Transport for London

Agreement Reference Number: tfl_scp_001143_co005

Call-Off Agreement

for Silvertown Neighbourhood Enhancement Scheme

between

Transport for London

and

Ove Arup & Partners Ltd

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SCHEDULE 7A

(Call-Off Contract Form of Agreement)

THIS AGREEMENT is made the 21st day of March 2017
BETWEEN:

(1) Transport For London whose registered office is at Windsor House, 42-50 Victoria St, London, SW1H 0TL ("the *Employer*" which expression shall include its successors in title and assigns); and

(2) **Ove Arup & Partners Ltd** whose registered office is at **13 Fitzroy Street, London W1T 4BQ** ("the *Consultant*").

WHEREAS:

(A) This Agreement is made pursuant to a framework agreement between the Parties relating to the provision of professional services dated 13 July 2015 ("the Framework Agreement").

(B) The *Employer* wishes to have provided **completion of environmental research in to the identification of Neighbourhood Enhancement Areas, measures and potential conflicts and the submission of a comprehensive report showing the findings in relation to the Silvertown Tunnel project** ("the Services").

(C) The *Employer* has accepted a tender by the *Consultant* for the design of the *services* and correction of Defects therein in accordance with the *conditions of contract*.

NOW IT IS AGREED THAT:

1. Terms and expressions defined in (or definitions referred to in) the *conditions of contract* have the same meanings herein.

2. The *Consultant* Provides the Services in accordance with the *conditions of contract.*

3. The *Employer* pays the *Consultant* the amount due in accordance with the *conditions of contract.*

4. The documents forming the contract are:

4.1.1 this Form of Agreement duly executed by the Parties as a deed;
4.1.2 the conditions of contract;
4.1.3 the attached Call-Off Contract Data Part 1;
4.1.4 the attached Call-Off Contract Data Part 2;
4.1.5 Section C – The Services; and
4.1.6 The *Consultant's* Submission.

5. Where there is any discrepancy or conflict within or between the documents forming the contract the order of priority shall be as follows:

5.1.1 First : This Form of Agreement;
5.1.2 Second : The conditions of contract and CD Part 1;

5.1.3 Third : The Services; and

5.1.4 Fourth : Any other documents included in this contract.

6. Notwithstanding the manner of execution of this Agreement it is agreed that:

6.1 the limitation period within which any claim may be brought by the *Employer* for breach of this Agreement by the *Consultant* is 12 years from the date of breach; and

6.2 the *Consultant* agrees not to raise in defence of any such claim a shorter limitation period whether pursuant to the Limitation Act 1980 (as the same may be amended or re-enacted from time to time) or otherwise.

7. This contract and the warranties and undertakings in it are deemed to apply to all services performed by *the Consultant* both before and after the Contract Date.

IN WITNESS whereof the parties hereto have executed this Agreement as a Deed the day and year first before written.

S177

The common seal of
Transport for London
was affixed to this Deed
in the presence of:

[redacted]

Authorised signatory .....

EXECUTED AND DELIVERED AS
A DEED by
OVE ARUP & PARTNERS LTD acting by:

Signature of Director

Print name of Director

Signature of Director/Secretary

Print name of Director/Secretary

[redacted]

CALL OFF CONTRACT DATA

Part One - Data provided by the *Employer*

Statements given in all contracts

1 General

- The *conditions of contract* are the core clauses as may be amended or supplemented by the clauses for Main Option **E** and Secondary Options **X2, X10** and **X18** all as attached to the Transport for London Professional Services Framework Agreement.
- The *Employer* is

  Name: **Transport for London**

  Address: **Windsor House,**

  42-50 Victoria St,

  London,

  SW1H 0TL
- The *Employer's Agent* is

  Name: [redacted]

