
- Ensure pedestrian routes to the centre are well lit and covered by CCTV
- Increase cycling facilities

The scheme is estimated to cost between £2.3million and £2.8 million and would seek LIP corridor and Major Scheme funding in the future, with implementation circa 2020.

This scheme meets LIP objectives 1, 3, 5 and 6.

5.5.4 Ilford Eastern Gateway

The Ilford Eastern Gateway consists of secondary retail and businesses surrounded by a roundabout and flyover. The aim of any scheme would be to:

- Enhance the local environment and lessen the impact of the flyover
- Develop shared space benefits on the raised High Road
- Provide a landmark gateway feature to the town centre on the gyratory
- Improve links to Winston Way School
- Improve traffic flow through the roundabout
- Improve walking and cycling facilities to enhance connectivity between the eastern and western parts of Ilford, thus reducing severance
- Release gyratory land for development and open space.

The scheme is estimated to cost between £2million and £2.5 million and would be funded through Major Schemes and CIL contributions through future bidding processes. Part of the scheme will commence in 2012 through the Neighbourhood

scheme of the same name, with the larger scheme to be delivered in the future, with implementation circa 2025.

This scheme meets LIP objectives 1, 3, 5 and 6

5.6 Risk Management

Every project or programme has an element of risk and the London Borough of Redbridge has attempted to identify those key risks, and the measures that might mitigate them in the table below.

On all major projects quarterly meetings involving key internal stakeholders are held to guide the design and build processes, whilst individual projects are monitored at bi-monthly meetings that ensure if there is a risk to timescales or costs, these can be re-programmed in good time.

Table 5.6 Risk Mitigation involving key internal stakeholders

Risk	Measures Taken to Mitigate
Funding or staffing reductions due to budget reductions.	If resources are reduced due to spending reductions programmes will be reviewed for scale and effectiveness.
Delays to programmes/projects or cost increases	If a scheme faces an unavoidable delay or cost increase, applications will be made to transfer funding to alternative projects. Projects are reviewed on a bi-monthly basis by programme managers to monitor spend and build programmes.
Change in policy or political direction	London Borough of Redbridge is engaged in a variety of schemes through various different policy areas. Elected Members will be closely involved in scheme identification and spend processes.
Public consultation could reject some schemes or significantly alter them	If a scheme is rejected by public consultation the Borough will seek to move funds between projects.
Interventions undertaken are not successful	If schemes or project outcomes are not successful, these will be reviewed in the next LIP process.
Factors out of Local Government control	These refer to economic or social factors such as large fluctuations in the price of property or fuel. In this instance, affected projects will be reviewed.

6 PERFORMANCE MANAGEMENT PLAN

6.1 Introduction

In order to monitor delivery of the Redbridge LIP objectives and intended outcomes, we have identified a number of SMART targets and indicators. These include:

- **Core targets** – the Borough has set specific targets agreed with TfL to assess delivery of MTS outcomes at a local level.
- **Local targets** - the Borough has set additional targets to assess delivery of other local priorities in line with the six Redbridge high-level objectives.
- **Monitoring indicators** - These are reported to TfL annually and can be found on Proforma C. These cover a range of modal and initiative outputs and refer to LAA targets.

Further target information including base year and baseline data, target year and target outcome, and the anticipated target trajectory is summarised in Proforma B at the end of this chapter.

6.2 Target Setting

The following section shows how we have developed our targets, and how we will ensure delivery of outcomes. In particular it identifies:

- **Evidence** to demonstrate that the target is both **ambitious and realistic**, given indicative funding levels;
- **Key actions** needed to achieve the target, including what schemes and policies need to be implemented and the role of local partners;
- **Principal risks** to the achievement of the target and how these will be managed.

6.3 Core and Local Indicators and Targets

Redbridge has seven core targets and five local indicators which it will monitor and review over the next three years. The reasons these targets have been chosen and the way the Borough intends to achieve them has been set out below with an outline of the key risks associated with each target.

6.3.1 Core Indicator : % of Trips by Walking

The Borough is committed to increasing walking under **objectives 1, 2 and 6** of the Delivery Plan. The aim is to increase walking by 0.8% of trips made from 28 to 28.8%. This represents a realistic challenge given the anticipated growth in the sub region, the geographic scale of the Borough and general dispersal of residential areas throughout it with the consequential distance to workplace and amenity destinations.

Redbridge will achieve this target by:

- Ensuring key walking routes within town centres are considered in any major re-developments
- Improving lighting and CCTV, and reducing street clutter through provision of high quality pedestrian signage, including Legible London
- Ensuring Council and third party funding commitments are secured for this mode wherever possible, notably in urban centres
- Introducing a series of behavioural change initiatives and incentives through educational programmes to raise awareness of walkable distances, time and money savings achievable and the health and lifestyle benefits associated with increased walking.

Key actions by partners: Environment improvements to assist walking are largely dependent on external funding from Corridor schemes so is dependant on TfL honouring the existing and future LIP allocation commitments and further support for walking initiatives through non LIP programmes.

New development will be encouraged to support sustainable travel by conditioning workplace travel plans for all major sites through the Planning Approval process.

Key risks: Delays in time taken to deliver schemes and further reduction in funding.

Figure 6.3.1 Projected Walking Trips

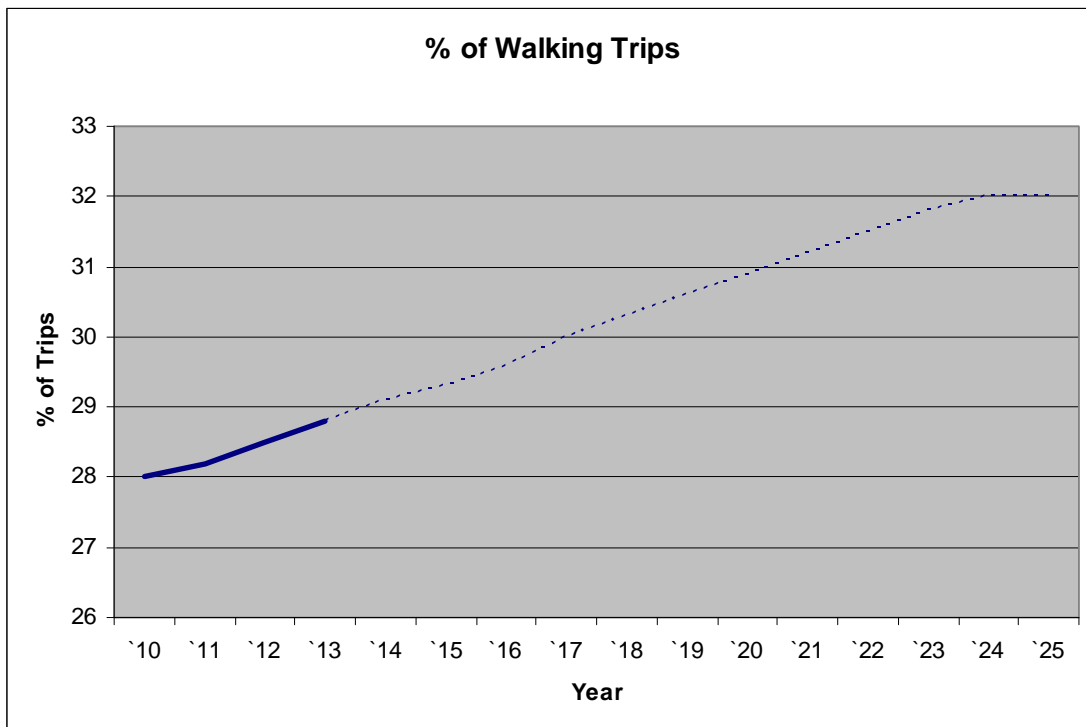


Figure 6.3.1 indicates the increase in walking trips that Redbridge aims to achieve by 2013/14 through the planned interventions detailed in the Delivery Plan and the projected target mode share through to 2025.

6.3.2 Core Indicator : % of Trips by Cycling

The Borough is committed to increasing cycling under **objectives 1 and 2** of the Delivery Plan. The aim is to increase cycling by 0.4%, from 1.1 to 1.5%. This is a 36% increase from existing cycling levels and represents a significant challenge. In the longer term the Borough is projecting a mode share similar to the Mayor of London's target for mode share by 2025 (4%). It is anticipated that in areas where significant investment in cycle initiatives has been made (such as in the cycle hub) there will be higher cycle mode share than the Borough average.

Redbridge will achieve this target by:

- Ensuring strategic cycle routes between town centres are considered in any major developments
- Using smarter travel measures to encourage the uptake of cycling, increasing cycle parking through the development control process, and incrementally increasing its cycle route network
- Ensure Council and third party funding commitments are secured for this mode wherever possible, notably in urban centres
- Introducing a series of behavioural change initiatives and incentives within the Snaresbrook and South Woodford cycle hub to increase cycle trips. This area was identified in the Biking Borough study as having the most potential for trip mode change to bicycle. It is intended to replicate the more successful aspects of this initiative throughout the Borough beyond the current spending plan period.

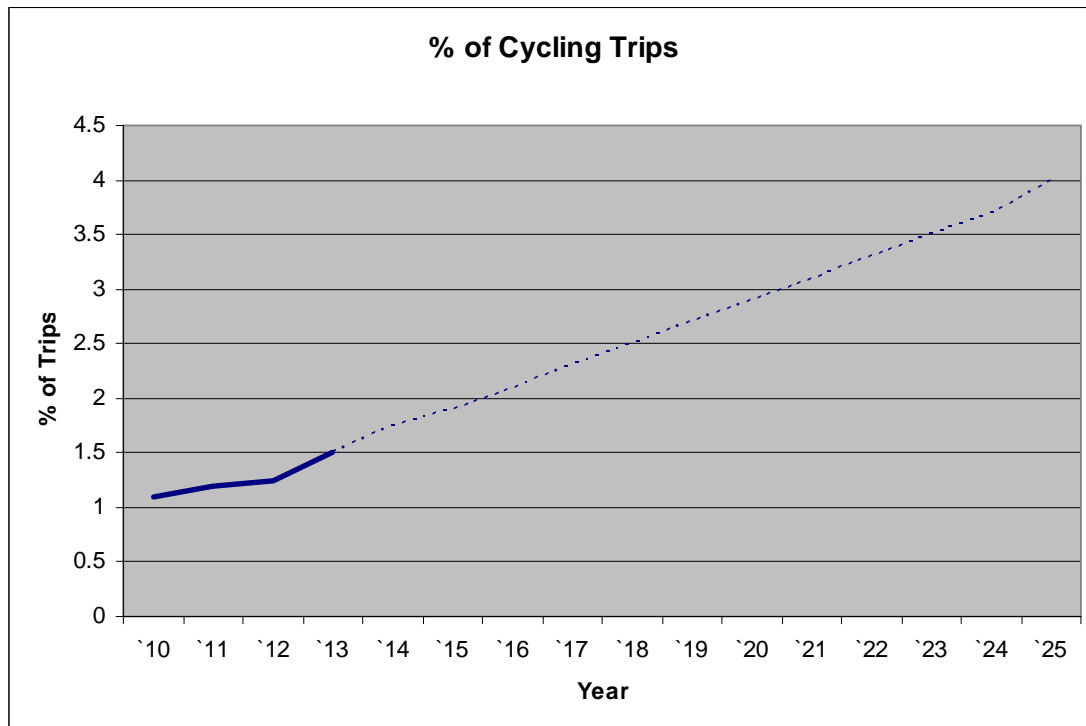
Key actions by partners: Environment improvements to assist cycling are largely dependent on external funding from Corridor schemes so is dependant on TfL honouring the existing and future LIP allocation commitments and further support for cycling initiatives through non LIP programmes.

New development will be encouraged to support sustainable travel by conditioning workplace travel plans for all major sites through the Planning Approval process.

Key risks: Delays in time taken to deliver schemes and further reduction in funding.

Figure 6.3.2 indicates the increase in cycling trips that Redbridge aims to achieve by 2013/14 through the planned interventions detailed in the Delivery Plan and the projected target mode share through to 2025.

Figure 6.3.2 Projected Cycling Trips



6.3.3 Core Indicator : Bus Service Reliability

Redbridge is committed to improving bus journey times and bus reliability under **objectives 1, 2 and 4** of the Delivery Plan. The aim is to decrease excess waiting time from 1.3 minutes to 1.1 minutes.

