

Individual Borough Summaries

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Borough: Barking & Dagenham

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral approval:
<p>Overall, LB Barking & Dagenham's draft LIP demonstrates consistency with the Mayor's Transport Strategy. The borough supports the mode shift aim and will follow the Healthy Streets approach for all of their physical interventions. The LIP outlines the borough's intention to work to achieve the Mayor's Vision Zero aim and this commitment was strengthened following consultation. The borough commits in their objectives to develop a strategic network for walking and cycling.</p>
<u>Recommended that the Mayor approves Barking & Dagenham's third LIP.</u>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Barking & Dagenham's LIP is consistent with the Mayor's Transport Strategy (MTS). They have set out their local transport context and challenges and opportunities comprehensively, and against each of the nine MTS Outcomes. The borough have set eight objectives, these are consistent with the MTS, and local plans and strategies, and are as follows:</p> <ul style="list-style-type: none">A. Enhancing public transport connectivity to enable growthB. Improving accessibility for all to key services and facilitiesC. Encouraging active travel to improve health and wellbeingD. Facilitating green travel to improve air quality and reduce the impact on the environmentE. Reducing the number of casualties on our roadsF. Improving safety and security across the transport networkG. Managing our road space more efficiently to tackle congestionH. Transforming the public realm to create healthy, inclusive places <p>Their LIP follows the Healthy Streets approach and includes the Vision Zero aim of eliminating death and serious injury from their roads by 2041.</p>
<u>Overall recommendation: Consistent and adequate</u>
Assessment summary - Delivery Plan adequacy (proposals and timetable)
<p>LB Barking and Dagenham have a three-year programme that utilises the LIP funding in order to achieve MTS, borough and LIP objectives. Each scheme will, as much as possible, address safety and be delivered according to the Healthy Streets approach, supporting the overarching mode share aim within a context of residential housing growth. This includes physical measures such as enhancing public transport interchange at Barking Town Centre, Upney and Dagenham East stations, Healthy Street Corridors at Valance Avenue and Dagenham Heathway and a Liveable Neighbourhoods bid (to be submitted) for the Becontree Estate.</p> <p>In addition, the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include road danger reduction and access improvement programmes, and borough-wide healthy travel / active travel programmes.</p>

The borough will promote modal shift away from the dominance of the motor car by promoting walking and cycle schemes including the introduction of a dedicated cycle route linking the Marks Gate Estate to the Elizabeth line (Crossrail) station at Chadwell Heath and Valance Avenue dedicated cycle facilities and pedestrian accessibility improvements.

Overall recommendation: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All borough outcome indicator targets align to the MTS borough data pack trajectories.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes. The borough undertook a Strategic Environment Assessment (SEA) on the draft LIP that highlighted likely significant environmental effects of the measures contained within the LIP and set out alternatives. The SEA was consulted on alongside the draft LIP and results fed into the development of the final plan. A full Equality Impact Assessment was also carried out on the draft LIP and the results fed into the development of the final plan.

Statutory requirements were also met with regards to consultation with a five week public consultation exercise taking place from 2 November to 7 December 2018. Comments were received from statutory consultees including the Metropolitan Police, the London Cycling Campaign and the London Borough of Bexley. Feedback was also provided by the Barking and Dagenham Access Group, via the Access and Planning Review Forum. 13 responses were received from the public via the online questionnaire. The borough's response to all consultation comments including TfL's is outlined in Annex C of their LIP.

Overall recommendation: Met

Borough: Barnet

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:
<p>Overall, LB Barnet's draft LIP demonstrates consistency with the Mayor's Transport Strategy. The borough supports the aim of reducing car dependency and this commitment has been strengthened following consultation. The draft LIP does, however, emphasise the borough's contention that the mode shift aim in Barnet presents a significant challenge and that even with enhancement to public transport, walking and cycling provision, use of the car in outer London will continue to be important. As such, their commitment to reducing car dependency could still be stronger, in particular, in terms of demand management proposals to reduce car ownership and use. The draft LIP outlines the borough's intention to work with TfL to achieve the Mayor's Vision Zero aim and this commitment was strengthened following consultation. Good spatial analysis of vulnerable road user KSIs in the borough has been undertaken and schemes the borough will implement over the Three-Year Programme to address certain locations have been identified. A number of "towards Vision Zero" schemes are outlined in the three-year programme, principally the provision of pedestrian facilities at traffic signals. The borough commits in their objectives to develop a strategic network for walking and cycling including on-road and off-road cycle routes. Over the three-year programme the borough expects to deliver the Quietway Route from North Finchley to Hornsey alongside a small number of local improvements such as routes through Silkstream and Montrose Parks. Good objectives are identified across the MTS Outcomes and schemes for delivery over the Three-Year Programme have been identified with linkages to the MTS Outcomes.</p> <p><u>Recommended that the Mayor approves Barnet's third LIP.</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Overall, the draft LIP is consistent with the MTS although could have a stronger commitment to reducing car use. Although this was strengthened following consultation, the draft LIP nevertheless still emphasises the importance of the car in outer London. Good objectives are clearly identified across each MTS Outcome. This includes an intention to work to achieve the Mayor's Vision Zero aim and to develop a strategic network for walking and cycling including on-road and off-road cycle routes. There is significant development growth in Barnet and the opportunities this provides to support improvements aligned to the Healthy Streets approach is evident in the draft LIP. The draft LIP outlines the borough's intention via town centre strategies and development frameworks to deliver improvements that apply Healthy Streets principles.</p> <p>In terms of traffic reduction, it is indicated in the draft LIP that the borough will work with stakeholders, including TfL, to seek to achieve the MTS traffic reduction targets. Although the borough's commitment to reducing car dependency was strengthened following consultation, the borough objectives could be much stronger in terms of demand</p>

management proposals to reduce car ownership and use. The borough's commitment to support car-free and car-lite development was strengthened following consultation. A specific objective has been added to support such development in areas of good public transport connectivity and in accordance with public transport improvements over time. The borough will support car club provision in Barnet although this is not explicitly linked in the objectives to reduced parking provision. Good objectives are outlined in relation to improving air quality and the borough advocate a sub-regional extension of the ULEZ. The challenge for mode shift of a lack of orbital public transport connections is emphasised in the draft LIP. The borough's intention to seek to improve public transport provision (through TfL) to address this challenge is clearly outlined, including in terms of orbital express bus provision and potential bus routes for development / improvement. Good objectives are outlined in relation to improving step-free accessibility at stations in addition to a commitment to achieve 95% of bus stops in the borough as accessible by 2025. The borough's proposals in relation to bus priority have been strengthened following consultation. The draft LIP outlines an intention to deliver bus priority improvements, including considering "opportunities to introduce bus lanes operating during peak hours". However, there is some caution evident in terms of negative impacts of bus priority on car traffic as well as reference to speeding up bus and car journeys in relation to reviewing parking restrictions and as such the objectives set could be stronger.

A selection of borough objectives are outlined below:

- "Develop a strategic network which aims to increase use and break down barriers associated with walking and cycling, including high quality on-road and off-road cycle routes suitable for cyclists of a range of abilities that reflects the demand and the potential demand identified in TfL's Strategic Cycling Analysis."
- "To apply Healthy Streets principles, to deliver a range of improvements in Colindale and Brent Cross to deliver new liveable neighbourhoods with walking cycling and public transport at their core."
- "To apply Healthy Streets principles, to deliver a range of improvements in Town Centres including town centre Transport Hubs, and in development areas in line with Town Centre Strategies and Development Frameworks"
- "To seek to achieve the Vision Zero ambition of zero Killed or Seriously Injured Road Traffic Casualties by 2041"
- "Delivering programmes of Road safety, Education, Training and Publicity"
- "Introduce targeted Engineering Schemes to address collision hot-spots, including major proposals that apply Healthy Streets principles"
- "Delivery of 20mph areas around schools and other areas where pedestrian activity is high"
- "To promote, enable and support more sustainable travel to school, workplaces and other destinations, increasing transport choice and reducing dependency on car use and ownership"
- "Increase the proportion of schools developing travel plans and achieving STARS accreditation, especially the proportions achieving higher levels of accreditation"
- "Continue to deliver educational initiatives and engineering schemes to support school travel plans including, piloting school street proposals"
- "Support car-free and car-lite development in areas of existing good public transport provision and also over time in locations that become good for public transport"

- “Continually reviewing parking provision on-street and in borough controlled car parks including introduction, extension and review of CPZs, reviews of town centre demand and parking provision, application of emissions based permits, making provision for car clubs and electric vehicle charging and applying controls around car-free and car-lite development”
- “Facilitate Air quality audits on remaining schools in areas of poor air quality and facilitate implementation of identified measures from audits”
- “Deliver open access Electric Vehicle Charge points within Barnet including provision of lamp column chargers”
- “Increase greening and tree planting”
- “Work with TfL to review bus routes to serve new development and less accessible locations and to realise the delivery of orbital express bus provision and demand responsive public transport”
- “Explore potential for coach facilities in conjunction with Brent Cross West/Brent Cross South”
- “Deliver programmes of Bus Priority improvements, especially focusing on locations that provide benefits for buses serving development areas, orbital movement and higher passenger numbers”
- “Consider opportunities to introduce bus lanes operating during peak hours, particularly on wide roads where tidal parking restrictions already operate.”
- “In conjunction with Healthy Streets improvements on major roads consider re-balancing the provision of road space to provide facilities that better support bus movements.”
- “Increase the percentage of accessible bus stops in Barnet from the current 91% to 95% by 2025 and in the longer term to closer to 100%.”
- “To secure significant regeneration and growth across the borough’s opportunity areas based upon sustainable development principles with the majority of trips carried out via public transport on foot and by cycle with a reduced reliance on the private car”