  Address: **230 Blackfriars Road**

  Floor 3 Y6

  230 Blackfriars Road

  LONDON

  SE1 8PJ
- The authority of the *Employer's Agent* is

  as set out in Option X10 to make all decisions under this contract
- The *services* are: **carrying out research in to the identification of Neighbourhood Enhancement Areas, measures and potential conflicts and the submission of a comprehensive report showing the findings in relation to the Silvertown Tunnel project**
- The Scope is in:
  Section C – The Services.
- The *language of this contract* is **English.**
- The *law of the contract* is **the law of England and Wales.**
- The *period for reply* is **2 weeks.**
- The *period for retention* is **12 years following Completion or earlier termination**.
- The *tribunal* is **the courts of England and Wales.**

3 Time

- The *starting date* is **14 February 2017**

- The *Consultant* submits revised programmes at intervals no longer than **4 weeks.**

5 Payment

- The *assessment interval* is **4 weeks**

  The *currency of this contract* is **pounds Sterling (£)**

- The *interest rate* is **2 % per annum above the base rate of the Bank of England**.

8 Indemnity, insurance and liability

- The amounts of insurance and the periods for which the *Consultant* maintains insurance are:

Event	**Cover**	**Period following Completion of the whole of the *services* or earlier termination**
Liability of the *Consultant* for claims made against him arising out of his failure to use the degree of reasonable skill, care and diligence normally used by competent professionals experienced in providing services similar to the *services* in connection with works of a similar size,	**£200k per incident and £500k in annual aggregate.**	**To be maintained for the duration of the contract and twelve years after completion of the contract.**
Liability for death of or bodily injury to a person (not an employee of the *Consultant*) or loss of or damage to property resulting from an action or failure to take action by the *Consultant*	**£1m per incident in respect of each claim, without limit to the number of claims with financial loss extension cover**	**To be maintained for the duration of the contract and twelve years after completion of the contract.**
Liability for death of or bodily injury to employees of	**As required by law.**	**To be maintained for the duration of the contract**

the *Consultant* arising out of and in the course of their employment in connection with this contract.		**and twelve years after completion of the contract.**

The Consultant's total liability to the Employer for all matters arising under or in connection with this contract, other than the excluded matters is the level of insurance being requested in the table above unless there are specific limits elsewhere in the contract.

Optional statements

- The *completion date* for the whole of the *services* is **5 April 2017**
- The *Consultant* is to submit a first programme for acceptance within **2 weeks** of the Contract Date.
- The *key dates* and *conditions* to be met are

condition to be met	*key date*
1 Submission of the final report and accompanying material.	**5 April 2017**

If Option E is used

- The *Consultant* prepares forecasts of the total Time Charge and *expenses* at intervals no longer than **4** weeks.

Data provided by the *Consultant*

Completion of the data in full, according to the Options chosen, is essential to create a complete contract.

Statements given in all contracts

- The *Consultant* is .....

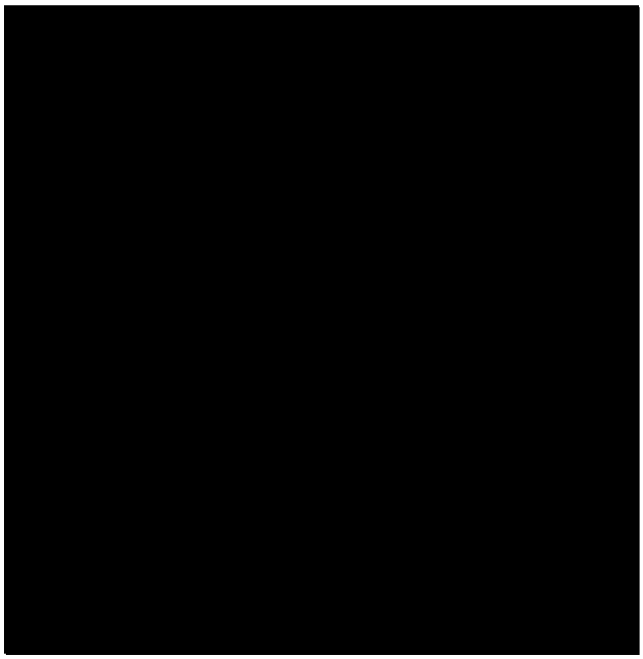
  Name . . Ove Arup & Partners Ltd. . . . . .