Redbridge will achieve this target by:

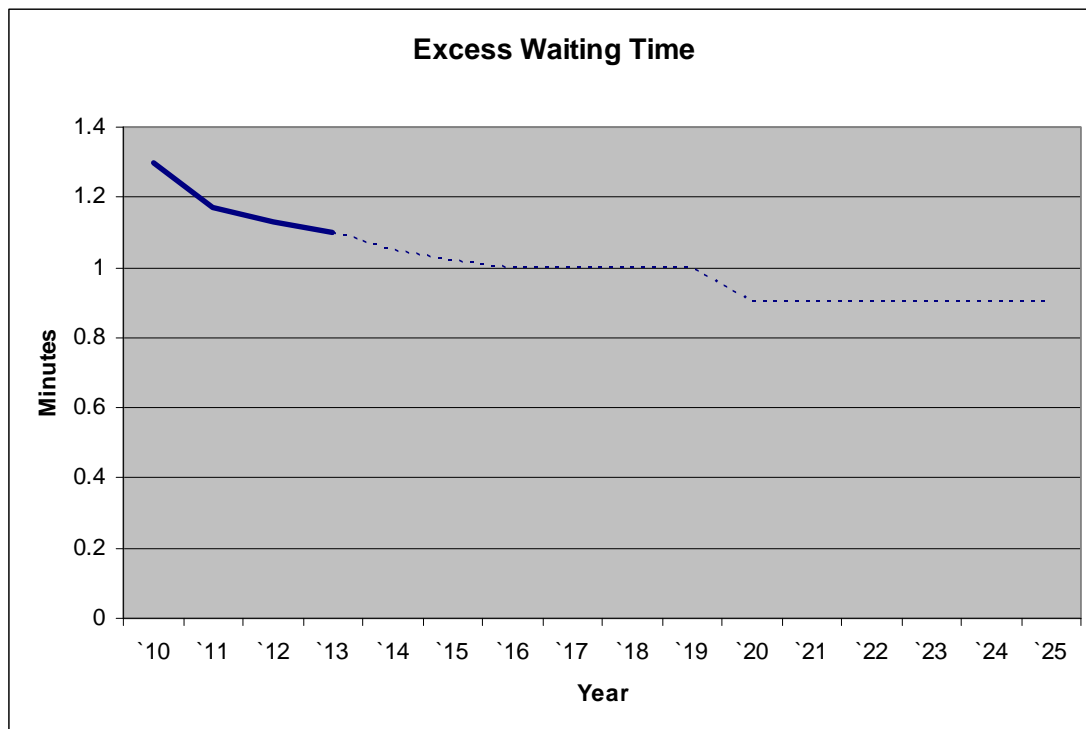
- Ensuring as many bus stops as possible are accessible with bus cages, time waiting plates, and accessible kerbs
- Investigating implementation of bus lanes at applicable locations
- Implement parking restrictions at locations known to be an issue for buses.

Key actions by partners: Improvements to assist bus running times are largely dependent on TfL Bus structural improvements. Locally this may be addressed through roll out of the SCOOT system at traffic controlled junctions.

Key risks: Unexpected increase in congestion at key locations and local dissatisfaction with any parking restriction designed to aid buses. This is a key action for TfL Buses and subject to TfL budgets.

Figure 6.3.3 indicates the proposed decrease for excess journey times to 2013/14 with the Borough's projected targets to 2025.

Figure 6.3.3 Projected Bus Waiting Time



6.3.4 Core Indicator : Asset Condition of Principal Roads

Currently only 4.2% of Redbridge principal roads are in need of repair. However, this is expected to deteriorate over the next three years due to reduction in proposed funding from TfL and potentially from Council sources due to the downturn in the economy.

Redbridge will continue to maintain this network, the unclassified principal roads and the local residential roads utilising internal funding allocated via the council's prioritisation model and HAMP.

In the medium to long term it is anticipated that further funding will be channelled into road maintenance so the long term trend is more positive.

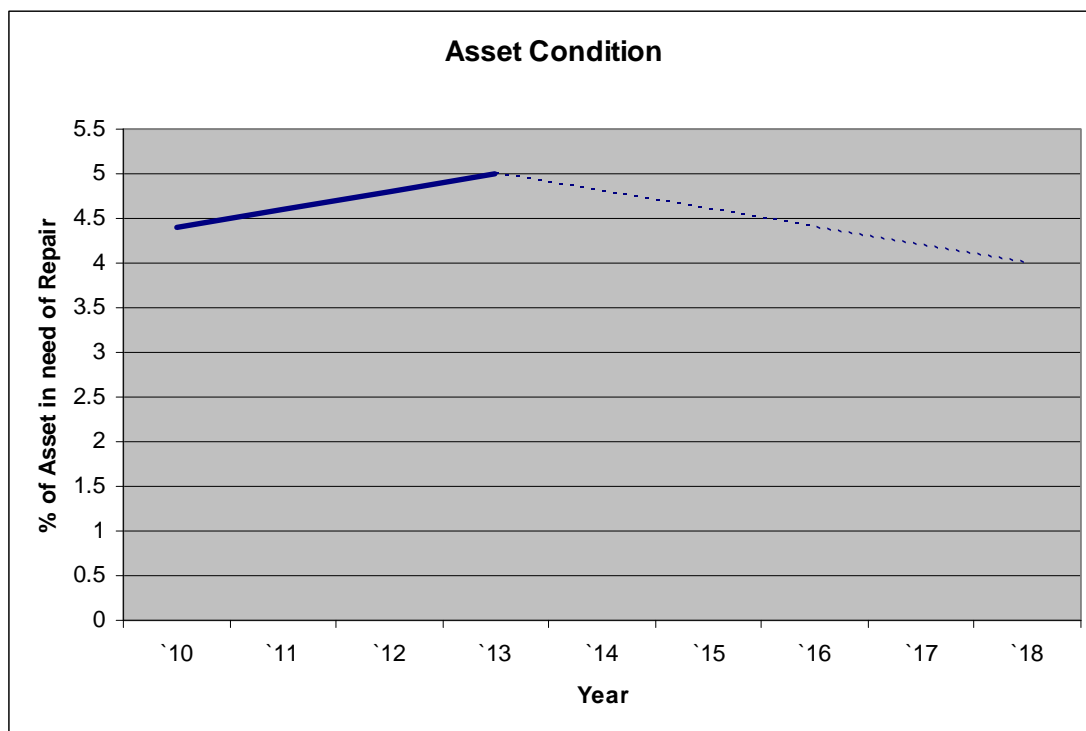
Key actions by partners: Highway improvements are partially dependent on external funding of road maintenance schemes, prioritised through the annual Boroughs principle road condition survey relies upon TfL funding processes.

The Borough will engage with utility companies through the London Permit Scheme process to reduce the impact on the Strategic Road Network, bus routes and other key links throughout the Borough.

Key risks: Extreme weather conditions could rapidly degrade road surfaces and allow water penetration into the foundations leading to a greater deterioration of the asset condition.

Figure 6.3.4 illustrates the asset condition of the Borough’s Principal Road network until 2018.

Figure 6.3.4 Asset Condition of Principal Roads



6.3.5 Core Indicator : KSI and Total Road Traffic Casualties

Redbridge is committed to reducing the number of road traffic casualties under **objective 5** of the Delivery Plan. The target aims to reduce casualties in the killed and seriously injured category from 92 to 86, and to reduce total casualties from 842 to 790, both by 2013. Comparing Redbridge to neighbours Havering and Barking and Dagenham using the *Casualties in Greater London 2009 factsheet* prepared by TfL, Redbridge’s fatal accidents for that year are higher at 9, whilst the other two are 5 and 2 respectively. Redbridge has a higher number of serious accidents than Barking and Dagenham but fewer than Havering.

The Borough has used the 2006-2008 three year average casualties to calculate the baseline figures shown in Proforma B. This will be updated to use the 2007-2009 data once it is available, and if / when new national / London road safety targets are set.

Redbridge will achieve this target by:

- Implementing a range of engineering schemes, educational programmes, publicity campaigns and enforcement measures (including mobile CCTV).

- Incorporating cycle and pedestrian safety measures into infrastructure improvements as mentioned in Chapter 2
- Addressing locations identified in the accident priority table to improve local safety schemes prioritised on flow rate and speed.

Key actions by partners: TfL is the Highway Authority responsible for all casualties on the TLRN which include a number of the KSI's in the Borough. Any reduction on the TLRN is TfL's responsibility and is reliant on a funded package of interventions and a review of speed limits on these roads.

The Borough is waiting for TfL to publish an update to the Road Safety Plan which will set out their strategy for the TLRN which may in turn affect our response to casualties on the SRN.

The Borough will target specific causes of accidents through our ongoing road safety education programme but are reliant on neighbouring Boroughs, Essex County Council and TfL to similarly resource and coordinate road safety campaigns to reach target groups.

It is important that the Metropolitan Police and NHS's media campaigns against drink driving, particularly in December, to continue to raise awareness of the dangers involved and promote designated drivers etc.

Key risks: Delays to the implementation of safety schemes and increases in traffic volumes. The Borough will continue to review accident patterns to manage this risk.

Figure 6.3.5a Projected Total Number of People Killed or Seriously Injured

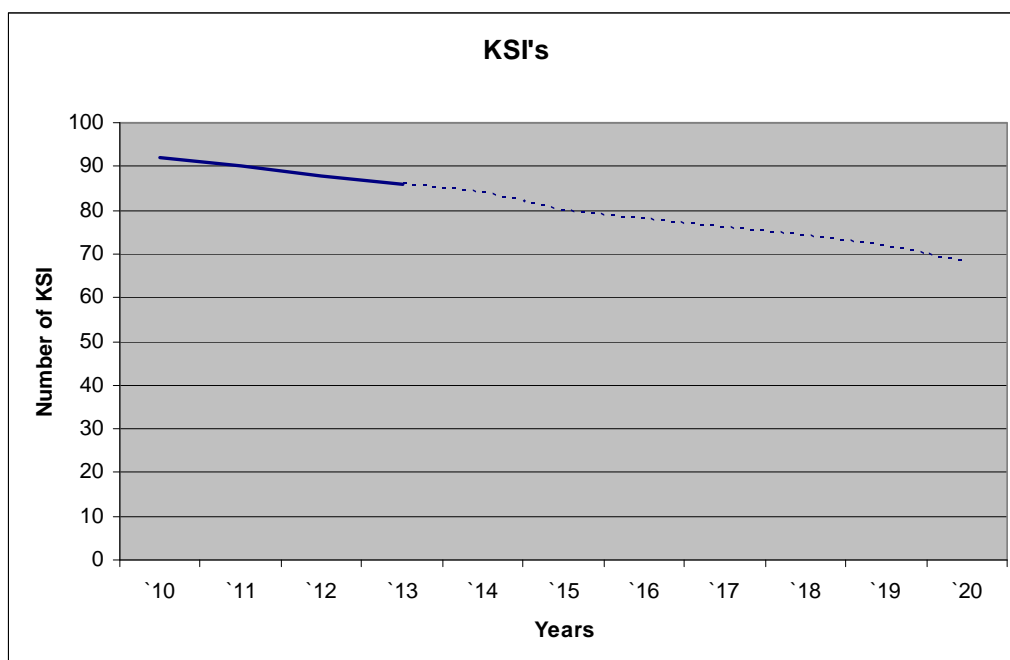


Figure 6.3.5a illustrates the reduction in killed or seriously injured casualties the Borough expects through to 2025.

Figure 6.3.5b Projected Total Casualties

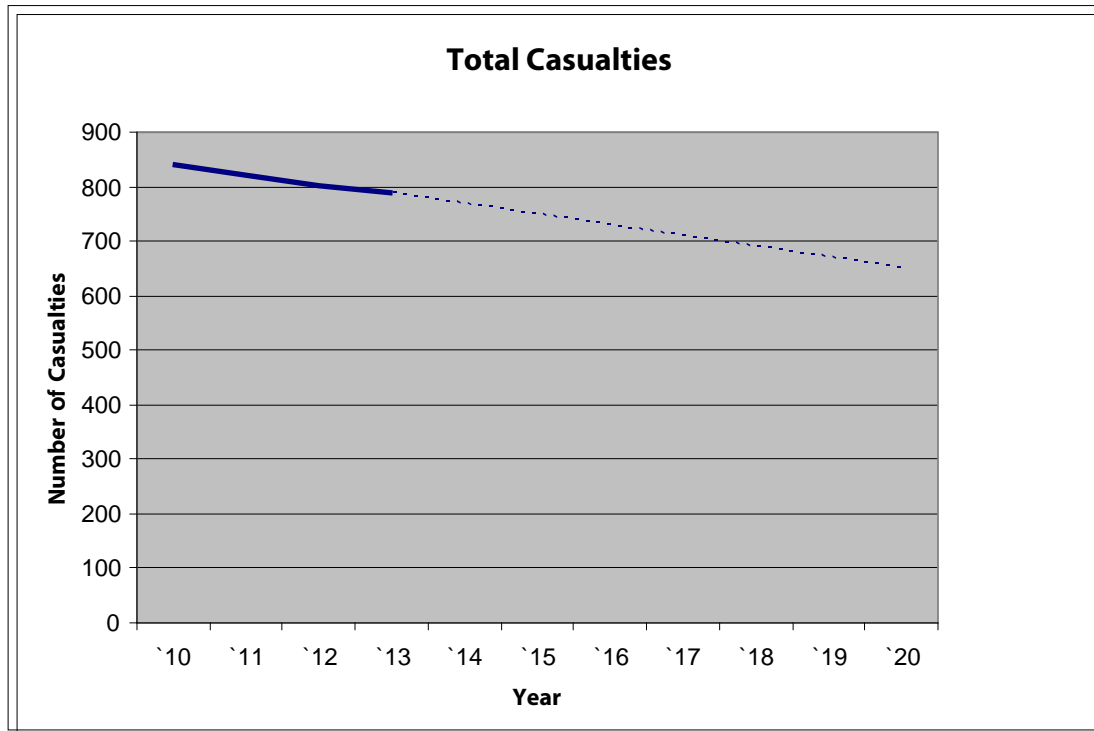


Figure 6.3.5b illustrates the reduction in killed or seriously injured casualties and total casualties the Borough expects up to 2020.