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of -term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. According to the Proforma A for 2019/20 most of the schemes are smaller in value, or are mini-programmes such as school cycle training. The following four larger schemes are detailed in

the Proforma A for 2019/20 and in the three-year programme:

- A5 j/w Watling Avenue a £396k junction improvement scheme aligned to Healthy Streets
- Colindale Parks cycle routes inc. Montrose Avenue crossing - project delivers cycle routes and landscaping of parks with a linking crossing/table at Montrose Avenue. Over the three year period £400k is shown from LIP funding principally intended to deliver the raised table crossing, and there is a contribution from the council's own funding capital of £8m for works that also include enhancing the park off-highway routes.
- Dollis Valley cycle route scheme plans to widen the bridges along the route with the replacement of the pedestrian bridges at Lovers Walk and Oakdene Park on the cycle route to better provide for both pedestrians and cyclists. Cost £170k over three years.
- As part of the Council's casualty reduction programme, it intends to tackle the issues at the junction of Great North Road and The Bishops Avenue. Cost £390k.

In total the borough intends to invest £2,967k in 2019/20, including physical measures to reduce road traffic casualties, and behavioural measures that support the Mayor's Vision Zero objective. It would have been better balanced if Barnet have included some larger schemes in the three-year period from 2019/20 other than those listed above.

An example of a smaller scheme to be completed in 2019/20 is a £40k public realm improvement at Finchley Central.

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include investment in staff and resources to support and deliver road safety education, training and publicity initiatives including school pedestrian training and 'theatre in education' initiatives, Bike Safe and Scooter Safe course referrals with targeted funded places. £600k is allocated over the three-year programme. The borough will promote modal shift away from the dominance of the motor car by promoting walking and cycle schemes and initiatives such as cycle training which aims to deliver cycle training to approx. 5,000 people (children & adults) over the year at a cost of £720k over the three-year programme. The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS. In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All borough Outcome indicator targets align with the MTS borough data pack trajectories except the 2021 target for Outcome 3c (car ownership). The borough has set a target of 145,800 compared to the 2021 trajectory figure of 139,000. The target they have set is based on a straight line reduction to 2041. This figure does, however, represent a reduction in car ownership to 2021 and is more ambitious than the MTS reference case modelled projection of 150,000. The targets set for Outcome 2 (Vision Zero) are based on the v2 MTS borough data pack (individualised borough trajectories). As such, both the 2022 and 2030 targets set in the draft LIP represent more ambitious percentage reductions in KSIs against the baselines

than the pan-London 65% and 70% aims respectively.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes - the borough has undertaken an SEA and EQIA. The draft LIP indicates that the borough directly consulted all statutory consultees and held a public consultation from early November 2018 to 9 December 2019. Stakeholders included Inclusion Barnet. Seven stakeholder responses and five public individual responses were received.

Overall recommendation: Met

Borough: Bexley

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:
<p>Overall, LB Bexley's LIP is well aligned with the Mayor's Transport Strategy. The LIP contains many strong objectives aligned with the MTS – the ambition for cycling is welcomed as is the emphasis on bus priority and encouraging the uptake of low emission vehicles. There is a clear emphasis on mode shift and traffic reduction.</p> <p>The explicit commitment to Vision Zero is welcomed, especially the measures to address motorcycle safety. The scope of existing 20mph zones and the ambition to introduce more, particularly around schools, is welcome and ambitious.</p> <p><u>Recommended that the Mayor approves Bexley's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>The LIP contains many strong objectives aligned with the MTS:</p> <ul style="list-style-type: none">-There is a clear commitment to mode-shift in the borough through cycling, public transport and reducing traffic including freight.-The ambition for cycling is very strong – a full cycle network is proposed in the borough and there is clear emphasis on walking.-There is a strong emphasis on bus priority and bus accessibility in the borough, which is clearly a major tool for traffic reduction.-For new developments the borough has a commitment to car-free, car-lite development subject to the provision of appropriate public transport infrastructure. <p>Bexley are committed to Vision Zero and have explicitly adopted the Safe System pillars and proposed a number of 20mph zones in addition to their existing seven zones.</p> <p><u>Overall recommendation: Consistent and adequate</u></p>
Assessment summary - Delivery Plan adequacy (proposals and timetable)
<p>Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long-term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.</p> <p>The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:</p> <ul style="list-style-type: none">• Secondary Town Centre Improvements: A scheme which aims to improve facilities for pedestrians, cyclists, public transport users and drivers at smaller shopping centres to improve safety and encourage local trips & vitality. The borough has allocated £510k of LIP funding over three years to complement £61k of Section 106 funding.

- **School and Local Safety Schemes:** This will deliver a package of measures to tackle parking and other traffic issues around schools including CCTV enforcement. The implementation phase of previous and current years approved local safety schemes, including localised improvements to the street scene (de-cluttering, greening, public spaces, lighting, etc.). The borough has allocated £975k of LIP funding over three years.

The borough intends to invest £1,364,000 per year over the next three years, including physical measures to reduce road traffic casualties that support the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- **Young Driver and Passenger Safety:** An ongoing programme of road safety education, training and publicity aimed at young drivers and passengers. The borough has allocated £9k LIP funding in 2019/20.
- **Road Safety Campaigns and Exhibitions:** This will continue an ongoing programme focusing on road safety. The scheme consists of road safety education, training and publicity elements. The borough has allocated £17k LIP funding in 2019/20 in addition to £15k of council funding.

In addition, the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include:

- **Cyclist training:** An ongoing programme of free cycling training which includes tailored packages of skills aimed at children, adults and school/college groups. The borough has allocated £70k LIP funding in 2019/20.
- **Child Pedestrian Training:** An ongoing programme of child pedestrian training. The borough has allocated £17k LIP funding in 2019/20.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes:

- **Travel Awareness Campaign for Bexley:** A package of campaigns and events to promote sustainable travel modes including area wide travel planning, walk and cycle to work weeks in order to encourage behavioural change. The borough has allocated £17k LIP funding in 2019/20.
- **Crayford Town Centre Active Travel:** Public realm and transport improvements in Crayford town centre aligned to the Healthy Streets approach. For 2019/20, the borough has allocated £85k to this scheme, together with an additional £100k funding through Section 106 contributions

The borough is working on a transformation of Erith town centre under the Erith Links project. This seeks to address transport and environmental issues to support the sustainable regeneration of the town centre. The Council's plans for Erith include removing the one-way traffic system to enhance permeability, accessibility and bus speeds and reliability; better pedestrian crossings within the town centre and on its approaches; improved cycle paths and facilities, measures to reduce congestion at the access points into the town centre and better pedestrian way-marking between the railway station and the town centre. In addition to

Council resources, the borough is in discussions with TfL and the GLA for growth-related funding to deliver these plans.

Overall recommendation: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The 2021 car ownership target is in-line with current ownership. This would be a considerable achievement given comparison with the MTS baseline and the quantum of development planned in the borough. There is a commitment to car-free and car-lite development in the LIP. The 2041 car ownership target is in-line with trajectories so deviation in the short-term is justifiable.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes, a public and statutory consultation was undertaken. The borough consulted with the Bexley Association of Disabled People. An SEA has been produced and submitted.

Overall recommendation: Met

Borough: Brent

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

Following extensive engagement with the borough, Brent's draft LIP now meets the necessary standard for adequacy.

It demonstrates an intention to reduce car dependency, although the document overall could benefit from further strengthening. In particular, the 'changing the transport mix' section could have a clearer focus on reducing car use in Brent, in particular for short local trips.

Following consultation, clearly defined proposals have now been set under each of the MTS Outcomes. Although good proposals are set under Outcome 1, more specific detail on the development of the cycle network in Brent could have been added. The draft LIP now demonstrates consistency with a Vision Zero approach to road danger reduction. A number of good proposals have been set under Outcome 2 that can be attributed against the Safe Systems elements of 'safe speeds', 'safe street design', 'safe vehicles' and 'safe behaviour'. The draft LIP now also demonstrates consistency with Policy 5 of the MTS, although the demand management measures outlined to reduce car ownership and use could be stronger. A number of good proposals have been set under Outcome 4, including measures to improve air quality around schools and support EV up-take through the provision of charging infrastructure. The proposals which have been set against Outcomes 5, 6 and 7 are adequate. The draft LIP now demonstrates a clearer alignment to the principles of Good Growth.