  Address . . . . . .

  13 Fitzroy Street
  London
  W1T 4BQ

- The *key persons* are

[redacted]



- The following matters will be included in the Risk Register

  H&S, programme and project risks . . . . . .

Optional statements

If a programme is to be identified in the Contract Data

- The programme identified in the Contract Data is . . . . . in the quality submission . . . . . .

If the *Consultant* requires additional access

- The *Employer* provides access to the following persons, places and things

access to	*access date*
none specified	. . . . .
currently, possible meetings with boroughs and other local stakeholders.	. . . . .

OVE ARUP & PARTNERS LTD'S COMMERCIAL TENDER SUBMISSION

Name	Role	Staff designation/ grade (from the grade definitions list below)	Rate/day (£) – based on 8 hour day, including all travel expenses.	Out of Hours Working Mark-up (%)	
				Weekends (Saturday or Sunday)	Bank Holidays
[redacted]					

[redacted]

SECTION C – THE SERVICES

1.1 Background

Transport for London (TfL) has a responsibility to reduce emissions from the transport sector in London. The Mayor's Transport Strategy, Air Quality Strategy and Climate Change and Energy Strategy sets out a number of high-level policies aimed at reducing emissions of air pollutants and greenhouse gases.

The Silvertown Tunnel will be a new twin-bore tunnel providing a road link beneath the Thames from the Blackwall Tunnel Southern Approach on the Greenwich Peninsula to the Tidal Basin roundabout in the Silvertown. The Silvertown Tunnel and the existing Blackwall Tunnel are to be subject to user charging.

A new crossing will have implications for the spatial distribution of air pollution from road transport due to the change in traffic patterns. In order for the scheme to receive approval there is a need to show no significant worsening of air quality in line with the National Policy Statement for National Networks.

The Mayor announced in a recent review of the scheme, that further local benefits would be explored. In line with emerging mayoral policy around air quality, additional mitigation is required to show that TfL wishes to go further than just achieving the minimum required for scheme approval. Neighbourhood enhancements will form part of this mitigation.

1.2 Purpose and objectives

As well as recent consultations on proposed London wide air quality measures, The Mayor has a number of strategies to reduce emissions, including the Mayor's Transport Strategy (MTS), the Mayor's Air Quality Strategy (MAQS), the Climate Change Mitigation and Energy Strategy (CCMES), and the Transport Emissions Roadmap (TERM). One of the measures within TERM is the development of Low Emission Neighbourhoods (LENs).

LENs are area based schemes that include a package of measures focused on reducing emissions (and promoting sustainable living more generally), delivered by a borough with support from TfL, GLA and the local community.

Four key principles of LENs considered important for success are:

- LENs must be visibly transformative with sufficient investment in designing and implementing measures, including funding for urban realm improvements, enabled by a reduction in motor vehicle dominance, to secure local community support for the required behaviour change (e.g. businesses changing their delivery and servicing arrangements) and attracting additional private sector investment due to the direct local economic and social benefits.
- Measures must be designed on a detailed understanding of how an area currently operates including the land use, ownership and governance, delivery and servicing activity and travel behaviour, including the origin, destination, mix and purpose of traffic moving through the area and the pedestrian, cyclist and public transport

movements, the on-street and off-street parking and loading arrangements and the regular and irregular activities that take place.

- There must be a measurable impact on emissions using the best available evidence in assessment of their impact on emissions.
- The need for bold measures must be understood by the local community so that tangible improvements in air quality can be realised.

More information on LENs can be found in Annex 1 – Low Emission Neighbourhoods Guidance Note.