6.3.6 Core Indicator : CO₂ Emissions

Objective 2 states Redbridge will seek to reduce CO₂ emissions and intend to effect a reduction from 252 tonnes to 231 tonnes during the delivery plan period. The longer term target of 145 tonnes / year reflects the Mayor of London’s 60% reduction target for CO₂ by 2025.

The Borough will endeavour to move towards this target by:

- Supporting increases in walking and cycling and the introduction of car clubs and electric vehicles.
- Supporting the roll out of enforcement controls associated with the Low Emission Zone.
- Introducing, where possible, electric or hybrid vehicles into the Council’s own fleet and good fleet management.
- Providing charging points on street and through the development control process.
- Good practice for traffic management schemes.

Key actions by partners: The Borough will encourage Carbon efficient behaviour and design through the planning approval process. This includes introduction of electrical charging points in 20% of all new development parking spaces and encouraging car sharing schemes and the use of low Carbon vehicles in workplace travel plans, which are conditioned for all major developments.

Smoother traffic flow will reduce vehicle emissions and the Borough will work with its sub-regional partners to continue to fund improvements that address this MTS goal, particularly at the congested junctions identified as sub-regional corridor delay hot spots. This includes a review of signal timings by TfL Network Management.

We will work with the freight industry to identify an informal freight network of roads connecting the industrial areas with the TLRN / SRN / PRN to reduce the incidence of larger vehicles using unsuitable roads.

Key risks: Much of the CO₂ emitted in Redbridge is from privately owned vehicles passing through the Borough. The key risk here is that any reduction in emissions is largely due to factors outside of the Council's control. The Borough will address this risk by monitoring ground-based emissions and reviewing its target accordingly.

Figure 6.3.6 Projected CO₂ Emissions

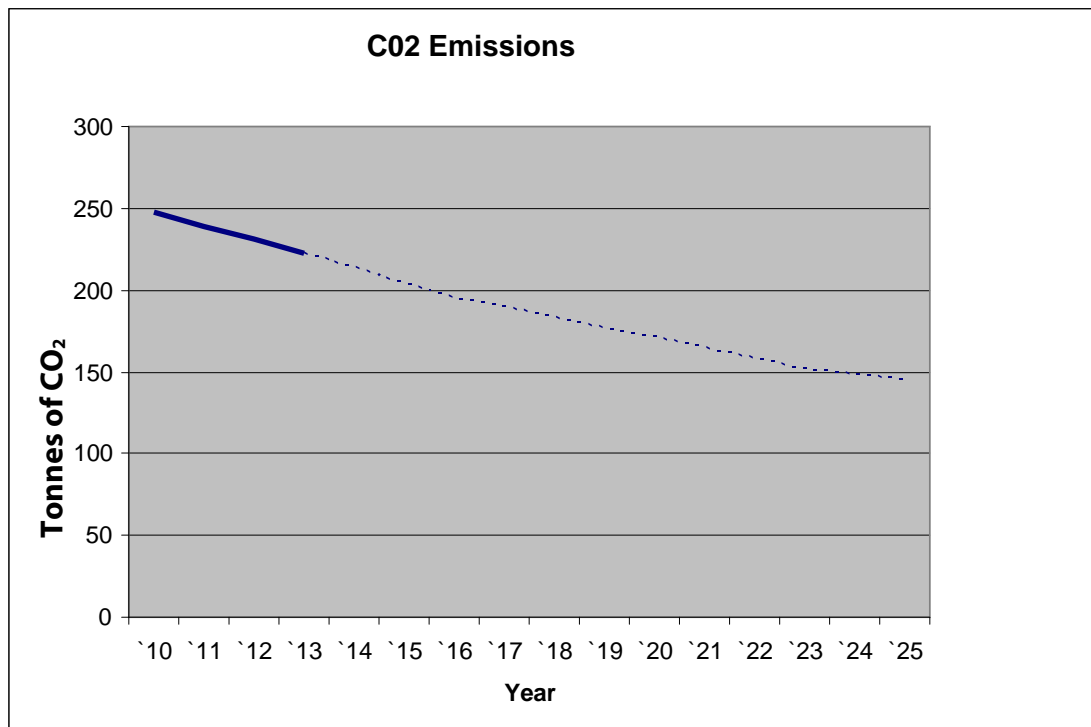


Figure 6.3.6 illustrates the Borough's target decrease in CO₂ emissions to 2013 and the projection to 2025.

- The following local indicators represent targets that Redbridge is seeking to achieve as part of its LIP which will be monitored in tandem with the core targets.

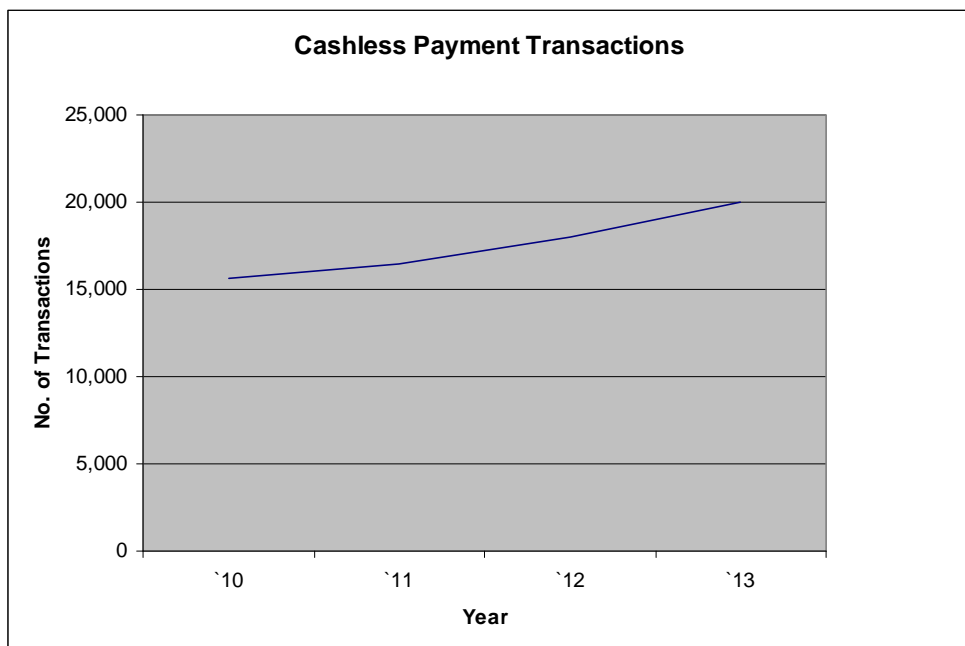
6.3.7 Local Indicator: Cashless Payment Parking System

The Cashless Payment Parking System offering payment by mobile phone using an external company (currently Ring Go) has been available on a trial basis in 18 of the Borough's surface car parks and is considered to have been successful. The Council's Cabinet has decided to make the permanent cashless payment facilities in surface car parks and to extend the service to cover all on street Pay and Display locations in the Borough.

The main benefits of cashless payment systems are that users don't need to hoard coins in their pockets or have change in their (vehicle, which can lead to theft and vandalism when left on display); or have to use a parking machine (a particular advantage if it's cold, wet, or late at night) and that a parking ticket is not required. Civil Enforcement Officers check that the correct payment has been made using internet connected hand held units.

This system is becoming common throughout London and links into emerging new technologies increasingly available to connect residents and council service users directly with officers. The Borough is interested in making the system easier for users by embracing developments in technologies that complement and connect the different services used.

Figure 6.3.7 Projected Cashless Parking Transactions



In due course this method of payment will be available throughout the Borough and across London in support of **objectives 1, 2, 3, 5 and 6**. It is anticipated that the number of cashless payment parking transactions will rise to 20,000 by 2013/14. Figure 6.3.7 illustrates this targeted increase.

Key Risks: The success of this scheme is dependent on the willingness of Members and the Public to accept change and the assumption that the whole population has a mobile phone.

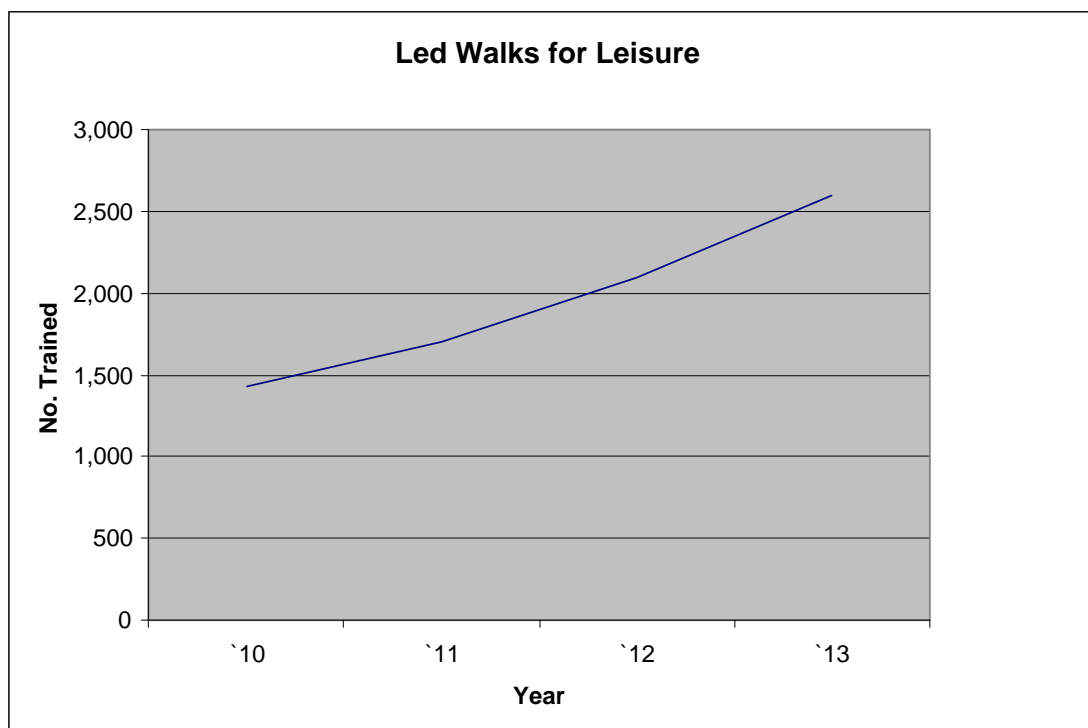
The Borough will address this risk through continued monitoring of the service.

6.3.8 Local Indicator: Led Walking for Leisure

In order to complement objectives 1, 2, 6 and improve the health of residents, Redbridge aims to increase the number of participants on its led walk programme to 2,600 by 2013/14.

The Redbridge Walk to Health programme is a set of weekly walks in various parks across the Borough. The walks are free and are led by trained and committed walk leaders who are also fully qualified first aiders. Everyone is welcome to join the walks, but elderly groups have been successfully targeted in line with the Council's Healthy Living agenda.

Figure 6.3.8 Projected Attendees on Led Walks



There are a variety of walks available for different levels of fitness, including a historic tour, and two walks trip to the 2012 Olympic and

Paralympic Park. Proposals for the next two years include a Nordic Walk and Buggy Walks which are likely to be popular as they engage with a larger target audience in support of **objectives 1, 2 and 3**. Currently 1,434 people have attended led walks, and it is hoped to increase this figure to 20,000 over the lifetime of this LIP.

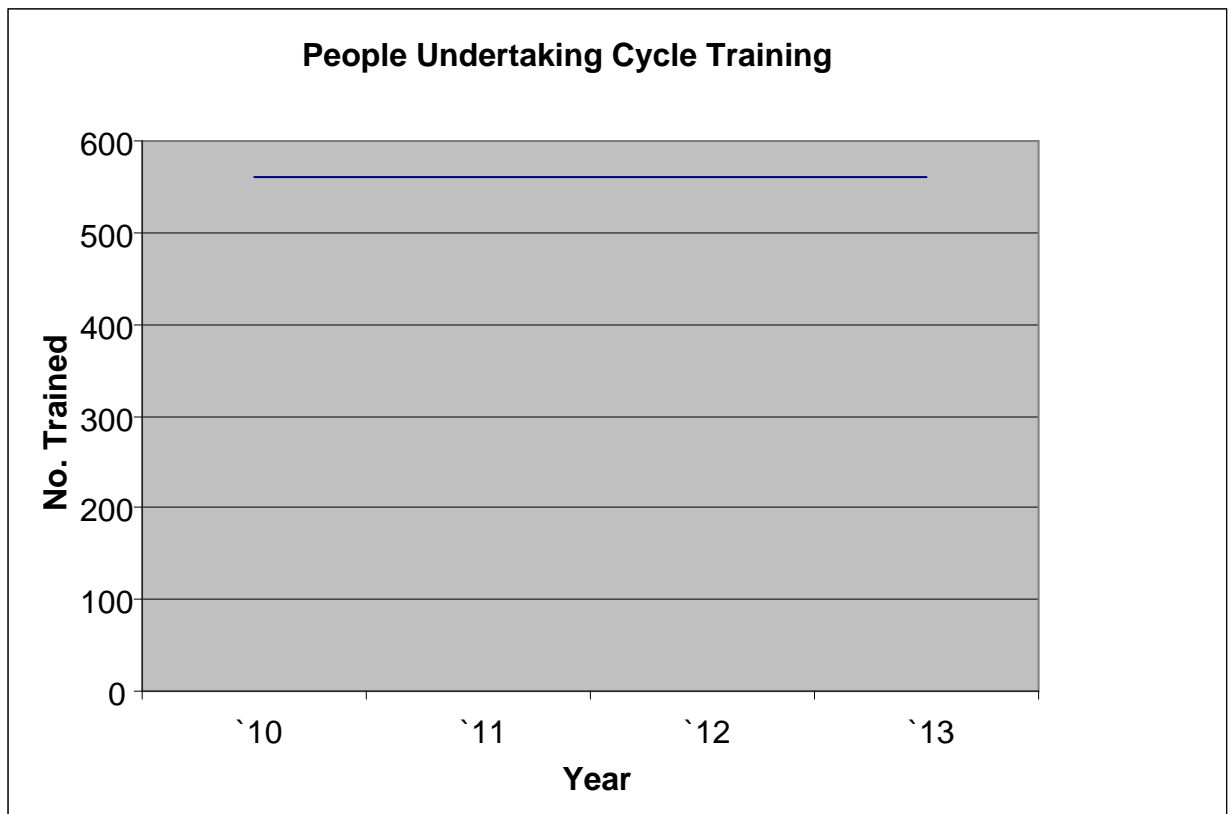
Key Risks: This work stream is subject to the continuing support of Members. Officers will keep Members aware of the health benefits associated with this scheme to ensure funding is maintained.

