



Central London Sub-Regional Transport Partnership

www.urbact.eu/freight-tails
@freight_tails
September 2017

The Central London Sub-Regional Transport Partnership (CLSRTP) collaborates and trials innovative schemes to benefit and inform all central London boroughs, with the support of Transport for London.

The Central London Sub-Regional Transport Partnership (CLSRTP) is a collective of transport officers from central London's eight local authorities (City of London, City of Westminster, Royal Borough of Kensington and Chelsea, and the London Boroughs of Camden, Islington, Southwark, and Wandsworth Council and Royal Borough of Kensington and Chelsea) convened by Cross River Partnership (CRP).

8
Local authorities

42%
Walking and cycling accounts for 42% of journeys in Central London made by those who live in the capital

40%
Central London accounts for 40% of all journeys made by public transport in London

25.9
Million Average number of trips a day in London, increasing at a rate of 1.5% a year



Scope of works

CLSRTP provides a valuable forum for the exchange of ideas between boroughs and provides a single point of contact across the sub-region with Transport for London (TfL). We've recently hosted discussion from London Councils, industry groups, and TfL on:

- Bus priority schemes in inner-London
- Street Types for London categorisation matrix
- Local Implementation Planning funding guidance
- Go Ultra Low City Scheme, floating car clubs, and electric vehicles
- Best practice in freight movement and delivery consolidation and the Central London Freight Quality Partnership

Boroughs also benefit from a dedicated resource, the CLSRTP Chair, to coordinate information exchange on innovative policy ideas from within their own councils.

In addition to enabling regular collaboration and information sharing between boroughs, the partnership facilitates and project manages pilots, trials and research responding to emerging strategy.

Outcomes

In 2016/17 the partnership delivered:

- London's first urban market focused delivery and servicing plans
- The Villiers Street delivery and servicing plan and best practice guide with Northbank BID
- A walkability intervention that has had a measurable impact on promoting walking using the Healthy Streets Check in LB Southwark and a scoping study for delivery ready interventions in central London
- Research in to the impact of 20 mph limits in central London using borough held data to demonstrate links between, reduced speed limits, road safety and positive impact on the number of people walking and cycling
- Funding to facilitate sharing of best practice at sub-regional level through the Central London Freight Quality Partnership, which levered in match funding from industry

In previous years the partnership has facilitated:

- A secure cycle parking demand and feasibility study
- An area-based delivery and servicing review
- A waste consolidation improvement programme
- European funding for tailored freight logistics programme
- A scoping study for a Low Emission Neighbourhood

Lessons learnt

The partnership model is successful and continues to deliver outcomes for boroughs and TfL and is gaining momentum by delivering even more responsive projects.

3

Urban market delivery and servicing plans

£

Funding to facilitate the Central London Freight Quality Partnership



Healthy Streets interventions



A partner best practice guide



Research on 20mph speed limits



<http://crossriverpartnership.org/projects/central-london-sub-regional-transport-partnership/>