1.3 Requirements

We require a multi-skilled team of consultants to identify two neighbourhood enhancement areas and analyse the activity within the areas and the local communities by carrying out extensive research. Once this has been completed the team are required to estimate the potential improvements in air quality, suggest potential interventions to exhibit them and propose potential Urban Realm/Traffic improvements. Following the aforementioned investigations, a report (and accompanying material) is required detailing the findings.

The two Neighbourhood Enhancement Schemes should be located in the Royal Docks in the London Borough of Newham and the Greenwich Peninsula in the Royal Borough of Greenwich. The locations should be close to the planned entrances to the Silvertown Tunnel (in the vicinity of the A102 on the Greenwich Peninsula and Tidal Basin Road and Dock Road in Silvertown) where forecasted traffic flows and air quality will be altered as a result of the scheme.

The following stages of initial analysis need to be undertaken:

1.3.1 Identification of Neighbourhood Enhancement area:

Identify the location and boundaries of the two potential areas for environmental enhancement. The results of the Environmental Statement and criteria in the LEN Guidance Note (Annex 1) should be used to develop this, with particular regard to the following:

- Areas with high public exposure to pollution, i.e. areas of high population or high activity;
- opportunity for significant reductions in traffic, emissions or exposure to air pollution; and an active local community (commercial and/or residential);
- an area defined by the community within it, such as an urban town centre, or business park and surrounding area. Where the area includes an Air Quality Focus Area or existing compatible project, these boundaries can also be taken into account in defining the scope of the Neighbourhood Environmental Enhancement Scheme; and
- the area is the start and/or end point of a large number of journeys (as the impact of the enhancements would be felt far beyond its boundaries). This could include major destinations near the Scheme, such as business districts and shopping centres. It would also include other sources of vehicles, such as industrial parks.

The results of the Environmental Statement can be found in annex 2 of the ITT.

1.3.2 Data collection and identification of area activities

The supplier should assess the types of local activities in the area, i.e. (residential commercial, retail etc.) including the dominant activity in each part of the Neighbourhood Enhancement Area, key locations which are the origin/destination for large amounts of traffic, and vulnerable uses (such as schools and hospitals).

The supplier shall also assess what is the likely level of local support:

- how active are the local community (residential or commercial)?
- are there any large and/or high profile community/business/stakeholder groups?
- what major issues have been raised in the past?
- what level of communication exists between the borough and locals/groups?
- how likely is political support for environmental enhancements in this area?

The supplier shall compile any further information on activities, for example

- are there multiple or few owners of housing developments and commercial areas?
- are there any key contacts, such as housing associations or management organisations, large retailers, Business Improvement Districts?
- Identify key locations (e.g. specific companies, key destinations such as the high street or other retail area)

The following are suggested ways of answering the above questions, this is not an exhaustive list:

- Air quality emissions and concentration data from Scheme modelling;
- 2011 census data including locations of homes and workplaces and journey to work mode;
- Traffic data;
- Journey origin/destination data;
- London Transport Study data;
- Area servicing survey;
- Local public transport stats;
- Pedestrian Environment Review System (PERS) audits/healthy streets surveys;
- Air quality model results eg. data and will be able to discuss the modelling and results with the consultants who carried out the work.

Some of the state sets can be provided by TfL as noted in 1.4 of this Section.

1.3.3 Identification of concepts and potential measures

In identifying the concepts and potential measures the supplier shall:

- Using the data gathered in 7.3.2 calculate the proportion of different types of traffic (such as through traffic, journeys with their origin or destination in the area, and if possible by commercial and other types of traffic); This information will give an indication of the bounds of potential reductions in different types and sources of traffic;
- Suggest potential interventions, including but not limited to the suggestions set out in the LENs Guidance Note (Annex 1);

- Suggest potential areas for Urban Realm and traffic improvements;
- Estimate emissions reductions from the proposed interventions.