6.3.9 Local Indicator: Cycle Training

The Borough is committed to the promotion of safe cycling through its provision of free cycle training for adults and children. There are three levels of competence from beginner (basic skills and confidence) to advanced (cycling on busy roads).

This continuing support will allow the Road Safety Team to continue to train 160 adults and 400 children a year in support of **objectives 1, 2 and 5**.

Figure 6.3.9 Projected Number of Persons Undertaking Cycle Training



Key Risks: A key risk is apathy among young people or resistance from schools to provide this training. The Borough will continue to

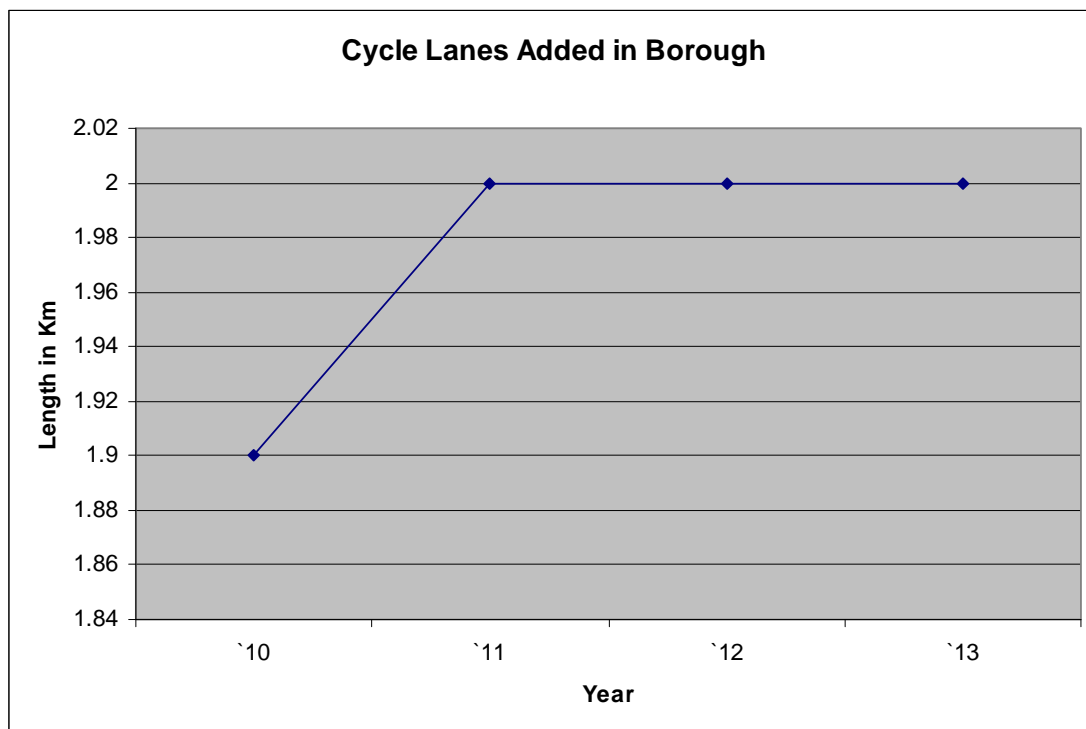
encourage schools to take part in cycle training through their travel plans.

6.3.10 Local Indicator: Cycle Lanes

The Borough is committed to investing in cycling and providing dedicated cycling infrastructure. This indicator monitors the incremental provision of infrastructure required to provide a safe and convenient network throughout Redbridge. Where the routes provided are off the Highway they are typically footways / cycleways, and in some case also equestrian routes.

This target ensures cycling remains a high priority at master planning stage of the short listing of interventions determined within the Neighbourhood, Corridor and Supporting Measures programme. In line with **objectives 1, 2, 3, 4 and 5** the Borough intends to deliver 2km of new cycle lanes per year in line with historic delivery.

Figure 6.3.10 Projected Additional Cycle Lanes



Key Risks: The key risk associated with this target is that cycle lanes proposals could fail at public consultation stage (or planning application where they are in green field locations).

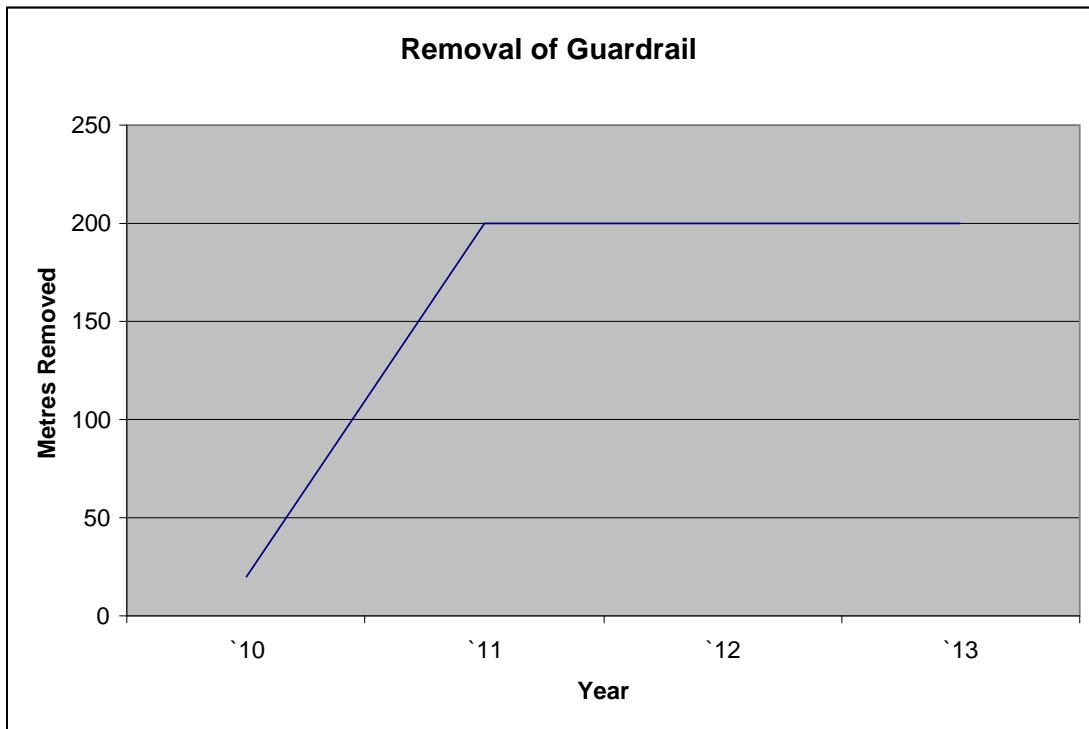
6.3.11 Local Indicator: Guardrail Removal

In line with the approach taken by TfL the Borough has a programme for guardrail removal to assist pedestrians to 'cross at risk'. The Delivery Plan focus on the retail areas has allowed this workstream to be ramped up to

encourage pedestrian permeability and better streetscape in and around the Borough's town centres.

This process has produced several successes which are locally popular and contribute to the vitality of these neighbourhoods and high streets. The Borough plans to remove a total of 620 metres of guardrail over the period 2010/11 to 2013/14. This target addresses **objectives 1,2,3 and 5**.

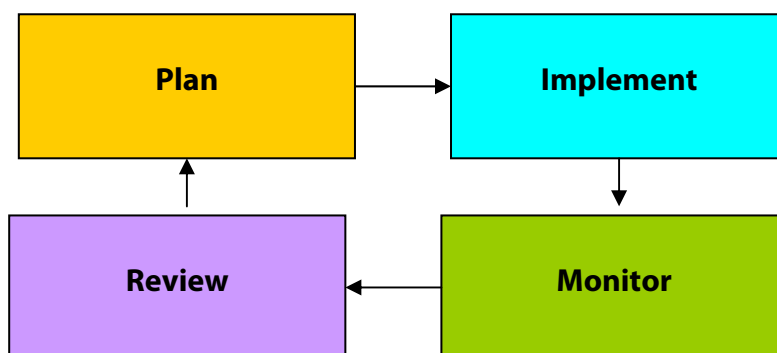
Figure 6.3.11 Projected Length of Guardrail Removal



Key Risks: The key risks associated with guardrail removal are an increase in accidents involving pedestrians, and obstruction caused by footway parking and uncontrolled loading. To mitigate against this risk the Borough uses the TfL approved "Assessment of the use of Guardrails" form to assess if a location is suitable for the removal of guard rail and monitors the sites for a three year period to assess problematic behaviour which may require further mitigating works.

6.4 Monitoring Progress

As is consistent with the Council's best practice guidance we will evaluate the progress of the above targets as set out below:



If a target is not on track the Borough will identify the causes and consider altering its investment programme. This approach shows how the monitoring and reviewing processes influence future plans, and that the Borough is committed to a practical approach to target setting.

Meetings between senior officers and relevant Cabinet Members held on a fortnightly basis ensure that extensive reporting of performance against priorities is undertaken.

To complement the above, Redbridge has for some years undertaken “before and after monitoring” of specific schemes. This will continue where appropriate and feed into the process of evaluation in order to provide relevant and up to date evidence of programme investment.

6.5 Linkage Between the High Level Objectives and Targets

Table 6.5 sets out the linkages between the Redbridge core targets, the MTS high-level objectives and the MTS outputs.

Table 6.5– Targets and monitoring for delivery of LIP outcomes

Category	Target / Indicator	Relevant LIP Objectives
MTS Goal: Economic Development and Population Growth		
Core Target	Ensure condition of principal roads in need of repair does not exceed 5%	Obj 3,6
Local Target	Increase cashless payment for parking from 15,655 payments to 20,000	Obj 1,2,3,
MTS Goal: Quality of Life		
Local Target	Increase attendees at Led walks for Leisure from 1,434 to 2,600	Obj 1,2,3,6
Local Target	Increase annual average guardrail removal from 40m to 200m	Obj . 6
MTS Goal: Safety and Security		
Core Target	Reduce the number of KSI on Redbridge roads from 92 to 86	Obj 5
Core Target	Reduce overall casualties from 842 to 790	Obj 5
Local Target	Maintain cycle training attendees at consistent level of 560	Obj 1, 2,5
MTS Goal: Opportunities for all		
Core Target	Reduce excess waiting time at bus stops to 1.1 minutes	Obj 1,3,4
Local Target	Increase length of cycle lanes in Redbridge from 1.9km to 2km	Obj 1,2,3,4,5

Category	Target / Indicator	Relevant LIP Objectives
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MTS Goal: Climate change

Core Target	Increase number of walking trips by 0.8 %	Obj 1,2,4,
Core Target	Reduce CO2 emissions from 266 kilo tonnes to 231 kilo tonnes	Obj 2,3
Core Target	Increase cycling trips from 1.1% to 1.5% of mode share.	Obj 1,2,4

MTS Outputs

Output Indicators / Targets	Relevant LIP Objectives
Cycle Highway Schemes	Obj 1,,2,3,4
Cycle Parking	Obj 1,2,6
Electric Vehicle Charging Points	Obj 2,6
Better Streets	Obj 1,5,6
Cleaner Local Authority Fleets	Obj 2
Net Increase in Street Trees	Obj 6

These MTS outputs have been included as the Mayor has made special reference to them and they are monitored annually through the Annual Spending Submission.