Following consultation, detail has now been provided in the supporting commentary to the three-year programme. Each of the borough's LIP programmes has been listed with a brief description. The level of detail provided is sufficient. More than half of the borough's LIP funding is allocated to road danger reduction schemes (investigation and implementation). A list of specific schemes for 2019/20, as well as a description of the project, has been provided in the supporting commentary to the Annual Programme. Measures outlined include the provision of pedestrian crossings and implementation of 20 mph. Schemes have also been listed for 2019/20 for the borough's "walking and cycling supporting engineering measures (inc. STP schools)" programme. This includes measures to support School Streets and the provision of zebra crossings at a number of schools. All borough Outcome indicator targets now align with their respective MTS borough data pack trajectories.

Recommended that the Mayor approves Brent's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

Brent's draft LIP meets the necessary standard for adequacy, although would benefit from further strengthening. The borough's Long Term Transport Strategy objectives have been set as high-level objectives against each of the MTS Outcomes, with underpinning proposals. Although this is acceptable, it would have been better to set specific objectives which more effectively align to each Outcome. This is particularly the case for Outcomes 5, 6 and 7, for which the same high-level objective has been set. An intention to reduce car dependency is demonstrated across the MTS Outcomes; indeed it is stated that the borough will use

demand management measures to “reduce the ease and convenience of the private car”. The ‘changing the transport mix’ section, however, could still be strengthened significantly, with a clearer focus on reducing car use in Brent, in particular for short local trips. A number of good proposals have been set in relation to Outcome 1, which includes delivering Healthy Streets improvements, reallocating road space (including reducing kerbside parking space, cycle permeability and cycle parking) and introducing timed traffic restrictions as part of Healthy School Streets. A particularly good proposal has been set to provide specific cycle training for faith schools and female sessions, which looks to address a key challenge highlighted in the draft LIP in terms of cultural barriers to cycling uptake amongst Brent’s diverse communities. However, the borough’s proposals for the development of the cycle network in Brent could be strengthened further. It is indicated that the borough will implement their Walking and Cycling Action Plan infrastructure proposals, including Quietway 3, Quietway 9 and CFR23. However, much more detail could still be drawn out of these documents with a clearer indication in the draft LIP of how different routes could be developed over time in accordance with the Strategic Cycling Analysis. Moreover, although there is reference to cycle permeability, no specific detail is provided on local cycle routes the borough will look to deliver, in particular to 2022. Following consultation, the borough’s commitment to Vision Zero has been strengthened, and the borough has now set a 0 KSI target for 2041. A statement has been added indicating that the borough is committed to achieving the Mayor’s aim, although it would have been better to more explicitly articulate this commitment through the borough’s high-level objective for this Outcome (which refers only to reducing KSIs and slight casualties). Proposals have been set for this Outcome that can be attributed against the Safe Systems elements of ‘safe speeds’, ‘safe street design’, ‘safe vehicles’ and ‘safe behaviour’. In particular, a good proposal has been set to continue implementing 20mph zones and determine the feasibility of introducing a borough-wide 20mph speed limit. Spatial analysis of KSIs in the borough would have been beneficial.

Following consultation, the draft LIP now demonstrates a consistency with Policy 5 of the MTS. The borough state that they are committed to reallocating road and kerbside space to space-efficient modes “where feasible”. A number of proposals have been set for this Outcome. This includes measures relating to the implementation of CPZs, supporting car clubs, implementing Healthy School Street timed road closures (including investigating filtered permeability in relation to this), and implementing behaviour change programmes. These proposals are adequate, although the demand management measures outlined to reduce car ownership and use could be stronger. Further detail could also be provided on how efficient freight will be supported in the borough. In relation to Outcome 4, a number of good proposals have been set for this Outcome. This includes measures to support EV uptake through the provision of charging infrastructure, exploring introducing “Low-Emission Neighbourhoods”, measures to improve air quality around schools (anti-idling enforcement at school hotspots and delivery of Mayor’s School Air Quality Audit Programme recommendations), and a proposal in relation to urban greening and SuDS. The proposals which have been set against Outcomes 5, 6 and 7 are adequate, although could be strengthened much further. In particular, more detail could be provided on the specific measures through which active travel access to the public transport network in the borough will be improved. Similarly, the borough’s bus priority objective could be strengthened with specific detail on the measures the borough will look to implement to improve bus journey times and journey time reliability in Brent. Following consultation, the draft LIP now

demonstrates a clearer alignment to the principles of Good Growth. Proposals to support this have now been set under Outcomes 8 and 9, including in relation to supporting car-free and car-lite development in the borough.

A selection of the borough's proposals under each MTS Outcome are copied below:

- "Implement the infrastructure proposals set out in our Cycling and Walking Action Plan, including developing and implementing a network of cycle routes across the Borough such as Quietway 3 (Regents Park to Gladstone Park), Quietway 9 (Wembley Park to Harrow Weald) and CFR23 (Wembley to Willesden Junction), that will enable more residents to walk and cycle, to walk and cycle safely, and to walk and cycle more often. The borough is committed to exploring opportunities to bring further routes forward. This will include planning for a range of different users and bikes."
- "Change how road space is allocated, including reducing kerbside space for parking, and reallocating road space to active, sustainable travel modes, if necessary, to enable and encourage people to walk and cycle, to improve road safety and deliver enhancements to the public realm. This will include cycle permeability, cycle parking and wayfinding improvements."
- "Introduce traffic restrictions, including trials, for timed road closures as part of the Borough's Healthy School Streets programme to reduce traffic dominance and provide safer and more welcoming environments for walking and cycling and, to enable residents, schools, parents and children to reimagine their streets as a precursor to potential longer term interventions that enable active travel modes."
- "Continue to deliver a programme of education programmes for children and schools. This includes cycling training, pedestrian skills training, school crossing patrols in defined locations, and awareness raising activities such as theatre in education and workshops, such as Brent's 'No Idling' campaign."
- "Work with our cycle training provider to adapt training specifically to enable participation by faith schools as well as all female training sessions. This is to address identified barriers within faith communities."
- "Reduce road danger and risk, and the perception of road danger, by improving the streets to create more forgiving environments (Safer by Design Principles), including transformational road safety improvement measures on our road network through the Liveable Neighbourhood Programmes, and continuing to deliver road safety behaviour change interventions in partnership with the police, community safety teams and local residents."
- "Continue to implement 20mph zones and assess the potential for introduction of a borough-wide 20mph limit."
- "Implement a set of measures focussed specifically on reducing speeds, including enhanced signage, working with the Police on Community Speedwatch (CSW) programmes and infrastructure measures, as well as significant road safety improvement schemes, prioritising hotspots of pedestrian and cycling casualties."
- "Continue to work with the freight sector via the WestTrans Freight Strategy Steering Group to champion utilising vehicle technology such as the widespread adoption of FORS and CLOCS vehicle standards in response to the disproportionate involvement of vans and HGVs in pedestrian and cycle fatalities."
- "Working with partners to deliver borough-wide campaigns and awareness raising activities to improve road safety, particularly benefitting vulnerable road users groups -

pedestrians, cyclists and motorcyclists, such as the On2Wheels Initiative. In addition the council will work with the provider(s) of dockless cycle hire schemes in the borough to engage communities on road safety matters.”

- “Continue to implement CPZs on a demand-led basis by local community groups.”
- “Continue to support and promote the existing back to base and flexible car club models in the Borough as an alternative to private vehicle ownership and, expand where appropriate Brent’s car club network as an alternative, including exploring the potential for introducing and managing a revised Parking Permit Sacrifice scheme managing to encourage residents to give up a parking permit in exchange for car club membership.”
- “Implement a range of demand management measures on Brent’s streets, including a rolling programme of ‘Healthy School Streets’ of timed road closures at the start and end of (and potentially during) each school day, particularly around pollution hotspots and busy roads, to provide healthy routes to school. The council is committed to investigate location where filtered permeability in the context of those schemes to enable convenient, comfortable, easy and fast trips by walking and cycling and provide priority for these modes can be implemented.”
- “Explore the introduction of low-emission vehicle only zones and assess feasibility. With walking and cycling being the lowest emission forms of transport, the council is committed to also prioritise these modes in the context of plans to introduce low–emission vehicle only zones and is committed to investigate location where filtered permeability in the context of those schemes to enable convenient, comfortable, easy and fast trips by walking and cycling and provide priority for these modes can be implemented.”
- “Implement a range of behaviour change and complementary measures programmes that contribute to reducing inessential motor traffic and increasing the use of sustainable modes, including the continuation to deliver a School Travel Plan behaviour change programme, engaging with Brent’s schools and their involvement in the STARS accreditation process, providing measures to reduce school-run traffic, and encourage healthy routes to school. The Borough will also continue to implement smarter choices initiatives outlined in the Borough’s Walking and Cycling Action Plan, including the Borough’s community cycle skills training programmes.”
- “Develop a Servicing and Delivery Strategy for a pilot area (to be identified), and to be consulted on during the period of this LIP3. Project to form part of work to be delivered through WestTrans to outline in detail the challenges and solutions presented by freight in the Borough and further measures to reduce freight/delivery trips by motorised vehicles.”
- “Continue to plan, develop and implement a comprehensive network of electric vehicle charge points to encourage the take-up and use of EVs in the borough across a wide range of different types of vehicles and users, including approximately 30 Source London chargers, an additional 15 GULCS rapid chargers and a minimum of 85 lamp column chargers in 2019/20. Proposed sites will be consulted on.”
- “Explore the introduction of area-based ‘Low Emission Neighbourhoods’ across Brent. Areas are to be identified in conjunction with Brent’s Air Quality Action Plan (2018). This will focus on reducing levels of driving and, encourage mode shift to active travel, alongside EVCP provision in the surrounding area(s).”
- “Continue anti-idling enforcement at hot spots at schools across the Borough following an initial pilot started in 2018.”
- “Identify opportunities for increased planting and urban greening in all transport schemes

to help mitigate the impacts of carbon emissions and climate change, and provide shade and shelter and, seek opportunities, where suitable, to convert carriageway space to green space through parklets, pocket parks and other measures, which also contribute to the wider Healthy Streets agenda. In this regard, the council confirms its commitment to consider SuDS as part of the all schemes to convey and attenuate surface water, thus mitigating the risk of surface flooding.”