1.3.4 Submission Requirements

Once the initial analysis has taken place, the following nature of materials need to be provided by successful tenderer:

- Explanatory report, including a methodology, and all assumptions and sources. A detailed recommendation of the enhancements the Silvertown Tunnel Scheme could implement along with projected associated costs. TfL will retain all ownership of the report once it has been submitted to TfL;
- Data and spreadsheets;
- Risk register/constraints report.

1.3.5 Further requirements of the supplier

Further requirements of the suppliers are:

- Fortnightly progress updates will be arranged by the supplier over the duration of the contract. During the progress updates the successful tenderer will present findings and outline the next steps in delivering the services. Upon each progress update TfL will discuss the proposed next steps with the supplier and agree the course of action with confirmation in writing after each meeting sent by TfL.
- On occasion the consultant(s) will be required to attend meetings with the local boroughs and local community groups. We anticipate this to be circa five meetings over the duration of the contract, however it may change dependent of the findings.

1.4 Information provided to the consultant by TfL

TfL will provide the following information upon commencement of the contract:

- Supporting documentation and research, including the MTS, London Plan, MAQS, CCMES, TERM and guidance note for LENs;
- Silvertown Tunnel Air quality modelling data;
- Traffic data;
- Journey origin/destination data;
- Local public transport statistics;
- Recent Pedestrian Environment Review System (PERS) audits and healthy streets surveys (where available).

1.5 Governance

As per the Option X10 in contract data part one; the client for this piece of work will be TfL Planning, with [redacted]as client Project Manager for this piece of work. The client project manager will be the lead contact at TfL. Other client-side staff and staff from the relevant London Boroughs may also be involved in both the bid assessment process and through regular study programme meetings.

The consultant **must seek client approval in writing** before embarking on any significant departure from the brief or encountering a major constraint or problem of which the client is not currently aware, in order that discussion can lead to an acceptable way forward to address such matters.

SECTION C – THE SERVICES, ANNEX 1:

LOW EMISSION NEIGHBOURHOODS GUIDANCE NOTE

Low Emission Neighbourhoods

Guidance note

MAYOR OF LONDON

TRANSPORT FOR LONDON

EVERY JOURNEY MATTERS

Low Emission Neighbourhoods

1. Introduction

A Low Emission Neighbourhood (LEN) is an area-based scheme that includes a package of measures focused on reducing emissions (and promoting sustainable living more generally). A LEN is delivered by a borough with support from Transport for London (TfL), the Greater London Authority (GLA) and the local community.

This note summarises TfL's current thinking regarding LENs and it will be updated as the concept develops and more evidence, examples and tools become available. It is provided to stakeholders to help them develop and deliver LENs and TfL welcomes any feedback or support from stakeholders to help improve the LEN concept. For boroughs intending to apply for funding to develop a LEN through the Mayor's Air Quality Fund (MAQF), this note should be read in conjunction with the MAQF guidance[1].

LENs will be focused on areas of high exposure to high pollution which can be reduced through local measures, and locations with high trip generation and the potential to reduce emissions in the wider road network. They are less suited to areas where the high pollution levels are restricted to a single road, especially if through-traffic is a large source of emissions, as the package of measures would do little to address this source.

For further details on this note contact LowEmissionNeighbourhoods@tfl.gov.uk

2. Background

TfL's Transport Emissions Roadmap (TERM) examines ways to reduce CO_2 and air pollution from ground-based transport. One of the proposed measures in this document is a programme of LENs to tackle local air quality hotspots.

Neighbourhoods will not be solely restricted to residential areas, but are likely to focus around busy streets and urban spaces where air pollutant concentrations and public exposure are highest. The term 'neighbourhoods' was used to highlight the need for local community involvement (residents, businesses and regular visitors) and support in developing a LEN to ensure it is successful. A LEN should be a partnership between the local community, businesses and the local authority to jointly identify and deliver a common set of goals.

While the prime driver for a LEN is a reduction in concentrations and exposure to air pollutants, a transformation in the urban environment and the way the area operates is crucial to success.