Locally specific targets for mandatory indicators

v1.0

Borough: Redbridge

Core indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data					Long Term Target - 2025/26	Data source
								2010	2011	2012	2013	2025/26		
Mode share of residents	% of trips by walking	Calendar	%	2008/09	28	2013/14	28.8	2010	2011	2012	2013	2025/26	LTDS	
								28	28.2	28.5	28.8	32%		
Mode share of residents	% of trips by cycling / no of trips	Calendar	%	2008/09	1.1	2013/14	1.5	2010	2011	2012	2013	2025/26	LTDS	
								1.1	1.2	1.25	1.5	4%		
Bus service reliability	Excess wait time in mins	Calendar	Mins	2009/10	1.3	2013/14	1.1	2010	2011	2012	2013	2025/26	iBus	
								1.3	1.17	1.13	1.1	0.9		
Asset condition - principal	% length in need of repair	Calendar	%	2009	4.2	2013/14	5	2010	2011	2012	2013	2017/18	Detailed Visual Inspection (DVI) data supplied for each borough to TfL by LB Hammersmith and Fulham	
								4.4	4.6	4.8	5	4%		
Road traffic casualties	Total number of people killed or seriously injured	Calendar	Number	2006-2008	92	2013/14	86	2010	2011	2012	2013	2020	London Road Safety Unit	
								92	90	88	86	68		
Road traffic casualties	Total casualties	Calendar	Number	2006-2008	842	2013/14	790	2010	2011	2012	2013	2020	London Road Safety Unit	
								842	822	802	790	650		
CO2 emissions	CO2 emissions	Calendar	Tonnes/year	2008	266	2013/14	231	2010	2011	2012	2013	2025	GLA's London Energy and Greenhouse Gas Emissions Inventory (LEGGI)	
								252	245	238	231	145		

Additional (non-mandatory) local targets

Local indicator	Definition	Year type	Units	Base year	Base year value	Target year	Target year value	Trajectory data					Data source
								2010	2011	2012	2013	2025/26	
Cashless parking system	Total number of Transactions	Calendar	Number	2010	15,655	2013/14	20,000	2010	2011	2012	2013	2025/26	LB Redbridge (Parking)
								15,655	16,500	18,000	20,000		
Led Walking for Leisure	Total number of attendees	Calendar	Number	2010	1,434	2013/14	2,600	2010	2011	2012	2013	2025/26	LB Redbridge (Culture, Sports and Community Learning)
								1,434	1,700	2,100	2,600		
Cycle Training	Total number trained	Calendar	Number	2010	560	2013/14	560	2010	2011	2012	2013	2025/26	LB Redbridge (Road Safety)
								560	560	560	560		
Cycle Lanes	Additional length added to local network	Calendar	km	2010	2	2013/14	2	2010	2011	2012	2013	2025/26	LB Redbridge (Transportation Strategy)
								1.9	2	2	2		
Guard Rail Removal	Metres of guard rail removed	Calendar	Metres	2010	20	2013/14	200	2010	2011	2012	2013	2025/26	LB Redbridge (Transportation Strategy)
								20	200	200	200		

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APPENDICIES

A – Matrix Tables

B - Strategic Environmental Assessment

C – Equalities Impact Assessment

D - Neighbourhoods and Corridors Map

APPENDIX A - MATRIX TABLES

		1. Promote Sustainable Travel					
		NI 175 Access to services and	Local Amenities Rail Stn Library	Complementary objectives in LIP2			
				Walking	Bus Priority	Bus Stop Accessibility	
		2	2	2	2	1	
Scheme		1=PTAL < 3 2= PTAL < 5	1 = Civic 2 = Station	1 = Aspirational 2 = in LIP2			
							Total
Ilford Town Centre (ITC)	Pedestrian Area Design	2	1	2	2	1	8
	Pedestrian Area Design	Railway St	Civic centre - Town Hall etc	Improvements to ITC	Xing point: Britannia Car Park 09/10	Aspirational	
Radial Corridor 1: A118 High Road. Highway improvements and footway treatments between town centres	Goodmayes Road /High Road junction, cycle lanes and improvement along A118, lighting and access issues	1	2	2	2	1	8
		PTAL	Stations	Corridor between T/C	Goodmayes Rd/ High Rd	Aspirational	
Ilford South	Unity Square enabling works	2	1	1	2	2	8
		Highest PTAL in Borough	Civic centre - Town Hall etc	Improvements to ITC	Xing point: Britannia Car Park 09/10	Aspirational	
Gants Hill, post signalisation	Local access issues, address parking and loading in Frinton Mews, install Legible London signs, improve links to Valentines Park	2	2	2	2	1	9
		Tube/ Bus	Tube	Xing points	Bus lane	Aspirational	
Orbital Corridor 2: A123/A1400/A104	Lighting, footway, crossings, bus improvements on approaches to South Woodford, High Road Woodford Green, Epping New Road and Cranbrook Road	2	2	2	2	2	10
		Tube/ Bus	Tube	S. Woodford and Woodford ABS	S. Woodford and Woodford ABS	S. Woodford and Woodford ABS	
Orbital Corridor 1: A104/A11/A114	Snaresbrook Biking Borough hub, access improvements Woodford Road, cycle lanes Aldersbrook Road and Blake Hall Road	2	1	1	1	1	

		Major bus routes	Library and other	Aspirational	Aspirational	Aspirational	
Wanstead High St: Footways and Street Furniture	Repave footways and introduce N/B Cycle Lane	2	2	2	1	1	8
		Tube/ Bus	Library and other	High Street footways	Aspirational	Aspirational	
Chadwell Heath	High Road/ Wangey Rd streetscape improvements to station and town centre	2	2	1	1	1	7
		Railway St	Police St, and other	Aspirational	Aspirational	Aspirational	
Manford Way	Shopping area streetscape improvements	1	1	2	2	1	7
		Very poor PTAL score	Health centre	Ped survey by Living Streets	10/11 spend in Manford Way	all 10/11 spend in Manford Way	
Ilford Eastern Gateway	Redevelopment of the Eastern gyratory and roundabout including E/B cycle entry treatment	2	1	1	1	1	6
		High PTAL	Library and other	Aspirational	Aspirational	Aspirational	

2. Reduce Carbon Emissions				
NI 198	Complementary objectives in LIP2			
Children travelling to school	Complementary TA measures	LCN+	Cycling Schemes	School Travel Plan
2	2	2	1	1
1 = School within 100m 2 = 2+ Schools within 100m	1 = Aspirational 2 = in LIP2			

							Total
Ilford Town Centre (ITC)	Pedestrian Area Design	2	2	2	1	1	8
	Pedestrian Area Design	Winston Way School	Dr Bike etc run in ITC	Route 12	Cycle Parking	Winston Way School	
Radial Corridor 1: A118 High Road. Highway improvements and footway treatments between town centres	Goodmayes Road /High Road junction, cycle lanes and improvement along A118, lighting and access issues	2	1	2	1	1	7
		Goodmayes Primary etc	Borough Wide campaigns	LCN + 12	Aspirational	All Schools in area with T/P	
Ilford South	Unity Square enabling works	1	1	0	1	1	4
		Management College	Dr Bike etc run in ITC	N/A	Aspirational	aspirational	
Gants Hill, post signalisation	Local access issues, address parking and loading in Frinton Mews, install Legible London signs, improve links to Valentines Park	1	1	0	1	1	4

		Valentines High	aspirational	N/A	Aspirational	aspirational	
Orbital Corridor 2: A123/A1400/A104	Lighting, footway, crossings, bus improvements on approaches to South Woodford, High Road Woodford Green, Epping New Road and Cranbrook Road	2	2	2	1	1	8
		Trinity High etc	Walk to work/ S Woodford festival	George Lane/ Woodford Road signals	aspirational	aspirational	
Orbital Corridor 1: A104/A11/A114	Snaresbrook Biking Borough hub, access improvements Woodford Road, cycle lanes Aldersbrook Road and Blake Hall Road	2	1	2	1	1	7
		Snaresbrook Primary etc	Aspirational	Route 11	Aspirational	Aspirational	
Wanstead High St: Footways and Street Furniture	Repave footways and introduce N/B Cycle Lane	2	2	1	1	1	7
		Wanstead Church School	Dr Bike/ Wanstead Festival	Aspirational	Aspirational	Aspirational	
Chadwell Heath	High Road/ Wangey Rd streetscape improvements to station and town centre	0	0	2	1	0	3

		N/A	N/A	Route 12	Aspirational	N/A	
Manford Way	Shopping area streetscape improvements	2	2	1	1	1	7
		Manford Primary/Coppice	Schools fully engaged in TA measures	Aspirational	Aspirational	Aspirational	
Ilford Eastern Gateway	Redevelopment of the Eastern gyratory and roundabout including E/B cycle entry treatment	1	2	1	1	1	6
		Winston Way School	At Winston way school	Aspirational	Aspirational	Aspirational	

3. Improve and Enhance Local Economy, Enterprise and the Environment				
Complementary objectives in LIP 2	Sub Regional context	Economy	Local Housing Proposals	Evening economy
2	3	2	3	1
1 = Aspirational 2 = LIPS 2	1 = Parade 2 - District TC 3 = Ilford or SW	1 = Parade 2 = District Centre	1 = 1 HDO within 100m 2 = 2 HDO within 100m 3 = 3+ HDO within 100m	1 = 3+ food/retail attractions

							Total
Ilford Town Centre (ITC)	Pedestrian Area Design	2	3	2	3	1	11
	Pedestrian Area Design	CPZ around ITC	Met Town Centre	Metropolitan Town Centre	Pioneer Point etc	Restaurants, bars, clubs etc	
Radial Corridor 1: A118 High Road. Highway improvements and footway treatments between town centres	Goodmayes Road /High Road junction, cycle lanes and improvement along A118, lighting and access issues	1	2	2	3	1	9
		N/A	7 kings/ Chad Heath etc	Part of wider ITC	By 7 Kings/ Chadwell	Bars/ restaurants along A118	
Ilford South	Unity Square enabling works	2	3	2	3	1	11
		CPZ in ITC	Met Town Centre	Metropolitan Town Centre	Unity Sq etc	Restaurants, bars, clubs etc	
Gants Hill, post signalisation	Local access issues, address parking and loading in Frinton Mews, install Legible London signs, improve links to Valentines Park	2	2	2	3	1	10

		CPZ Existing	District T/C	District T/C	Peachy House etc	Major Club, bars etc in area	
Orbital Corridor 2: A123/A140/0/A104	Lighting, footway, crossings, bus improvements on approaches to South Woodford, High Road Woodford Green, Epping New Road and Cranbrook Road	0	2	2	1	1	6
		N/A	District T/C on route	District T/C on route	QMW development	Bars/ restaurants in Woodford and surrounding area	
Orbital Corridor 1: A104/A11/A114	Snaresbrook Biking Borough hub, access improvements Woodford Road, cycle lanes Aldersbrook Road and Blake Hall Road	0	2	2	2	1	7
		N/A	Wanstead	District T/C on route	Woodford/ S. Woodford area	Bars etc on route, Snaresbrook area etc	
Wanstead High St: Footways and Street Furniture	Repave footways and introduce N/B Cycle Lane	0	2	2	1	1	6
		N/A	Wanstead	District centre	Chepstow housing development site	Cafes, pubs, bars along High St	
Chadwell Heath	High Road/ Wangey Rd streetscape improvements to station and town centre	2	2	2	2	1	9
		Station area	District Centre	District Centre	Station car park area	Pubs, bars etc in area	
Manford Way	Shopping area streetscape improvements	0	2	2	3	1	8

		N/A	District Centre	District centre	Hainault and Manford Way	Cafes, pubs, bars along Manford Way	
Ilford Eastern Gateway	Redevelopment of the Eastern gyratory and roundabout including E/B cycle entry treatment	1	1	1	3	1	7
		Aspirational	Parade	Parade	Wider Ilford area developments	Bars, cafes etc in locality	

4. Optimise Highway Network						
NI 167 Congestion – average journey time per mile during the morning peak	Strategic Walking/Cycli ng Route	Congestion Hot Spot	Link and Place	Major Structures	Busy Bus Route	Complement ary objectives in LIP2
	Roding Valley Way Greenway					Freight
2	2	1	2	1	1	1
1 = TLRN 2 = PRN	1 = On proposed Route 2 = On existing route	1 = On TLRN/PRN/ SRN Junction	1 = Major Road 2= High Road	1 = Major Structur e or bridge	1 = 4+ Bus routes	1 = Aspirational 2 = LIPS 2

									Total
Ilford Town Centre (ITC)	Pedestrian Area Design	2	0	1	2	0	1	2	8
	Pedestrian Area Design	PRN	N/A	On approach to ITC	Metropo litan Town Centre	N/A	12 bus routes serve ITC	Freight plan underway 10/11	
Radial Corridor 1: A118 High Road. Highway improvements and footway treatments between town centres	Goodmayes Road /High Road junction, cycle lanes and improvement along A118, lighting and access issues	2	2	1	1	0	1	1	8
		Congested route	Strategic Walking and cycling route	Barley Lane/ Goodmaye s Rd etc	Major Road	N/A	Major E/W bus corridor	Aspirational	
Ilford South	Unity Square enabling works	0	0	0	0	0	1	2	3
		N/A	N/A	N/A	N/A	N/A	Over 4 bus routes	Freight plan underway 10/11	
Gants Hill, post signalisation	Local access issues, address parking and loading in Frinton Mews, install Legible London signs, improve links to Valentines Park	1	0	0	1	0	1	1	4
		TLRN	N/A	TfL road network	Major route	N/A	Over 4 bus routes	Aspirational	