- “Continue to assist John Keble CE Primary and Ark Franklin Primary in delivering the recommendations made within their respective action plans to improve air quality around the schools and encourage behaviour change to more cleaner and active travel to school.”
- “Continue to improve public transport provision by providing new and improved pedestrian and cycle routes, such as the recently improved active travel connections to existing rail stations at Wembley Park, Wembley Stadium and Wembley Central, and other transport infrastructure (including to reduce severance for active travel modes caused by road/rail/canal networks) to complement TfL bus network by improving access to it and new sites brought forward through good growth, ensuring connectivity across the wider network.”
- “Lobby TfL and Network Rail to improve step-free access (SFA) on underground, Overground and mainline stations within the borough to improve accessibility for more disadvantaged communities, including Northwick Park (Metropolitan Line) Alperton (Piccadilly Line) and Queens Park (Bakerloo Line and London Overground) and other locations.”
- “Deliver bus priority improvements across the Borough, particularly completion of the schemes along the main bus corridors such as Chamberlayne Road, Kilburn Road and Kilburn High Street, and support the provision of on-demand bus services (particularly in east-west direction), which are of benefit to those otherwise excluded from such networks.”
- “Seek and secure developer contributions to ensure the maximum funding potential from new developments to provide new and improved pedestrian and cycle routes, and other transport infrastructure improvements (including those aimed to reduce severance for active travel modes caused by road/rail/canal networks), improve access to new sites and connectivity across the wider network.”
- “Seek planning obligations from developers to provide parking management mechanisms, such as Controlled Parking Zones to enable car-free/car-lite development.”

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:

- **Watford Road collision reduction** (£440k allocated over a three year period)
Access point highways safety improvements, including signalling and relining Northwick Park Roundabout.
- **Kingsbury roundabout** (£350k allocated over three year period)
Introducing a new signalised crossing and re-lining of Kingsbury Roundabout.

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. The borough intends to invest £2.147m per year over the next three years, including physical measures to reduce road traffic casualties that support the Mayor's Vision Zero objective. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- **Ealing Road (Lyon Park Ave to Mount Pleasant)**
To deliver further works associated with a road danger reduction/public realm improvement scheme begun in 2018/19. Scheme includes a new 20mph speed limit on Ealing Road from High Road to Mount Pleasant. 12 VMS, 5 new raised speed tables, new and wider zebra crossings, wider pavements and road width narrowed to 6.4m (between Douglas Avenue and Stanley Avenue), loading and parking bays inset into the footway (between Douglas Avenue and Stanley Avenue), new Advisory Cycle Lanes, de-cluttering and new street trees.
- **High Road Willesden (St Andrew's to Park Avenue)**
Works to complete 20mph scheme to include junction entry treatments, speed cushions and VMS.

In addition, the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include investment in staff and resources to support and deliver road safety education, Bike It project, development and delivery of accessibility and pedestrian safety measures around and on the route to various schools. The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes and initiatives such as;

- Adult & child cycle training programme; cycle training delivered on behalf of the council by Cycle Training UK at a cost of £300k over the three-year programme.
- Walking and cycling supporting non-engineering measures, Smarter Choices interventions linked to the development of School Travel Plans (STPs) across Brent. Funding used for initiatives, such as supporting materials for STP work within schools at a cost of £135k over the next three years.

The borough has also included a proposed Park Royal Liveable Neighbourhood scheme; if

successful, they plan to deliver over three to four years from 2020/21.

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS. In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All borough Outcome indicator targets are aligned with the trajectories in the MTS borough data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

A statutory and public consultation has been conducted. The borough consulted with Brent Mencap and the Brent Disability Forum. The borough has undertaken an SEA and EQIA.

Overall recommendation: Met

Borough: Bromley

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:
<p>Overall, LB Bromley's draft LIP is consistent with the MTS and contains good proposals for its implementation in the borough. The document contains particularly strong proposals to enhance conditions for cycling. The draft LIP demonstrates a clear intention to deliver strategic and local cycle routes in the borough, including delivery by 2021/22 of the Lower Sydenham to Bromley and Greenwich to Kent House Quietways and at least one local cycle route (Bromley Town Centre to Grove Park first phase in 2019/20 and Orpington to Green Street Green). The borough has submitted a Liveable Neighbourhood bid for the 2019/20 funding round for Shortlands, Ravensbourne and Bromley Better Villages. It has recently been announced that this bid has been successful and the borough intend to use LIP allocation as match funding. The borough is committed to the Mayor's Vision Zero aim and the borough objectives in the draft LIP are consistent with a Safe Systems approach. Over the course of the three-year programme, they intend to deliver 3-4 "Local Neighbourhood" schemes to address local road danger concerns amongst residents (e.g. rat running) and improve conditions for walking and cycling as part of a holistic approach. This is a new approach for the borough and the first scheme will be a pilot in Hayes Village in 2019/20. The draft LIP has been strengthened following consultation. In particular, a commitment has been made to "work towards 95% of all urban stops being wheelchair accessible by 2025." Urban stops are defined as those accessed via the footway. Whilst this is not all bus stops in the borough – as per the aim in the MTS Accessibility Implementation Plan – this target was reached in agreement with Network Sponsorship. This recognises that many rural stops are not feasible to make fully accessible.</p> <p>In relation to Outcomes 8 and 9, the borough has not made a commitment to support car-free and car-lite development in the well connected locations in Bromley or indeed in accordance with public transport improvements over time. For example, there is no commitment to move towards draft London Plan parking standards once, subject to the outcome of the Examination In Public, they are formally adopted. This is a significant deficiency in what is otherwise a strong LIP. It is important for the borough's transport and spatial planning policies to be mutually reinforcing to support achieving MTS Outcomes in the borough. However, given the strength of the draft LIP overall and the fact that parking standards for new development are developed as part of a separate process to the LIP, this deficiency is not considered to prevent approval but should be highlighted to the borough in the Mayoral response.</p> <p><u>Recommended that the Mayor approves Bromley's third LIP.</u></p> <p>However, recommend that concern with the borough's approach to parking standards for new developments is raised in the Mayoral response.</p>
Assessment summary – policy consistency and adequacy of the borough objectives
Overall, LB Bromley's draft LIP is consistent with the MTS and demonstrates a good commitment to reducing car dependency. Shifting short local trips away from car use is

identified as a “key focus area” for the borough and particularly well-defined proposals are outlined in relation to cycling. The borough have mapped their proposed 2022 and 2041 cycle networks. This outlines how strategic and local cycle routes in the borough could be developed over time and is informed by TfL’s Strategic Cycling Analysis. Proposals to 2022 include delivery of the Quietway routes identified in the Cycling Action Plan as well as complementary local measures, including the delivery of at least one local cycle route by 2021/22. Other proposals include the continued delivery of cycle parking at residential locations and key local destinations. Good objectives are also set in relation to walking, in particular to support active travel to school (including healthy routes and consideration of School Streets) and the borough’s “local neighbourhood” based schemes (which will include measures to improve conditions for walking and cycling as part of a holistic approach). The borough is committed to the Mayor’s Vision Zero aim and proposals are identified against the Safe Systems elements. This includes infrastructure improvements at collision cluster sites, targeted implementation of 20mph zones (including around schools and high footfall locations) and the borough’s “local neighbourhood” schemes (which will look to address local road danger concerns such as rat running in supporting active travel). The draft LIP could be stronger in terms of demand management measures to reduce car ownership and use. However, the importance of infrastructure provision to support space-efficient modes is recognised in the document in the context of forecasted population growth and the challenges of increasing congestion. The borough will support car club provision in new developments and in new or existing CPZs and parking control schemes. The borough will look to implement CPZs around stations and town centres and in response to resident and ward member concerns. Micro-consolidation in repurposed sections of town centre car parks will be investigated, looking at implementing a trial in a small area. Good proposals are identified in relation to improving air quality, including involvement in the London-wide anti-idling campaign (as part of the MAQF), a timeline for reducing Council fleet emissions to 2041 and delivery of residential and commercial EV charging infrastructure. Extensive proposals are outlined in the draft LIP for enhancing public transport connectivity along key corridors to 2041. The borough’s aspirations to deliver new and improved bus services are also indicated.