3. Objectives of a LEN

LENs have the following objectives:

- Reduced transport emissions, leading to improved air quality and climate change mitigation, and reduced negative impact on health

[1] Available via www.london.gov.uk/air-quality-fund

- Increased human physical activity and health, through encouragement of more walking and cycling
- Reduced road traffic casualties through overall reduction in vehicle kilometres and alterations to traffic management
- More efficient use of limited road space, urban regeneration and improved local economy

In order to meet these objectives LENs require action in the following areas:

- Reducing overall vehicle kilometres
- Encouraging the uptake of low-emission vehicles
- Improvements to the urban realm

The following four key principles of LENs are considered important for success:

- **Transformational** LENs must be visibly transformative with sufficient investment in designing and implementing measures. They must include funding for urban realm improvements, enabled by a reduction in motor vehicle dominance.
- **Evidence Based** Measures must be designed on a detailed understanding of how an area currently operates. This includes the land use, ownership and governance, delivery and servicing activity and travel behaviour
- **Effective** There must be a measurable impact on emissions using the best available evidence in assessment of their impact
- **Acceptable** The need for bold measures must be understood and supported by the local community so that tangible improvements in air quality can be realised and additional private sector investment can be attracted

Running through all of these principles is the need for community buy-in. For a LEN to work, effort is required by everyone and the LENs' transformative nature is intended to foster a sense of pride in those involved and be a significant 'prize' to be gained from the effort to make a LEN work.

LENs must be designed as a package with measurable impact on emissions. Ambitious and genuinely transformational schemes are required. They should not be used to fund existing business-as-usual work. The funding provided to a successful LEN area for upgrading the urban realm is the 'reward' for the area's commitments to reducing motorised transport emissions. It is likely that the financial case for public investment in a LEN will not rely solely on the emissions savings and will be supported by benefits such as the economic uplift following urban realm transformation. Such benefits are also likely to play an important part in increasing local support for changes proposed as part of a LEN.

Figure 1 illustrates the point that some changes are difficult for some communities to adopt, such as traffic restriction and reduced parking provision. But it is often the case that without these decisions being made, it is difficult to free up the space to

provide benefits such as urban realm transformation, reducing the dominance of motor vehicles and ultimately realising the benefits sought, such as improvements in air quality and local economic uplift.