Orbital Corridor 2: A123/A1400/A104	Lighting, footway, crossings, bus improvements on approaches to South Woodford, High Road Woodford Green, Epping New Road and Cranbrook Road	1	2	1	1	1	1	1	8
		TLRN	RVW	Junctions crossing major routes	Major road	Bridge over A406	Over 4 bus routes	aspirational	
Orbital Corridor 1: A104/A11/A114	Snaresbrook Biking Borough hub, access improvements Woodford Road, cycle lanes Aldersbrook Road and Blake Hall Road	2	2	0	1	0	1	2	8
		PRN	RVW	N/A	Major Road	N/A	Over 4 bus routes	In Freight study 2010	
Wanstead High St: Footways and Street Furniture	Repave footways and introduce N/B Cycle Lane	0	1	0	2	0	1	1	5
		N/A	Aspirational	N/A	High Rd	N/A	Over 4 bus routes	Aspirational	
Chadwell Heath	High Road/Wangey Rd streetscape improvements to station and town centre	2	0	0	2	0	1	1	6
		PRN	N/A	N/A	High Rd	N/A	Over 4 bus routes	Aspirational	
Manford Way	Shopping area streetscape improvements	0	2	0	2	0	0	1	5
		N/A	Greenway	N/A	High Rd	N/A	Less than 4 bus routes	Aspirational	
Ilford Eastern Gateway	Redevelopment of the Eastern gyratory and roundabout including E/B cycle entry treatment	2	0	1	2	0	1	1	7

		PRN	N/A	Junctions crossing major routes	High Rd	N/A	Over 4 bus routes	Aspirational	
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5. Reduce Crime, Fear of Crime and Improve Road Safety				
NI47 People killed or seriously injured in road traffic accidents	Crime	Community Partnerships	NI 48 Children killed or seriously injured in road traffic accidents	Complementary objectives in LIP2
	Met Police Data			Local Safety Schemes
3	2	1	3	2
1 = in 3 year study 2= Serious 3 = Fatal	1 = Shoplifting Hotspot +1 = Mugging Hotspot	1 = Partnership Existing between Council and External Stakeholders	1 = in 3 year study 2= Serious 3 = Fatal	1 = Aspirational 2 = LIPS 2

							Total
Ilford Town Centre (ITC)	Pedestrian Area Design	3	2	1	1	2	9
	Pedestrian Area Design	1 Fatal in last 3 years	Shop lifting and mugging hot spot	ITC Business Partnership	Several minor injuries in last 3 years	Aspirational	
Radial Corridor 1: A118 High Road. Highway improvements and footway treatments between town centres	Goodmayes Road /High Road junction, cycle lanes and improvement along A118, lighting and access issues	2	2	0	2	2	8
		Serious accidents in last 3 years	Both shoplifting and mugging hot spot	N/A	Serious accidents in last 3 years	Lighting scheme planned	
Ilford South	Unity Square enabling works	1	2	1	1	1	6
		Slight accidents in last 3 years	Both shoplifting and mugging hot spot	ITC Business Partnership	Several minor injuries in last 3 years	Aspirational	

Gants Hill, post signalisation	Local access issues, address parking and loading in Frinton Mews, install Legible London signs, improve links to Valentines Park	2	1	1	1	2	7
		Serious accidents in last 3 years	Mugging hot spot	Business groups	Serious accidents in last 3 years	Road safety works planned	
Orbital Corridor 2: A123/A1400/A104	Lighting, footway, crossings, bus improvements on approaches to South Woodford, High Road Woodford Green, Epping New Road and Cranbrook Road	2	2	1	1	1	7
		Serious accidents in last 3 years	Both shoplifting and mugging hot spot	Business groups	Serious accidents in last 3 years	Aspirational	
Orbital Corridor 1: A104/A11/A114	Snaresbrook Biking Borough hub, access improvements Woodford Road, cycle lanes Aldersbrook Road and Blake Hall Road	3	1	1	2	2	9

		1 Fatal in last 3 years	Shoplifting hot spot	Business groups	Serious accidents in last 3 years	New Wanstead/Woodford Works	
Wanstead High St: Footways and Street Furniture	Repave footways and introduce N/B Cycle Lane	2	2	1	2	2	9
		Serious accidents in last 3 years	Shoplifting hot spot	Wanstead Society	Serious accidents in last 3 years	New Wanstead/Woodford Works	
Chadwell Heath	High Road/Wangey Rd streetscape improvements to station and town centre	1	2	1	1	1	6
		Slight accidents in last 3 years	Shoplifting/mugging hot spot	Business groups	In 3 year study	Aspirational	
Manford Way	Shopping area streetscape improvements	1	1	1	2	2	7
		Slight accidents in last 3 years	Shoplifting hot spot	Hainault Action Group	Traffic claming in side roads	In LIP 2	
Ilford Eastern Gateway	Redevelopment of the Eastern gyratory and roundabout including E/B cycle entry treatment	1	1	1	0	1	4
		Slight accidents in last 3 years	Shoplifting hot spot	Business groups	N/A	Aspirational	

6. Improve Streetscape			
Footfall	Innovation	Servicing problems	High Road or Place Setting
			Strategic / Principal Road Network
3	2	2	3
1 = Parade 2- District TC 3 = Ilford or SW	1 = Car Club +1 = Innovation	1 = Parade 2 = District TC	1 = TLRN 2 = PRN 3 SRN

						Total
Ilford Town Centre (ITC)	Pedestrian Area Design	3	1	2	2	8
	Pedestrian Area Design	Metropolitan Town Centre	Aspirational	Difficulty servicing shops due to lack of facilities	PRN	
Radial Corridor 1: A118 High Road. Highway improvements and footway treatments between town centres	Goodmayes Road /High Road junction, cycle lanes and improvement along A118, lighting and access issues	3	1	1	1	6
		Part of wider ITC	Car Club	Small parades adjoining T/C	Strategic Road Network	
Ilford South	Unity Square enabling works	3	2	2	1	8

		Metropolitan Town Centre	Car Club, EV	Difficulty servicing shops due to lack of facilities	TLRN	
Gants Hill, post signalisation	Local access issues, address parking and loading in Frinton Mews, install Legible London signs, improve links to Valentines Park	2	2	2	1	7
		District T/C	car club/ art work	Difficulty servicing shops due to lack of facilities	TLRN	
Orbital Corridor 2: A123/A1400/A104	Lighting, footway, crossings, bus improvements on approaches to South Woodford, High Road Woodford Green, Epping New Road and Cranbrook Road	2	2	2	2	8
		District T/C	car club/ art work	Difficulty servicing shops due to lack of facilities	PRN	

Orbital Corridor 1: A104/A11/A114	Snaresbrook Biking Borough hub, access improvements Woodford Road, cycle lanes Aldersbrook Road and Blake Hall Road	2	2	2	2	8
		District T/C	Art work and car clubs	Difficulty servicing shops due to lack of facilities	PRN	
Wanstead High St: Footways and Street Furniture	Repave footways and introduce N/B Cycle Lane	2	1	2	0	5
		District T/C	Car Club	Difficulty services shops due to lack of facilities	N/A	
Chadwell Heath	High Road/Wangey Rd streetscape improvements to station and town centre	2	1	2	2	7
		District T/C	Car Club	Difficulty servicing shops due to lack of facilities	TLRN	
Manford Way	Shopping area streetscape improvements	2	1	2	0	5

		District T/C	EV points - installation 10/11	District Centre - major difficulty in servicing	N/A	
Ilford Eastern Gateway	Redevelopme nt of the Eastern gyratory and roundabout including E/B cycle entry treatment	3	0	2	2	7
		Part of wider ITC	N/A	District Centre - major difficulty in servicing	PRN	

7. Delivery						
AC support	Existing Public support	Match Funded Project	Partnership	Policy	Flagship	
		e.g. Leisure or other LIP	TfL / LB Barking and Dagenham	Area Action Plan Crossrail=3	Mayoral Biking Borough	
2	2	2	1	3	2	
1 = Aspirational 2 = Existing	1 = Aspirational 2 = Existing	1 = Aspirational 2 = Existing	1 = Aspirational 2 = Existing	1 = Strategy 2 = AAP 3 = CCAAP	1 = TfL 2 = LBR	Net Total of Tables 1-7

								Total		Net Total
Ilford Town Centre (ITC)	Pedestrian Area Design	1	1	2	1	3	2	10		62
	Pedestrian Area Design	Aspirational	Aspirational	ITC works in May 2010	Aspirational	CCAAP	Unity Sq			
Radial Corridor 1: A118 High Road. Highway improvements and footway treatments between town centres	Goodmayes Road /High Road junction, cycle lanes and improvement along A118, lighting and access issues	2	1	2	1	2	2	10		56
		Existing Area Support	Aspirational	LIP match funded projects	Aspirational	CCAAP	access to Crossrail St			

Ilford South	Unity Square enabling works	2	2	1	1	3	2	11		51
		Existing Area Support	Existing public support	Aspirational	Aspirational	CCAAP	Unity Sq			
Gants Hill, post signalisation	Local access issues, address parking and loading in Frinton Mews, install Legible London signs, improve links to Valentines Park	2	2	0	1	2	2	9		50
		Existing area support	Existing public support	N/A	Aspirational	AAP	Signalisation works			

Orbital Corridor 2: A123/A1400/A104	Lighting, footway, crossings, bus improvement s on approaches to South Woodford, High Road Woodford Green, Epping New Road and Cranbrook Road	1	1	0	0	1	0	3		50
		Aspirational	Aspirational	N/A	N/A	S Woodford conservation area	N/A			
Orbital Corridor 1: A104/A111/A114	Snaresbrook Biking Borough hub, access improvement s Woodford Road, cycle lanes Aldersbrook Road and Blake Hall Road	1	1	1	0	0	0	3		48
		Aspirational	Aspirational	Aspirational	N/A	N	N/A			

Wanstead High St: Footways and Street Furniture	Repave footways and introduce N/B Cycle Lane	2	2	0	0	2	2	8		48
		Existing Area Support	Existing public support	N/A	N/A	AAP	Strategic Walking route: Flagship			
Chadwell Heath	High Road/ Wangey Rd streetscape improvement s to station and town centre	1	1	1	1	3	1	8		46
		Aspirational	Aspirational	Aspiratio nal	Aspirational	CAAP	Crossrail			
Manford Way	Shopping area streetscape improvement s	1	1	1	1	1	2	7		46
		Aspirational	Aspirational	Aspiratio nal	Aspirational	AAP	Major scheme bid			
Ilford Eastern Gateway	Redevelopme nt of the Eastern gyratory and roundabout including E/B cycle entry treatment	1	2	1	1	3	0	8		45

		Aspirational	Existing public support	Aspirational	Aspirational	CAAP	N/A			
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APPENDIX B - STRATEGIC ENVIRONMENTAL ASSESSMENT

London Borough of Redbridge: Local Implementation Plan 2

Strategic Environmental Assessment Non-Technical Summary

January 2011

ATKINS

Notice

This document and its contents have been prepared and are intended solely for London Borough of Redbridge's information and use in relation to the Second Local Implementation Plan SEA Draft Environmental Report.

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Document History

JOB NUMBER: 5099091			DOCUMENT REF: 5099091 Redbridge LIP2 SEA ER NTS V2.0.docx			
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date
2	Final Report	OP	OP	CW	CW	25/01/11
1	First Draft	OP	OP	CW	CW	11/01/11

Non-Technical Summary

Background

This document is the Non-Technical Summary (NTS) of the Environmental Report for the Strategic Environmental Assessment (SEA) of the draft London Borough of Redbridge (LBR) Second Local Implementation Plan (LIP2). It has been produced by Atkins Ltd for LBR.

The Environmental Report has been prepared to fulfil the requirements for SEA arising from the SEA Directive. The SEA Directive requires that certain plans and programmes undergo an environmental assessment, due to the likelihood that they will have significant environmental effects once implemented. The NTS is also required to help facilitate wider consultation.

The Process Followed

The SEA process involves four main stages (Stages A-C completed to date):

- Stage A – Setting the context and objectives, establishing the baseline and deciding on the scope of the SEA;
- Stage B – Developing and refining plan options and assessing effects;
- Stage C – Preparing the Environmental Report; and
- Stage D – Consultation on LIP2 and the Environmental Report.

Redbridge LIP2

According to the 1999 Greater London Authority Act, each London borough is required to prepare a LIP setting out how they intend to contribute towards the implementation of the Mayor's Transport Strategy (MTS). As well as outlining the borough's local transport objectives, a LIP should detail the specific interventions and schemes intended to contribute towards meeting the MTS goals, challenges and opportunities. A clear strategy for monitoring performance against the goals should also be included.

The current round of LIPs was produced three years ago and are now being revised into a second round, following the publication of the new MTS in early May 2010.

The second round of LIPs will become effective from April 2011. Boroughs are required to submit their drafts of LIP2 to TfL by 20 December 2010.

LBR has, therefore, commenced the development of its LIP2, which will cover the period 2011-2014 and beyond, and will replace LIP1, which covered 2006 to 2011.

Redbridge LIP2 SEA Environmental Report: Non-Technical Summary

Redbridge LIP2 is being developed in a complex and multi-level policy framework and is informed by national, regional (i.e. London) and sub-regional (i.e. North-East London) drivers, as well as local ones.

In particular, LIP2 must address the six goals of the MTS:

1. Supporting economic development and population growth;
2. Enhancing the quality of life of all Londoners;
3. Improving the safety and security of all Londoners;
4. Improving transport opportunities for all Londoners;
5. Reducing transport's contribution to climate change and improving resilience; and
6. Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

These are set in relation to a series of challenges for London.