The draft LIP recognises the borough’s role in support mode shift from car use to public transport in accordance with a ‘whole journey approach’. Good objectives are set to enhance station access via active travel, in particular in relation to improving cycle routes to stations and delivery of cycle parking (including at least one secure cycle hub by 2022). The borough’s commitment to the delivery of bus stop accessibility improvements has been strengthened following consultation. A commitment is made to work towards 95 per cent of urban stops (i.e. those accessed via the footway) being wheelchair accessible by 2025. Good objectives are set in terms of delivering improved accessibility at rail stations. The borough intends to bid for Bus Priority Programme funding to develop schemes to address key bus reliability hotspots which have been identified in the draft LIP. This section has been strengthened following consultation; the borough has clearly outlined the importance of locking-in improvements to bus reliability and active modes, and ensuring schemes “do not lead to increases in general traffic capacity that are quickly ‘back-filled’ through induced demand”.

The commentary under Outcomes 8 and 9 has been strengthened following consultation. However, no commitment has been made to support car-free or car-lite development in the well connected locations in the borough or in accordance with public transport

improvements over time. For example, there is no commitment to move towards draft London Plan parking standards once, subject to the outcome of the Examination In Public, they are formally adopted. This is a significant deficiency in what is otherwise a strong LIP. It is important for the borough's transport and spatial planning policies to be mutually reinforcing to support achieving MTS Outcomes in the borough. However, given the strength of the draft LIP overall and the fact that parking standards for new development are developed as part of a separate process to the LIP, it is not considered that this deficiency prevents approval but should be highlighted to the borough in the Mayoral response.

Key objectives and proposals (including local targets) set in the draft LIP include the following:

- "Deliver a network of strategic and local cycle routes by 2041"
- "Deliver cycle parking at key destinations and in residential areas"
- "Deliver new pedestrian crossings to reduce severance"
- "Work with STARS gold accredited schools to deliver infrastructure identified in their School travel plan to deliver healthy routes to school"
- "Maintain and enhance the Walk London network"
- "Deliver local neighbourhood schemes that respond to local concerns and unlock potential for walking and cycling"
- "To achieve the initial target, the Council will seek to complete the Lower Sydenham to Bromley and Greenwich to Kent House Quietways by 2021/22 but it will take considerable effort and sustained investment. This will be complemented by the Council's own local cycle network expansion which will seek to deliver at least one local cycle route by 2021/22."
- "To support short trips to shops, the Council will aim to have introduced LCDS compliant cycle parking at all locations identified in the Local Plan Town Centre and Shopping Hierarchy by 2021/22."
- "To improve conditions for walking, a key Council objective is to successfully bid for Liveable Neighbourhoods funding for Shortlands in the bidding round for 2019/20."
- "Identify and take action through an evidence led approach to improve the road infrastructure at collision cluster sites"
- "Deliver targeted 20mph limits"
- "Deliver local neighbourhood schemes to address local concerns about road danger"
- "Deliver a road safety education programme in schools and develop innovative teaching methods"
- "Deliver car clubs in locations where they support a reduction in car ownership and use e.g. in CPZs"
- "Deliver strategic parking projects such as controls and CPZs around stations and town centres as well as more reactive projects in response to local resident and ward member concerns about inappropriate and unsafe parking"
- "Work with BIDs to promote more efficient freight and servicing"
- "Give consideration to micro-consolidation in town centres using cargo bikes"
- "The Council will aim to develop an anti-idling education programme during 2019/20 to be delivered during the three years of the LIP."
- "In order to support the adoption of electric taxis and PHVs, Bromley will aim to have delivered a number of fast/rapid charge points for taxis in or near all major town centres"

or at/near all major stations in the Borough by 2022.”

- “To improve the local environment, the Council will aim to introduce a minimum of 50 new street trees, each year, throughout the three years of LIP 3 as part of Traffic projects, including the strategic cycle network and Liveable Neighbourhood projects.”
- “By 2022, the Council will aim to have improved walking and cycling access to stations in the borough to reduce short car trips and specifically, the borough will aim to: Have 25% of the Borough’s stations served by new or upgraded cycle infrastructure (e.g. routes, crossings and area based schemes); Have worked with the rail industry to deliver cycle parking upgrades at 25% of Borough stations; Deliver at least 1 secure cycle hub”
- “Ensure that 100% of bus stops at station interchanges and serving hospitals are fully accessible by 2021/22”
- “Work towards 95% of urban stops i.e. those accessed by footways, being wheelchair accessible by 2025”
- “Work with Network Rail to deliver Petts Wood and St Mary Cray Access for All by the end of CP6 (2024)”
- “Secure funding from the DfT for further Access for All (or similar) at Chislehurst or Elmstead Woods and Penge West”
- “Develop bids to TfL’s Bus Priority Programme for schemes to improve bus reliability at identified reliability hotspots”
- “Review hours of bus lane operation to ensure they are fit for purpose to support bus reliability”
- “Whilst working towards its targets set out in the Local Plan, the Council will seek to reduce and mitigate the impact of new development on transport networks, including the location of development where the need to travel will be minimised and the use of sustainable transport modes maximised.”
- “A key objective is for new development to promote sustainable modes, and to incorporate or contribute to improvements to the transport network including measures to encourage walking and cycling.”
- “The Council will aim to secure high quality cycle parking in accordance with the Local Plan and delivered to London Cycling Design Standards (LCDS) in new developments.”

Overall recommendation: Consistent and adequate

However, recommend that concern with the borough’s approach to parking standards for new developments is raised in the Mayoral response.

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two

examples include:

- Casualty and road danger reduction - a programme to work towards the Council's KSI targets and reduce the fear of road danger created that negatively impacts on the choice to travel actively. In 2019/20 the borough will identify cluster sites to reduce KSIs in line with LIP and MTS targets. Remedial schemes at skidding collision sites will also form part of this. As the first LIP funded Local Neighbourhood scheme, proposals for improvements to pedestrian facilities including routes to schools and road danger reduction will be delivered in Hayes Village, a response to local concerns and following initial engagement with key stakeholders in 2018/19.
- Active corridors - a programme to complete the delivery of two major corridor improvement schemes began during 2018/19, on Crofton Road, Orpington and Beckenham Road, Clock House. These major corridor schemes will deliver benefits for walking, segregated cycle facilities, upgraded and accessible bus stops, urban greening and improved access to rail.

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS.

The borough intends to invest £2,076k per year over the next three years, including physical measures to reduce road traffic accidents that supports the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- £443k -Active corridors- This will see the completion of the Crofton Road segregated cycle corridor begun in 2018/19 which will deliver 1km of segregated cycle route as a key feeder route to Orpington Station, this is complemented by the station forecourt and cycle hub scheme that the borough and South Eastern Railways are currently delivering. This route forms part of the Orpington Station to Locksbottom connector identified in TfL's SCA and supported in the LIP3 strategy. This allocation will also be used to complete work on the Beckenham Road corridor scheme between Clock House station and the Beckenham Road tram stop. This will improve conditions for walking and cycling, enhance the public realm and improve interchange between modes. It also provides a link to the Greenwich to Kent House Quietway.
- £170k-Walking infrastructure development- This programme will deliver new pedestrian crossings, improved paths and other localised improvements to make walking a safer and more attractive option for travel. This programme will also work with schools to deliver interventions identified in their travel plans that create attractive and safe walking routes to school, to encourage walking to school. Consideration will also be given to small scale projects to improve crossings and surfacing on the Walk London network in the borough to enhance its utility and accessibility.

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include:

- Bikability level 1,2,3 for children adults and families promoting independent mobility.
- Travel Planning advisors will continue to work with schools to promote travel to school by non-car modes through the STARS programme and work with other teams within the council to reduce the impact of the school, expansion programme on travel.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes:

- Road Safety education and behaviour change initiatives £408k
- In 2019/20, the Council will continue to deliver targeted cycle training to areas where there is likely to be the most mode shift. This allocation will also allow the cycle training team to deliver launch packages for new cycle infrastructure to encourage use and promote safe cycling.
- This programme will also continue to deliver road safety education in schools to promote safer road user behaviour from an early age alongside an increasing focus on mode shift.
- The School Travel Planning advisors will continue to work with schools to promote travel to school by non-car modes through the STARS programme and work with other teams within the council to reduce the impact of the school, expansion programme on travel.
- Shortlands, Ravensbourne and Bromley Better Villages Liveable Neighbourhood- (SRBBV LN). The Council submitted an ambitious £5m bid to TfL for this project that will see conditions for active travel improved in Shortlands, place making within the village centre and facilitate a realignment of the Lower Sydenham to Bromley Quietway onto a more optimal alignment than currently proposed.

Additionally, the Council has already submitted a £285k bid to the Mayor's Air Quality fund for a Low Emission Neighbourhood in Birkbeck village. It is one of the densest residential areas in Bromley including Stewart Fleming Primary School, within the village. The LEN will contribute to improved air quality there which seeks to reduce rat running, improve the routes to Stewart Fleming School and improve the air quality both within the village and on the surrounding A213 and A214 corridors.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All borough Outcome indicator targets are aligned with the trajectories in the MTS borough data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes - The borough has undertaken an SEA and EQIA. A statutory and public consultation took place from 5 November 2018 to 13 January 2019. A consultation report has been provided.