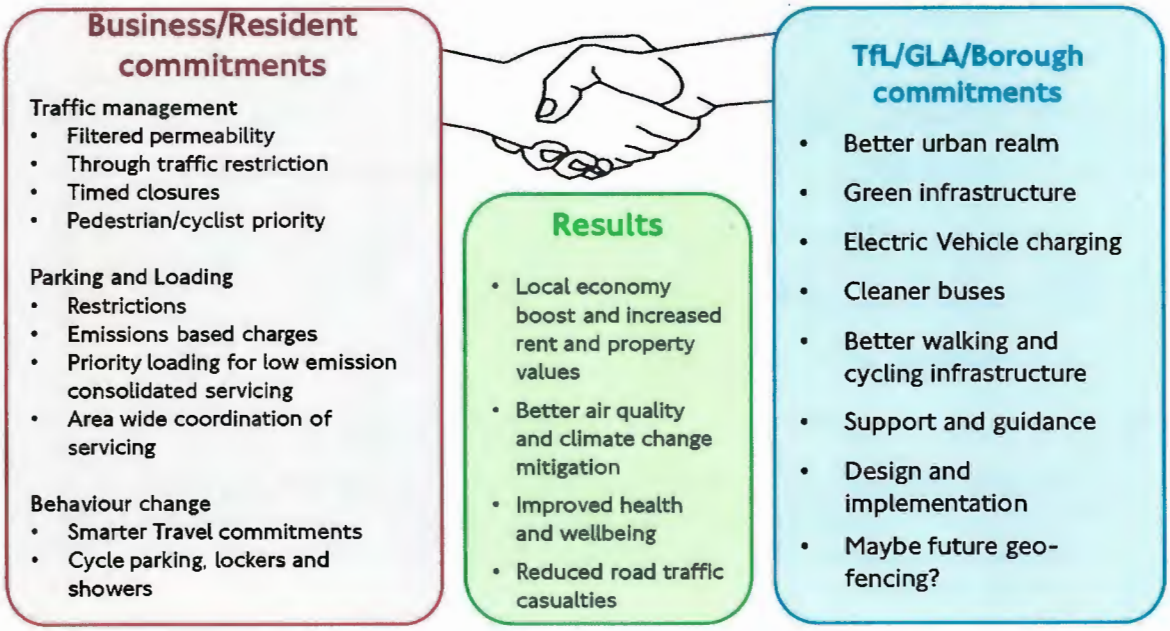


Figure 1: Illustration of the LEN concept

4. Area selection

When identifying the location and boundaries of a potential LEN, the following criteria should be met:

Is the area polluted or a source of significant emissions?
While LENs are likely to involve significant urban realm alterations to lock in the benefits of air quality improvement measures, LEN funding should not be used to improve the urban realm in areas without high emissions or at areas without the ability to influence emissions.

Areas of high pollution, in particular noticeable NO2 concentrations or sources of high greenhouse gas (GHG) emissions, can be defined by looking at the London Atmospheric Emissions Inventory (LAEI), available online via the GLA Datastore[2].

LENs should also cover areas with high public exposure to pollution, ie areas of high population or high activity (or may be in the future in the case of a development area). Previous work by TfL to identify Air Quality Focus Areas can be used as a basis for this. Local knowledge and professional judgement can identify these.

Other factors
A potential LEN area should meet at least one of the following conditions:

- The area includes or is part of an Opportunity Area, as identified in the London Plan, as there are likely to be significant changes (and funding opportunities) in these areas over the coming years

[2] http://data.london.gov.uk

- Significant local plans for large scale redevelopment. Existing plans for major public realm and/or traffic reduction schemes, either borough or TfL led, that may be able to benefit from LEN complementary measures. This could include for example, a Road Modernisation Plan project, or a borough major scheme of equivalent scale
- There is an opportunity for
    - Significant reductions in traffic, emissions or exposure to air pollution
    - A desire and/or need for improved air quality, road casualties and urban realm
    - An active local community (commercial and/or residential), or a clear commitment from the local authority to foster an active local community through a potential LEN project
- The area is the start and/or end point of a large number of journeys (as the impact of that LEN would be felt far beyond its boundaries). This could include major destinations near the roads mentioned above, such as business districts and shopping centres. It would also include other sources of vehicles, such as industrial parks

Size and boundaries

Local circumstances will determine the size and boundary of a LEN. While a LEN may include major arterial roads with a high proportion of through-traffic, a LEN is unlikely to significantly impact this traffic, which could be better addressed through wider measures. However, boroughs should undertake engagement with relevant TfL teams if the TLRN forms part of or is adjacent to a LEN.

A successful LEN will be dependent on the involvement of local people and businesses. It is therefore more appropriate to select an area defined by the community within it, such as an urban town centre, or a business park and its surrounding environment. Where the LEN includes an Air Quality Focus Area or existing compatible project, these boundaries can also be taken into account in defining the scope of the LEN.

5. Developing a LEN

Once a potential area for a LEN has been identified it is necessary to understand in as much detail as possible what currently happens within that area, or how it may function in the case of a development area, especially how and why people travel and goods are moved.

Identifying the size of different fleets and their associations with businesses and people living in the LEN will allow the most appropriate measures to be selected. Although the scope of these measures will depend on the local fleets and associated businesses and residents, the process can identify the maximum potential level of transformation and impact on emissions, urban realm and other elements, such as road safety.

As different LEN measures affect different fleets and trip types, it is useful to find as much detail as possible on the local traffic journeys and their purposes. Ideally, this would include data for trips broken down by vehicle type and purpose along with any further detail on journeys associated with specific large organisations and destinations. Some of this data will be available via TfL.