In order to address the challenges these goals pose, Redbridge has identified the following six high level objectives that set out the Borough's strategic delivery of these outcomes over the period of the LIP and beyond:

1. Promote Sustainable Travel;
2. Reduce Carbon Emissions;
3. Improve and Enhance the Local Economy, Enterprise and the Environment;
4. Optimise Highway Efficiency;
5. Reduce Crime, Fear of Crime and Improve Road Safety; and
6. Improve Streetscape.

These objectives acknowledge the Mayoral policies and the emerging East London sub-regional transport plan as well as existing local policies and plans. They allow LBR to optimise the funding priorities over the next three years in a transparent and effective way. The three year spending plan sets out how the Borough will deliver these outcomes through the following programmes: Neighbourhoods, Corridors and Supporting Measures, Maintenance and Major Schemes. These programmes are intended to address specific local issues.

Baseline Characteristics and Key Sustainability Issues

The LBR is an outer north-east London Borough which is suburban in character. Its neighbouring Boroughs are Waltham Forest, Newham, Barking and Dagenham and Havering. It also borders Epping Forest in the north.

The land-use in Redbridge is predominantly urban land, with large areas of greenbelt to the east and west of the Borough. Of its total area of 5,652 ha, over 2,000 ha is protected as Green Belt and open spaces. As a consequence, the remaining land is intensively developed for urban purposes.

In 2001, Redbridge had a population of 238,635 people. By 2008 that had risen to 263,800 comprising 49.3% males and 50.7% females, and the population is projected to grow to 277,000 by 2016.

Redbridge LIP2 SEA Environmental Report: Non-Technical Summary

The main districts in Redbridge are: Barkingside, Fairlop, Gants Hill, Goodmayes, Hainault, Ilford, Newbury Park, Seven Kings, Snaresbrook, South Woodford, Wanstead and Woodford, of which five are considered District Town Centres: Barkingside, Gants Hill, Wanstead, South Woodford and Chadwell Heath (the majority of this town centre lies in the London Borough of Barking and Dagenham). The District Town Centres serve the commercial needs of surrounding suburbs, while a number of smaller local centres and key retail parades serve the immediate convenience shopping needs of residents.

Redbridge has also one Metropolitan Centre, Ilford, which is a recognised major shopping and development centre for North-East London, and is designated as an Opportunity Area in the Mayor's London Plan. With excellent transport links and parking facilities, Ilford is well positioned to consolidate its position as a key centre within the Thames Gateway growth area, accommodating approximately 5,000 new homes and 23,000sq.m of new retail floorspace.

Redbridge enjoys high levels of accessibility with good rail, underground and road links with central London, the Docklands, Essex and East Anglia. Access to London's airports is also good, especially London City and Stansted, although accessibility via public transport to Stansted is very poor. The extension of the Docklands Light Railway (DLR) to London City Airport from existing DLR stations improved the links to the airport for the people of Redbridge when it opened in December 2005. Redbridge does not have direct train links to Stansted Airport; however it is linked directly by coach via the M11. Redbridge also has good links via road to Kent and the Channel ports (via the Dartford Crossing).

Redbridge residents can also reach Heathrow and Gatwick Airports by public transport, through connections in central London via rail/underground. The proposed Crossrail scheme would enhance access to Heathrow Airport from stations in the Borough and this should encourage the use of public transport for airport related trips. The people of Redbridge are able to access Channel Tunnel Rail Link (CTRL) train services to continental Europe from London St Pancras.

The key sustainability issues identified for Redbridge are briefly summarised below.

Population Mix and Deprivation Levels

Redbridge has an ethnically and culturally diverse population with 41% of the population, in 2009, coming from Black and Minority Ethnicity (BME) groupings, which is 7.5% greater than the London average (29%). The largest of these groups are the Asian community, making up 25% of the Borough's population, and those of Black origins, making up 8% of the population. The BME population has grown significantly since 1991 when the BME population accounted for 21.5% of the total population.

The overall levels of deprivation in Redbridge are low, however, there are contrasting levels of deprivation within the Borough with Monkams ward in the North-West one of the least deprived areas whilst Clementswood in the South is the most deprived area.

Transport initiatives can support the inclusiveness of all residents in the area, ensuring equality and effective community cohesion between different ethnic groups as well as support measures to reduce deprivation, including measures that will improve safety, accessibility, reduce inequalities in noise and air pollution.

Crime Levels

The 2004 Indices of Deprivation for Crime indicated that 18.9% of the Borough's sub-ward areas were in the 20% most deprived in England, even though on average Redbridge's residents experience a lower crime rate than the London average. Perceptions of crime in the Borough remain high, and fear of crime and the safety of the public realm are amongst the key concerns of the public. It is important that LIP2 addresses the issues of crime and perception of crime within its remit. Anti social behaviour on public transport or at its facilities may discourage people from using it.

Human health

Human health is considered to be one of the major potential issues in terms of SEA of the LIP proposals. Transport may have very direct impacts on human health in terms of road accidents and indirect impacts in terms of air quality, noise, other impacts on amenity and through

Redbridge LIP2 SEA Environmental Report: Non-Technical Summary

encouragement or otherwise of healthy lifestyles (walking and cycling). The general health of Redbridge's residents, as reported by the Census 2001 is almost identical to the national figures for people's self report of their own health, with 70% rating their health as good, 22% as fairly good, and for 8% as not good. However, according to Living Streets - a charity for pedestrians – Redbridge residents are among the most inactive in London, which could lead to diabetes and obesity.

Health inequalities, affecting minority ethnic groups specifically, are observed in the Borough with poor health outcomes in Hainault being of particular note.

The percentage of people with limiting long-term illness in Redbridge is 16.3%, which is lower than the national average for England and Wales (18.2%), but higher than the London average (15.5%).

Road safety

Comparing Redbridge to neighbours Havering and Barking and Dagenham, Redbridge's fatal accidents in 2009 were higher at 9, whilst the other two were 5 and 2 respectively. The level of fatal accidents in Redbridge doubled compared to the previous year. Redbridge had a higher number of serious accidents (60) than Barking and Dagenham (43) but fewer than Havering (70). The level of serious accidents in Redbridge decreased by 22% compared to the 2008 data. The data also show that although there has been a reduction in total casualties and casualties for pedestrians and car occupants, a significant increase has been observed in the level of casualties for pedal cyclists and powered two-wheelers over the period of 2008-2009.

Achieving further improvements in the road safety for all users and reductions in road casualties is needed.

Noise

A low tranquillity level is observed across the Borough. Threats to tranquillity include population density, new buildings and infrastructure, new roads, increased light pollution, etc. Reduced tranquillity can impact on mental and physical wellbeing.

The London Agglomeration Noise Action Plan indicates that noise from major roads (the A11, A12, A406 and M11) is an issue in the area. The total number of dwellings in Redbridge in the Important Areas, where noise levels are an issue, is 250 with associated population of 500. The second source of noise is the major railways.

Need for climate change mitigation

Climate change is a global issue that require responses at all levels, including the local one, where the actual reductions in greenhouse gas emissions can be achieved. Transport has a crucial role to play in meeting this challenge, as transport is a significant source of greenhouse gas emissions, notably carbon dioxide (CO₂). In 2008, 28.6% of Redbridge's CO₂ emissions were from road transport. This compares to 18.8% for greater London.

Accessibility and connectivity

Redbridge is relatively well connected to central London, main airports and railway stations by public transport as described above. Transport is an important factor in the lives of all people and is a key factor in social exclusion, particularly, in respect of employment. How LIP measures affect the access to transport, especially for socially excluded people, and the ability to move around is critical. Public Transport Accessibility Levels (PTAL) show that the north of the borough is has low PTAL scores. Scores indicate the PTAL experienced by residents of the Thames Gateway and Redbridge are the highest alongside the railway and underground networks. Medium levels of accessibility are noted in Woodford Green and low levels of accessibility are noted near Fairlop.

Poor air quality and congestion

Congestion is a general issue for the Borough's road network. This is experienced particularly acutely on the M11, A406 and A12. It is believed that the provision of Crossrail and new public

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transport schemes such as East London Transit Link proposed by the Mayor of London will help alleviate congestion, although the issue is likely to persist, as population continues to grow.

One of the main reasons for high congestion levels is a high level of out-commuting to workplaces, which is expected to increase in the future. The main mode of transport used by Redbridge residents to access work is the car.

The Borough is currently unable to achieve national air quality objectives for Particles (PM₁₀) and Nitrogen Dioxide (NO₂), mainly as a result of road transport and, therefore, the whole Borough has been declared as an Air Quality Management Area. There is a recognised link between the quality of the air and effects on public health; therefore, this issue requires attention in the development of transport initiatives.

Need for climate change adaptation

Climate change impacts to be experienced in Redbridge include increased frequency and severity of flooding (including from rising sea levels), increased temperatures and changes in biodiversity. The Borough will need to appropriately adapt to such impacts in order to reduce its vulnerability. This will need to include the adaptation of transport infrastructure and services.

Landscape and open area

The London Regional Landscape Framework identifies three Natural Landscape Areas with distinctive characteristics within Redbridge. The natural context established through the Natural Landscape Areas should be considered and where possible enhanced through new development and landscape schemes, collaborating with other boroughs, where the Areas cut across borough boundaries.

Redbridge is known as the 'leafy suburb' and has one of the best living environments in London. Open areas are highly valued by residents and make a major contribution to the quality of life in Redbridge. Therefore, green and open areas should be protected and enhanced where possible through the LIP.

Potential pressure on cultural heritage

There are five heritage land sites at Epping Forest, Hainault Forest, Wanstead Park, Wanstead Flats and Claybury Ridge. Wanstead Park and Valentines Park are designated as Historic Parks and Gardens. There are 14 Conservation Areas designated in Redbridge and four Areas of Archaeological Priority. It is important to ensure that Redbridge's built heritage is not compromised by the direct and indirect effects of traffic, e.g. air pollution, vibration and impacts on settings of buildings and other heritage assets, through insensitive improvements, for example, access improvements to transport interchanges, poorly located signage or cycle infrastructure. The special character of the neighbourhoods also needs to be preserved.

Potential pressure on biodiversity, flora and fauna

The Biodiversity Action Plan lists two Sites of Special Scientific Interest at the national level in the Borough: Hainault Forest and Epping Forest. Epping Forest is additionally listed as a Special Area of Conservation at the European level. There is also one Local Nature Reserve, Hainault Lodge, and 35 sites have been designated as Sites of Importance for Nature Conservation, five of which are of Metropolitan Importance (Epping Forest, Epping Forest South, Hainault Forest, Claybury Wood and the River Roding north of Ilford). The Borough also supports a number of protected and UK Biodiversity Action Plan species.

Most of the units within Epping Forest and Hainault Forest Sites of Special Scientific Interest are classified as being in unfavourable condition. Some of them are recovering and some remain unchanged. The main reasons for the unfavourable classifications are poor air quality and the deposition of acidity and nitrogen.

Transport may have a very direct impact on biodiversity in terms of road kill and indirect impacts in terms of air quality, noise and disturbance of habitats.

Potential effects on soil and water quality

Although levels of manufacturing in Redbridge are currently low, the Contaminated Land Strategy (2002) highlights that there has been a long history of industrial use in the Borough. Potential effects to soils from transport may include run-off of contaminants from roads or the disturbance of contaminated land through construction activities.

The main River in the Borough is the Roding, along with its tributary the Cranbrook, which rises in the Borough. The Roding has remained poor chemical water quality classification over the period of 2006-2009. Its biological water quality at the monitored location is fairly good. One of the greatest concerns to water quality is surface water run-off and leakage from contaminated sites.

Please refer to Sections 5 and 6 and Appendices B and C in Environmental Report for more detailed information on

Strategic Environmental Assessment Framework

The SEA Framework is a key tool in completing the SEA as it allows the assessment of the effects arising from LIP2 proposals in key areas in a systematic way. An SEA Framework containing objectives and associated indicators has been developed, utilising the outcomes of the earlier tasks of the SEA process and it has also drawn on the previous SEA and Sustainability Appraisal work undertaken for local planning documents. Specifically, this included the SEA Framework developed previously for the Redbridge LIP1 and the Sustainability Appraisal Framework objectives developed for the LBR Core Strategy.

The LIP2 SEA objectives are shown below:

1. To improve the health of all those that live, work and visit the Borough;
2. To improve air quality;
3. To encourage the use of more sustainable modes of transport (public transport/cycling/walking), reduce the need to travel;
4. To increase efficiency of transport networks and the reliability of journey times and reduce congestion;
5. To reduce noise, vibration and light pollution from transport;
6. To promote safe communities, reduce and prevent crime and fear of crime;
7. To improve road safety;
8. To improve accessibility to essential services, facilities, opportunities and amenities for all;
9. To reduce the contribution of transport to greenhouse gas emissions;
10. To conserve and enhance biodiversity, including habitats and species, and integrate with green infrastructure network;
11. To protect and enhance local distinctiveness and townscape character;
12. To maintain and enhance the quality of green belt and open space areas;
13. To safeguard important built, historic and archaeological features;
14. To ensure prudent use of natural resources and reduce generation of waste and maximise re-use and recycling;
15. To ensure resilience to the effects of climate change and flood risk;
16. To maintain and improve the quality of water bodies;
17. To ensure efficient use of land, reduce contamination and safeguard soil quality and quantity.