Overall recommendation: Met

Borough: Croydon

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

Croydon has submitted a comprehensive and extensive LIP3 that is well aligned with the Mayor's Transport Strategy. The LIP outlines the boroughs' approach of investing funding into areas that have the greatest potential for meeting the MTS outcomes and targets; this focuses on the central growth zone in Croydon which is currently undergoing extensive transformation with significant growth expected in coming years. However, the borough also acknowledges that by doing so there will be many parts of the borough that remain poorly connected which the borough will consider new concepts such as DRT and autonomous vehicles for.

The LIP outlines the borough's intention to achieve the Mayor's Vision Zero aim and this commitment was strengthened following consultation by identifying priority junctions for infrastructure changes considering how street design contributes to road traffic collisions and a commitment to explore filtered permeability and pedestrian crossing improvements. There are clear links in the LIP to sustainable travel, with strong analysis to tailor delivery of schemes. A key focus of the LIP is the boroughs' school related active travel promotion activities which have been prioritised based on vulnerable road user safety grounds and reducing the number of short car trips.

Recommended that the Mayor approves Croydon's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

There has been increasing car ownership over last few years but bus ridership has also significantly increased over the same period in contrast to the rest of London, despite decreasing bus speeds. Cycling mode share has decreased by 30% from 2006-2016 (other south London boroughs increased up to and over 100%). This was an area of the LIP the borough were asked to improve on and they have fulfilled this in the final submission adding relevant information and maps of planned and existing cycle routes into the LIP. Currently, zero per cent of the population live within 400m of the strategic cycle network evidencing the extent of the challenge the borough will face in delivering the 2041 target of 51 per cent.

The LIP has a strong focus on Liveable Neighbourhoods and the Tramlink extension to facilitate significant changes in order to achieve the MTS Outcomes and targets. The borough has committed to undertake a traffic reduction strategy but there is also a strong focus on using alternative finance mechanisms to fund the tram extension. The borough will consider the mechanisms outlined in the MTS only if they are appropriate for both reducing traffic and funding transport infrastructure. Significant funding has been dedicated towards the cycling strategy delivery. Areas around schools have been prioritised based on safety grounds and as a key area to reduce short car trips. Page 104 indicates the funding split for 22 cycle routes that will be delivered or upgraded by the LIP funding.

Three priority junctions to tackle safety issues have been identified which will involve aligning

road safety engineering schemes to match Vision Zero principles. This includes 20mph on main roads in district centres and other locations with higher than average casualty rates. It will consider how the design of the street contributes to road traffic collisions and, where appropriate, look at improvements such as junction realignment, gateway treatments and improved pedestrian crossing provision.

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Overall adequate: strong alignment with MTS aims and aspirations, with work programmes expected to contribute to the Healthy Streets, Vision Zero and traffic reduction policies and outcomes of the new MTS.

The three-year programme includes some work streams continuing from the previous LIP, which proved to be successful and meet the new MTS outcomes, such as the cycling strategy (£1.6m - 17 schemes), walking and pedestrian improvements (£1m - providing safe and secure crossing facilities) active travel behaviour change (£0.6m), school travel planning, car clubs and electric mobility, and new work areas such as:

- **Healthy Schools Neighbourhoods** (£0.8m) which will be piloted in Broad Green and Thornton Heath. It will include a package of measures such as school pedestrian zones, bikeability training, school safety schemes, neighbourhood traffic reduction schemes and behaviour change measures, all focused upon a cluster of schools in the same neighbourhood at the same time. The aim is to dramatically reduce vulnerable road user casualties, increase walking and cycling, reduce traffic levels and external traffic volumes within the catchment areas, improve health and well-being of students, parents and local residents
- **Vision Zero, Safer Streets** (£1m), focusing on reducing road danger in district centres with the highest collision rates involving vulnerable road users. It will consider how the design of the street contributes to road traffic collisions and, where appropriate, look at improvements such as junction realignment, gateway treatments and improve pedestrian crossing provision. Other work streams include Safer Speeds (£0.5m), Safer Fleets and Safer Behaviour (£0.5m)
- **Traffic Reduction Strategies** (£0.3m), including reviews of parking management in the borough to rollout further controlled parking areas and feasibility work on a Workplace Parking Levy
- **Liveable Neighbourhoods**, to deliver transformational changes to town centre areas and adjacent residential neighbourhoods through dramatically improved walking and cycling conditions, and reducing traffic dominance. Croydon has submitted a bid of £9.65 million that will be focused on the Old Town and Roman Way corridor and extending into the neighbourhoods either side. Growth Zone Walking and Cycling Programme and Public Realm Programme funding would be match funding for the bid. [This bid has subsequently been successful in attracting

TfL funding, matching a Croydon investment]

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes, the SEA is attached as an appendix to the LIP, a web link is provided to the consultation report which will be available on the Council website in due course. Note no EQIA has been commissioned, although the borough were advised that TfL recommended for one to be completed.

Overall recommendation: Met

Borough: Enfield

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

The LIP contains many strong objectives aligned with the MTS – the continued ambition for cycling is welcomed as is the commitment to invest in measures to promote behavioural change and casualty reduction through investments in walking and cycle schemes; sustainable school travel planning, school road safety activities and the identification of physical measures to support modal shift and reduce the highway impact of school related travel on local areas.

There is a commitment for mode shift, traffic reduction and the Healthy Streets approach outlined in the LIP and this will be further supported by the borough's successful Liveable Neighbourhood bid that will transform Enfield Town.

Overall, LB Enfield's LIP is well aligned with the Mayor's Transport Strategy. The borough has worked with TfL to address the comments set out in response to the consultation. The extra spatial detail provided adds value and context to the boroughs objectives, which are aligned to the MTS, Healthy Streets approach and Vision Zero.

Recommended that the Mayor approves Enfield's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

The LIP is closely aligned to the MTS and clearly sets out how Enfield's aspirations and objectives align with those contained in the MTS. The borough has set objectives that support the aims of the MTS and identifies the following seven borough transport objectives:

O1 Deliver Cycle Enfield and supporting measures which encourage more cycling and walking in the borough

It is welcomed that Enfield recognises that there are real opportunities to increase the number of people cycling in the borough with great benefits to be gained including contributing to the Mayor's mode shift targets.

O2 Promote safe, active and sustainable transport to and from schools

Enfield has committed to work with local schools and other bodies to reduce reliance on the car and to promote the healthier alternatives of walking and cycling, also promoting the use of public transport. There are 102 schools in the borough, 70 primary schools, 20 secondary schools, 6 independent schools and 6 special educational needs (SEN) schools generating significant levels of car-based journeys at the start and end of the school day.

O3 Monitor air quality and develop and deliver interventions which address local issues

Enfield has identified in its LIP the areas that exceed government objectives for nitrogen dioxide and PM₁₀ at busy roadside locations. As a result, they have declared the entire borough an air quality management area and are working towards meeting the government objectives. To do this they have set out that they will look to implement measures that reduce pollution from traffic by reducing vehicle numbers and improving their vehicle fleet to the most environmentally-friendly vehicles available.

O4 Manage growing demand for on-street parking

Enfield has set out how demand for travel is increasing as the numbers of residents in Enfield increases. It is estimated that the projected population increase in Enfield will generate additional parking pressure and intensify the parking stress currently experienced. They have identified that this needs to be effectively managed as there is not enough road space to safely and efficiently accommodate everyone who wishes to park or drive in Enfield today or in the future.

O5 Focus on and improve priority locations making them safer for vulnerable road users

Enfield Council is looking to reduce the numbers of road traffic casualties that occur on the road network within the borough. They will continue to work with Transport for London (TfL) and other partners to improve road safety delivery through the targeting of investment. Minimising road danger is a fundamental part of the Enfield Transport Plan and they have set out that this is required in order to create streets where everyone feels safe to walk, cycle and use public transport.

O6 Improve local reliability of and accessibility to the public transport network

The LIP identifies that improving the accessibility of the public transport system is critical to delivering a better transport experience for all of their residents, including disabled people and growing numbers of older people. They aim to improve accessibility to the public transport network for all people. At a local level Enfield will work with bus operators and TfL to improve the reliability of services operating in Enfield.

O7 Maintain and improve the transport network in Enfield including developing potential interventions

Enfield has committed to continue ongoing programmes of carriageway, footway and street lighting maintenance; enforcement activities to deal with unauthorised signs, highway obstructions and graffiti, as resources permit.

The Council will continue its programme of decluttering aimed at rationalising street furniture and signs in our town centres and local shopping parades and to continue the street lighting programme and deliver many schemes to improve lighting.

Overall

The longer-term goals included within the LIP are consistent with the aims of the MTS and there is a very clear prioritisation process set out in the LIP for how schemes will be identified to support these.

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long-term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed

measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. LB Enfield plans to invest over £6m on cycling and walking programme over the next three years. The borough will produce more information in a detailed delivery plan by the end of March 2019. The outline three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS.