As well as gaining a detailed understanding of motor vehicle trips it is also important to understand:

- Pedestrian movement
- Cycling levels and routes
- Public transport connections and use
- Parking and loading activity
- Each businesses' approach to delivery and servicing, and their level of flexibility

In summary, the measures included in a LEN will be tailored to each area and understanding how an area functions a whole is critical to being able to design the most effective solutions. The following table summarises the steps that might be taken to develop a LEN. Seed funding should be used to gather the appropriate data.

Stage	Step	Action
Mapping the area and traffic	1	**Identify types of roads and their proportions** • Use the Street Types categories to map the potential LEN area, identify the proportion of each type. Mapping for boroughs that have agreed street types with TfL is available on request.
	2	**Identify local activities, and their proportions** • Consider the types of local activities in the area, including the dominant activity in each part of the LEN, key locations which are the origin/destination for large amounts of traffic, and vulnerable uses (such as schools and hospitals) • Consider what is the likely level of local support: o How active are the local community (residential or commercial)? o Are there any large and/or high profile community/business/stakeholder groups? o What major issues have been raised in the past? o What level of communication exists between the borough and locals/groups? o How likely is political support for a LEN in this area?

		• Compile any further information on activities, for example o Are there multiple or few owners of housing developments and commercial areas? o Are there any key contacts, such as housing associations or management organisations, large retailers, Business Improvement Districts?
	3	**Identify relevant designations for the area (which may provide data or funding, or influence local and political support)** • Is all or part of the potential LEN area: o An Air Quality Focus Area? o An Air Quality Management Area? o An Opportunity Area? o Included in a Road Modernisation Project? o A Mini-Holland? o Other London or borough designation, such as a Liveable Neighbourhood?
Data collection and analysis	**4**	**Identify any existing survey data** • This could be from existing TfL or borough work, or other sources, such as planning applications, and could cover the following: • Air quality concentration data • Traffic data, including origin/destination data: o 2011 census data includes locations of homes and workplaces and journey to work mode[3] o Traffic data o Journey origin/destination data (including cordon counts and Origin and Destination surveys o London Transportation Studies (LTS) model data- existing extracted data or new data on key road links o TRICS (Trip Rate Information Computer System), which has average trip rates for different types of developments o Area servicing survey o Local public transport stats • Identify locations of residential/commercial/retail/industrial

[3] Data available from the ONS website http://www.nomisweb.co.uk/

		activities and proportion of each type • Other data: o Healthy Streets data o Pedestrian Environment Review System (PERS)audits o Any other relevant traffic, journey or emissions data o Any data on other issues which may be affected by the LEN, such as traffic accidents and casualties, accessibility, and improved urban realm
	5	**Use this to:** • Estimate the proportion of different types of traffic (such as through- traffic, journeys with their origin or destination in the area, and if possible by commercial and other types of traffic) • Identify main locations (eg specific companies, key destinations such as the high street or other retail area) • Consider existing public transport usage. • This information will give an indication of the limits of potential reductions in different types and sources of traffic
LEN measures	**6**	**Identify appropriate measures for each area, including specific measures for key roads (and/or key groups)** • At this step, it may be found that the available levers may be insufficient to cause an ambitious and transformative change, and that a LEN may not be the best approach for this area • Using the measures suggested in section six as a guide, develop a package of suitable measures for the LEN

6. Elements of a LEN

LENs need to be tailored to an individual area's circumstances. An understanding of the existing demands for travel and how the place currently operates is important in this.

Measures involved in a LEN work in one of two ways. They can affect how traffic moves on a road, which in turn can affect whether people decide to either drive, walk, cycle, use another mode of transport, or avoid it altogether. These measures can include filtered permeability, with restricted access, widening or narrowing lanes, changing parking, introducing segregated cycle lanes, or shared road space for areas with low traffic.