Please refer to Section 7 in Environmental Report to see a full SEA Framework, including objectives and related indicators.

Assessment of LIP2 Objectives

The Redbridge LIP2 has identified the six high level objectives listed above to interpret the Mayor of London's own goals.

The SEA guidance states that it is important that the objectives of LIP2 are in accordance with SEA objectives and as such, an assessment of the compatibility of the two sets of objectives was undertaken. This assessment demonstrated that overall LIP2 objectives are broadly compatible with the SEA objectives.

However, compatibility against a number of SEA objectives could not be ascertained with certainty due to its dependence on specific implementation measures. This was the case of LIP2 objectives relating to sustainable travel, carbon emissions and economy, enterprise and environment. Potential conflicts have been identified for LIP2 objective on highway efficiency against SEA objectives concerned with sustainable transport and the use of resources. The lack of compatibility has been observed for SEA objectives on water, flooding and climate change resilience. Low level of compatibility has been observed against a number of other environmental objectives, including those on biodiversity and heritage assets. It has been recommended that a new objective is developed to ensure that LIP2 includes adequate safeguards for the protection of the natural and built environment.

Assessment of Effects of LIP2

The first stage of understanding potential effects of LIP2 is the assessment of strategic alternatives of the plan to understand the broad conformity with the SEA framework. This assessment highlighted a range of broadly beneficial, adverse and neutral effects.

The next task comprised systematic prediction of changes to the sustainability baseline arising from LIP2 preferred option. This included the evaluation of the nature (beneficial, adverse or neutral), scale (significant or non-significant) and timeframe (short-term or medium to long-term) of the social and environmental effects.

The assessment indicated that LIP2 performs with mixed results against the SEA framework, but on the whole achieves a balance of positive effects.

The assessment results show that the implementation of LIP2 should deliver improvements in and successfully address a number of the key issues relating to air quality, noise, public health, road safety, accessibility and congestion. On the other hand, the assessment also indicated that LIP2 may lead to adverse effects on biodiversity, Green Belt, historic assets, water and soil and in terms of the use of natural resources and climate change vulnerability. However, it has been considered that all negative effects identified as a result of the assessment can be minimised to a satisfactory degree through the effective implementation of mitigation measures.

Please refer to Sections 9 and 10 and Appendix F in Environmental Report for more detailed information on

The LIP2 policy interventions and schemes are not deemed to result in any negative cumulative¹ effects but their joint positive effects are likely to be enhanced. For example, the latter may be observed, when more residents will be able to use non-motorised forms of travelling or public transport due to improvements to walking, cycling and public transport infrastructure in different parts of the Borough. These effects may accelerate further when publicity/education campaigns reach the majority of the residents and improvements to pedestrian, cycling and public transport infrastructure will enable equally good access to these

¹ Cumulative effects arise where several proposals individually may or may not have a significant effect, but in combination have a significant effect. Please refer to Section 3 in Environmental Report for more detailed definition of cumulative effects.

modes across the whole Borough, thus stimulating a step change in public behaviour with critical mass shifting towards sustainable modes.

Mitigation Measures

Although LIP2 will have positive effect overall, certain aspects of the plan may result in adverse effects as outlined above.

The Environmental Report sets out a number of mitigation measures for avoiding/minimising negative effects as well as for enhancing positive effects. One of the main mitigation measure recommended is the development of a new set of policy interventions, setting out safeguards for the protection of the natural and built environment.

Please refer to Sections 10 and 11 and Appendix F in Environmental Report for more detailed information

Monitoring

Monitoring the significant sustainability effects of implementing LIP2 will be an important ongoing element of the SEA process. SEA monitoring involves measuring indicators which will enable a better understanding of the causal links between the implementation of the plan and the likely significant sustainability effects (either beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.

The SEA Framework contains indicators that have been used as the basis for preparing the monitoring programme, bearing in mind that it will not always be feasible to collect data for all the indicators. Monitoring must occur on a regular basis, at least annually, for the life of LIP2, to determine whether LIP2 targets and objectives are being met.

Conclusions

The SEA process and its key findings in relation to Redbridge LIP2 are recorded in the Environmental Report. It is considered that LIP2 meets the range of SEA objectives identified in the SEA Framework to a large extent. The implementation of LIP2 is likely to result in positive effects on a number of environmental and social SEA objectives related to public health, use of sustainable transport modes, network efficiency, accessibility, road safety, crime levels and its perception, air quality, climate change mitigation, biodiversity, townscape quality, vibration and light pollution. This is due to such interventions as improvements to walking and cycling routes and facilities, rail and underground improvements, public awareness raising and education campaigns, bus network enhancements and reprioritisation of junction timing for buses and pedestrians, provision of electric vehicles charging points, continuation of the development of green travel plans and local safety schemes.

Negative effects have been predicted with regard to SEA objectives on climate change resilience and prudent use of natural resources due to the lack of coverage of these issues in LIP2. Negative effects may also arise in relation to biodiversity, Green Belt, historic assets, water and soil due to the absence of natural and built environment safeguards in the policy interventions.

The adverse effects identified can be minimised to a satisfactory degree through the effective implementation of identified mitigation measures. In particular, the development of a new set of policy interventions, aiming to safeguard the natural and built environment, would improve the environmental performance of Redbridge LIP2. It is understood that these recommendations will be considered by LBR when finalising the LIP2 document.

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APPENDIX C – EQUALITIES IMPACT ASSESSMENT (EQIA)

APPENDIX C - EQUALITIES IMPACT ASSESSMENT (EQIA)

C. 1 Introduction

The LIP has been subjected to the full EQIA process and has been undertaken with the assistance of the Borough's Diversity Programme Manager. It follows the guidelines set out by TfL's *Equality Impact Assessment – How to do them* guidelines published in June 2004. In addition, the EQIA also follows the Borough's best practice guidelines.

An initial screening process was undertaken during the drafting stage which focused on the high level objectives to assess if they would have a positive, negative or neutral impact on the groups below:

- Age
- Gender
- Faith
- Sexuality
- Disability.

The initial findings show that there were no negative impacts as a result of the LIP. However, individual policies such as the walking or cycling plans should be subjected to stand alone assessments.

It was also recommended that any individual strategy or plan resulting from the LIP should be the subject of face-to-face consultations in addition to a paper or web based consultation.

C. 2 - Summary of Assessment Findings

The below sets out the findings for each of the high level objectives:

Objective 1: Promote Sustainable Travel

No negative impacts found. The Borough's continuation of improved access to bus stops and rail stations provides a positive impact for disabled and the elderly.

The commitment to improve lighting and CCTV where feasible on main commuter routes will also have a high, positive, impact on vulnerable groups.

Objective 2: Reduce Carbon Emissions

Any reduction in carbon will have a positive impact on the very young or old. It will also reduce respiratory diseases and aid those with conditions such as asthma.

Objective 3: Improve and Enhance Local Economy, Enterprise and the Environment

The Borough's support for economic activity has a positive impact for all groups. However, the introduction of greater parking controls may have a negative impact on faith groups if these are implemented around places of worship. Nevertheless, it is recognised that a balance must be struck between all sections of the community and the needs of residents must be included.

Objective 4: Optimise Highway Efficiency

This objective has a positive impact for all sections of the community. The improvements relating to footway conditions will have a particularly positive affect on the mobility impaired.

Objective 5: Reduce Crime, Fear of Crime and Improve Road Safety

Any commitment to reduce accidents has a positive impact on all groups, but especially the young. This objective also has a positive impact on woman, race groups, those travelling alone and other vulnerable groups such as LGBT through its commitment to cut crime and the fear of crime.

Objective 6: Improve Streetscape

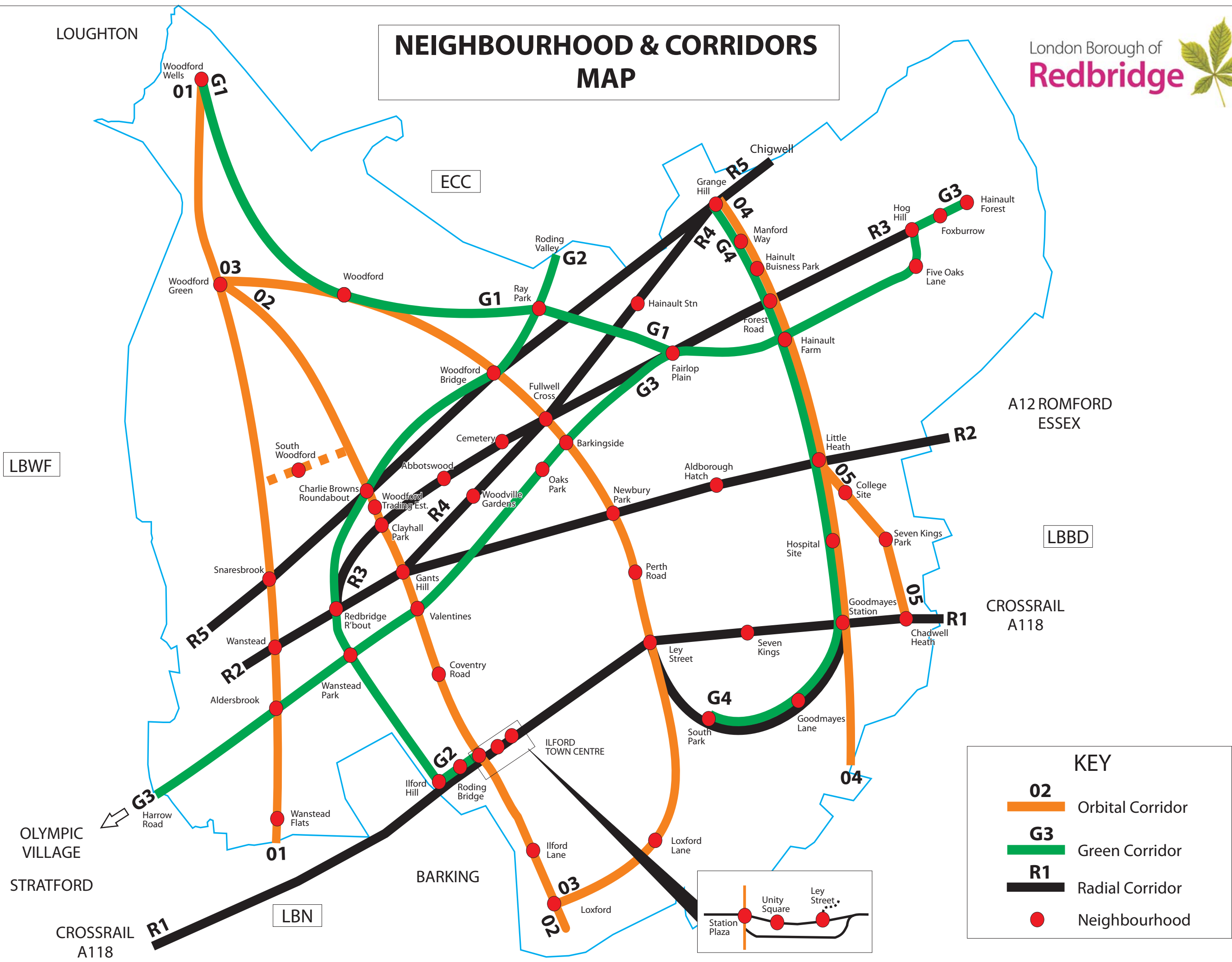
Improving the quality of materials used, and reducing street clutter has a positive impact on the elderly and blind.

C.3 - Conclusion

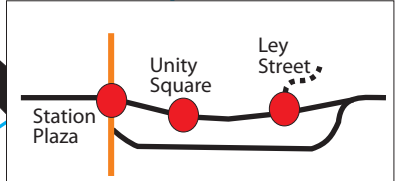
The LIP has a positive impact on all groups. It is noted that further EQIA assessments will be required for the development of particular strategies relating to the LIP, such as a walking or parking plans.

APPENDIX D – NEIGHBOURHOODS AND CORRIDORS MAP

NEIGHBOURHOOD & CORRIDORS MAP



KEY	
	02 Orbital Corridor
	G3 Green Corridor
	R1 Radial Corridor
	Neighbourhood



LBWF

ECC

LBBD

LBN

A12 ROMFORD ESSEX

CROSSRAIL A118

LOUGHTON

Woodford Wells

Woodford Green

Woodford

South Woodford

Snaresbrook

Wanstead

Aldersbrook

Harrow Road

Wanstead Flats

BARKING

Loxford

Ilford Lane

Ilford Hill

Roding Bridge

Wanstead Park

Coventry Road

Valentines

Gants Hill

Clayhall Park

Woodford Trading Est.

Abbotswood

Cemetery

Barkingside

Fullwell Cross

Woodford Bridge

Ray Park

Roding Valley

Grange Hill

Chigwell

Manford Way

Hainault Buisness Park

Forest Road

Hainault Farm

Hog Hill

Five Oaks Lane

Foxburrow

Hainault Forest

Little Heath

College Site

Seven Kings Park

Goodmayes Station

Chadwell Heath

South Park

Goodmayes Lane

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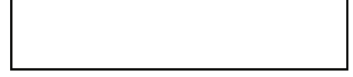
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