Over the next three years, the borough intends to invest its allocation of £2,684k for 2019/20 and indicatively £3,770k for each of the next two years, including physical measures to reduce road traffic casualties that supports the Mayor's Vision Zero objective. LB Enfield intends to prepare a more detailed delivery plan before end of March 2019 to support the above investment.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. In addition, the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include schemes at an indicative cost of £150k that will be identified following work in 2018/19 to identify priority interventions.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes; these include schemes around sustainable school travel planning, in school road safety activities and the identification of physical measures to support modal shift and reduce the highway impact of schools on local areas; £60k has been earmarked for such investment in 2019/20. However, the borough indicated that they will prepare more detailed delivery plan before end of March 2019.

LB Enfield has been successful in their bid to secure funding for their Liveable Neighbourhood proposal to transform Enfield Town. The funding allocation of £395k is to complete the feasibility study of their proposal.

In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All borough Outcome indicator targets are aligned with the trajectories in the MTS borough data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

The ETP has been through Enfield Council's internal approval process, including political scrutiny and sign off, as well as a summary being sent to groups that are representative of their diverse population. Statutory consultation has also been undertaken in line with section 145 (2) of The GLA Act. An SEA has been prepared and submitted.

Overall recommendation: Met

Borough: Greenwich

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

Overall, the LIP is considered to be consistent with the MTS and the proposals outlined in the programme of delivery are deemed adequate. The borough has significantly improved their chapter on Vision Zero and policy proposals for achieving this, and the borough has a strong track record of reducing KSIs and has set challenging targets to 2022 and 2030. Local road danger reduction schemes have been identified and developed using data taken from the annual Road Safety Plan. These schemes will be delivered using the Healthy Streets approach and will utilise the Healthy Streets Check for Designers. A number of targeted measures to support groups at higher risk of road collisions are also outlined in the policy and delivery plan aimed at older people, powered two wheelers, young drivers and BAME groups. This includes a mixture of funding for courses (such as Scooter Safe and Bike Safe), online resources (including '2 Wheels London') plus campaigns, behaviour change initiatives, marketing, awareness raising and resources. The borough has clearly outlined the objectives it wishes to achieve and priorities linked to the MTS. It has focused on improving safety around schools with self-enforcing 20mph roads, improving air quality and clearly evidence the boroughs intention to prioritise active, efficient and sustainable travel.

The borough should be praised for their record of and aspiration to continue trialling new and innovative technologies in all aspects of delivering the MTS outcomes. The LIP is particularly strong on its intention to improve electric vehicle charging infrastructure; extensively expanding the network of Source London points and rapid chargers, as well as trialling lamp post chargers and sustainable energy management systems.

Recommended that the Mayor approves the Royal Borough of Greenwich's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

The LIP has four overarching strategic objectives: Healthier Greenwich- covering MTS Outcomes 1 and 2; Greener Greenwich-covering Outcomes 3 and 4; Connected Greenwich- covering Outcomes 5,6 and 7; and, Growing Greenwich- covering Outcomes 8 and 9. Each of these have subsidiary priorities which act as LIP objectives and support the Mayor's vision as set out in the MTS. The borough has improved their proposals on the Vision Zero elements of the LIP after re-writing this chapter based on the Safer Systems approach and its five principles. In general, this has led to a much clearer narrative of the boroughs policies and approach to reducing road danger. The borough refers to self-enforcing 20mph roads and the ambition to lead incrementally towards a borough-wide 20mph. The location of six local road danger reduction schemes have been identified in the delivery plan. These are identified using casualty data to prioritise implementation to ensure it is effective as well as data analysed in the Road Safety Plan. The local safety schemes will be delivered using the Healthy Streets approach. In terms of increasing public transport use, an emphasis has been provided on improving strategic walking routes with £200k allocated in the delivery plan to improve access and infrastructure on routes to

stations and interchanges. The bus priority section includes priority locations and is evidence of the work ongoing with TfL to develop options for further bus priority measures. Key proposals focus on delivery of training and funding for programmes to increase awareness of and reducing risk to vulnerable road users, local road danger reduction schemes, developing streetscape guidance for the borough and installing electric vehicle charging points and trialling sustainable energy management systems.

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them. The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:

- Greenwich Town Centre
- Blackwall Tunnel Southern Approach/Woolwich Road

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS. The borough intends to invest £10m over the next three years, including physical measures to reduce road traffic accidents that supports the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Plumstead Common Road (Burrage Road – Garland Road)
- Charlton Road (Invicta Road-Canberra Road)

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include 'Bike Safe' or 'Scooter Safe', 'STEPWISE' and 'Safer Urban Driving' - all local borough projects contributing to behavioural change.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes:

- Trafalgar Road Improvements – As part of the Council's Low Emission Neighbourhood programme, the borough will be improving Trafalgar Road (A206) to create friendlier environment for pedestrians and cyclists.
- Greenwich Town Centre Liveable Neighbourhood – Through TfL's Liveable Neighbourhood programme the borough is working to transform the area, and make it safer for pedestrians and cyclists.

Overall recommendation: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

A statutory and public consultation has been conducted. The borough has undertaken an SEA and EQIA.

Overall recommendation: Met

Borough: Hammersmith & Fulham

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

Hammersmith & Fulham's third LIP demonstrates consistency with the MTS following TfL's earlier feedback. The key comment on the alignment of CS9 along King Street in Hammersmith has been addressed and new wording reflects the new position on this route agreed between the borough, TfL and the GLA. Although additional detail could still have been provided on a number of themes, which would have better illustrated the borough's level of ambition, the LIP demonstrates that it is aligned with the aims and outcomes of the MTS. The final draft includes a much expanded narrative on each of the borough's own transport objectives along with more detail on each of the nine MTS outcomes. It is now much clearer what the borough's aims are in relation to each of its own objectives and also the key MTS outcomes.

The delivery plan section of the LIP is probably the strongest section with a detailed outline of a number of key deliverables set out over the short, medium and longer-term. The policy sections need to be considered alongside the delivery plan to understand more clearly what the borough intends to achieve over the period of the LIP and how it intends to deliver the MTS at a local level.

Recommended that the Mayor approves Hammersmith & Fulham's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

Overall the LIP is aligned with the aims and outcomes of the MTS, notwithstanding the statement on CS9 alignment that is still present. Further detail could have been provided in a number of places to give a better indication of the boroughs aims and ambitions, but the LIP does demonstrate policy consistency and adequacy.

The borough has set the following six local transport objectives:

1: To support sustainable population and employment growth in the borough's four regeneration areas and the OPDC area in the borough.

- Focus on improvements to bus and rail travel, High Speed rail, walking and cycling and TDM

2: To improve the efficiency of our road network

- Giving priority to walking and cycling, low and zero emission buses and supporting greater take up of low and zero emission vehicles.

3: To improve the quality of our streets

- Strongly guided by the Healthy Streets approach

4: To improve air quality in the borough

5: To support residents and business by controlling parking fairly

- Discouraging short intra-borough journeys and supporting car clubs

6: To reduce the numbers of people killed and injured on our streets

- Adopting the Vision Zero approach

There is also an additional objective that's not explicitly numbered: To make it easier for everyone to gain access to transport opportunities.

The additional narrative that has been included under each MTS outcome outlines the boroughs aims and ambitions further and demonstrates a commitment to the key principles set out in the MTS.

Final assessment: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:

- Traffic management and filtered permeability schemes across the borough to manage concerns about conflicting traffic movements and cycle gaps in road closures being used by criminals on motorcycles as well as tackling wider issues of social mobility.
- Hammersmith Low Emission Neighbourhood encompasses several low emission projects around Hammersmith, notably Hammersmith Grove and the Business Low Emission Neighbourhood. Following on from the successful parklets trial on Hammersmith Grove, expansion of the scheme is proposed with expansion of these schemes either elsewhere in Hammersmith or other parts of the borough over the next three years.

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS.

The borough intends to invest £1,498,000 per year over the next three years, including physical measures to reduce road traffic casualties that supports the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Sulgrave Road area - measures to make it more difficult for motorcycles to use gaps in road closures, incorporating Healthy Streets measures, greening, SUDS, parklets and speed humps amounting to around £100,000 in the first year of LIP3.
- Margravine Gardens - measures to reduce use of residential roads by HGVs, including gateway treatments, better signage and speed tables resulting in funding of around £50,000 in the first year of LIP3.

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include working with TfL on the proposed low/zero emission bus corridors on Uxbridge Road and King Street/Hammersmith Road, introducing appropriate priorities and complementary measures.

The borough will promote modal shift away from the dominance of the motor car by delivering the following walking and cycle schemes;

- Du Cane Road traffic calming: Provision of traffic calming to ensure speed limit compliance and reduce collisions compatible with the need for emergency ambulance access to Hammersmith Hospital. Also involves the provision of one new raised zebra crossing and two crossings on existing raised tables, near to schools, Hammersmith Hospital and Imperial College research facilities.
- New King's Road area traffic management scheme: £130,000 allocation for improvements to cyclist safety in 2018/19.

The council is also committed to the Smart Cities initiative, with an ambition to embed smart technology within council infrastructure. Some possible examples include smart gullies, which notify the council of blockages, allowing less maintenance, and can also monitor traffic flows, and modular lighting which allows multiple functions on the same light column.

In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Final assessment: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes. A full consultation report is pending publication. A summary of key response and the way in which the borough will address these is included within the final LIP.

Final assessment: Met

Borough: Harrow

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

Harrow's submission is a comprehensive and detailed LIP and demonstrates a good alignment with the MTS now that TfL's main comments have been incorporated. They have demonstrated a good level of ambition in relation to walking and cycling. The Vision Zero section of the LIP has been improved, although some of the narrative could still have included some further detail. However, the borough's commitment to delivering and adopting Vision Zero is not in doubt. Along with a good coverage of local context and challenges and opportunities, the LIP gives a good outline of what the borough will be seeking to do to deliver the MTS and their own transport objectives, of which there are 13. In addition to the 13 overarching objectives there are 185 sub-policies that focus on specific areas and have been outlined under each relevant MTS outcome. If there is an area of weakness that remains in this submission it concerns the delivery plan. A number of deliverables are outlined in the main body of the LIP, but in the delivery plan section the detail remains relatively high level. The longer-term interventions focus on Liveable Neighbourhood schemes, or Liveable Neighbourhood-inspired schemes. Further detail could have been provided to better clarify what has been outlined in the one and three-year plans.

Recommended that the Mayor approves Harrow's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

The final LIP submission demonstrates a good policy alignment with the MTS and demonstrates that the borough has a good level of ambition to deliver the MTS in outer London. The borough has set 13 local transport objectives which are as follows:

1. Improve the public realm through the introduction of Healthy Streets and Liveable Neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality
2. Adopt a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041 and focus on reducing the number of motorcycle casualties across the borough
3. Increase the number of people cycling in the borough in order to improve public health, improve air quality, reduce congestion and to reduce the impact of climate change
4. Improve freight servicing and delivery arrangements to reduce congestion and delays on the network and consider other types of freight delivery options that could reduce traffic congestion
5. Encourage the uptake of more sustainable modes of travel including travel for those with mobility difficulties and dissuade use of private cars through active travel initiatives, delivering additional healthy routes to school, promotion of cycle hire schemes, the use of parking and permit policies and prioritising road space to walking and cycling to improve the environment.
6. Encourage the uptake of ultra-low emission vehicles instead of fossil fuel powered vehicles through the use of promotional activities, increased Ultra Low emission

zones, neighbourhoods of the future, and greater availability of electric charging facilities, thereby improving air quality, reducing traffic noise and reducing CO2 emissions throughout the borough

7. Support improved orbital transport links across the borough and between outer London centres to provide wider access to employment opportunities and to enable journeys currently made by car to be made by sustainable forms of transport and thereby improve the environment
8. Improve transport connectivity throughout the Harrow and Wealdstone Opportunity Area and particularly between Harrow-on-the-Hill station/ Harrow bus station and Harrow & Wealdstone station
9. Ensure that the vitality of all town centres are supported through good transport links prioritising sustainable modes of transport
10. Improve public transport accessibility, support the expansion of bus and rail services throughout Harrow and, in particular, support increased bus priority to deliver a more reliable, faster and more accessible public transport experience
11. Prioritise sustainable travel improvements for all new developments to support population growth and housing needs identified in the London Plan and local development framework
12. Prioritise the transport needs of the Harrow and Wealdstone Opportunity Area
13. Keep the transport network in good condition and serviceable to encourage the use of sustainable transport modes

These overarching policies are in turn supported by 185 area-specific policies and deliverables set out under the following themes:

- Walking (11 policies)
- Cycling (13 policies)
- Schools (13 policies)
- Public Transport (8 policies)
- Road safety (23 policies)
- Parking and enforcement (19 policies)
- Social inclusion (16 policies)
- Public realm (9 policies)
- Development and regeneration (25 policies)
- Freight (8 policies)
- Highway management (2 policies)
- Changing behaviour (12 policies)
- Environmental issues (10 policies)
- Partnership working (16 policies)

These are set out in an appendix at the very end of the LIP and can also be found under the relevant Outcomes in the main body of the LIP.

Final assessment: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the

schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:

- Pinner Rd/Station Rd. road widening scheme
- Area wide 20mph schemes

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS. The borough intends to invest £240k per year over the next three years, including physical measures to reduce road traffic casualties that support the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Clithroe Avenue area,
- Rayners Lane - Kinghill Avenue area

In addition, the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include

- Road safety education £40k per year

The borough will promote modal shift away from the dominance of the motor car by promoting the following public transport, walking and cycle schemes:

- £240K per year spent on
 - Development of Heart of Harrow cycle route running north south from Harrow Town Centre –
 - Introduce entry treatment along A409 corridor.
- Bus priority schemes in the Harrow and Wealdstone town centre area.

In conclusion, the borough's delivery plan supports the Mayor's aspirations outlined in the MTS.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Final assessment: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes, a public and statutory consultation was undertaken. An SEA has been produced and is available on the borough's website.

<u>Final assessment: Met</u>

Borough: Hounslow

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:
<p>Overall, LB Hounslow's draft LIP is well aligned with the Mayor's Transport Strategy. The Council is committed to increasing sustainable travel and seeks to reduce traffic and levels of car ownership across the borough. The LIP outlines the borough's intention to achieve the Mayor's Vision Zero aim and this commitment was strengthened following consultation by the setting of a zero KSI target for 2041. There are clear links in their LIP to sustainable travel, with strong reference to walking, cycling and the bus network including how their proposals will link with TfL's. There is specific reference to enhancing the strategic walking network and a list of fifteen cycle links to form the priority cycle network for the borough.</p> <p><u>Recommended that the Mayor approves Hounslow's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Hounslow's LIP is consistent with the Mayor's Transport Strategy (MTS). It sets out their local transport context and challenges and opportunities comprehensively and against each of the nine MTS Outcomes. The borough has set objectives under each of the nine MTS outcomes, totalling 76 objectives, and these are all consistent with the MTS and local plans and strategies.</p> <p>Their LIP follows the Healthy Streets approach, states the use of the Healthy Streets framework and includes the Vision Zero aim of eliminating death and serious injury from their roads by 2041. Hounslow's LIP was an exemplar outer London borough LIP that thoroughly covered the challenges and opportunities specific to the local area and set out clear policies and objectives for addressing them.</p> <p><u>Overall recommendation: Consistent and Adequate</u></p>
Assessment summary - Delivery Plan adequacy (proposals and timetable)
<p>A list of schemes and projects are identified in the draft LIP as part of the three-year programme. The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:</p> <ul style="list-style-type: none">• Continuation of the LIP Major Scheme at Feltham Town Centre, which will significantly improve the interchange environment for pedestrians transferring mode from rail and bus and also provide wider improvements to the walking and cycling environment in the town centre, as part of phase two of the scheme.• Implementation of the Hounslow Priority Cycle Route, following on from the successful establishment of the Greenway network linking parks and open spaces across the borough and improvements to the strategic walking network (Capital Ring, London Loop and Thames Path) to complement and build on the London-wide cycle network. <p>The three-year programme conforms to the requirements and supports the aspirations as</p>

outlined in the MTS. The borough intends to invest £2.37m of TfL funding per year over the next three years, including physical measures to reduce road traffic casualties to support the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Hounslow Rd, Hanworth Phase 3 completion of these corridor works which have been started under the Network 2020 (LIP2). These include walking and cycling improvements along the corridor amounting to around £130,000 in the first year of LIP3.
- Boston Manor Road - Completion of the segregated cycle route from Boston Manor Station back down towards Brentford and the A4. This scheme also includes significant investment in the pedestrian environments, funding will be part of the £170,000 Better Streets: Street Improvement Fund in the first year of LIP3.

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include analysis of the route of the CS9 with the aim of providing connecting routes north into Brentford and Chiswick residential areas and on to Ealing.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes;

- Bath Rd (Rosemary to A4) Corridor Scheme (Similar in aims to Hounslow Rd & Boston Manor Road) £760,000 funding over three years.
- Implementation of first Hounslow Priority Cycle Route (£380,000)

They also intend to consult on a Workplace Parking Levy, which will be the first of its type in London and has the potential to secure significant investment for public transport along the A4 corridor.

In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS.

Overall recommendation: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All borough outcome indicator targets are provided and align to the MTS borough data pack trajectories, apart from the targets for 2022 and 2030 for Outcome 2 (Vision Zero) which are slightly more aspirational than the trajectories provided by TfL in the borough data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes. The borough undertook a Strategic Environment Assessment (SEA) on the draft LIP. The SEA and EQIA were consulted on alongside the draft LIP and results fed into the development

of the final plan. The following changes were made as a result of the SEA and EQIA:

- Additions under Outcome 6 to include the impact of poor public realm on accessibility and the need for bus driver training
- A new objective under Outcome 6 relating to maintenance of highway assets due to their environmental impact
- A new objective under Outcome 4 to integrate Sustainable Urban Drainage Systems (SuDS) into public realm design

Statutory requirements were also met with regards to consultation with a public consultation exercise taking place from November 2018 to January 2019. Comments were received from thirteen statutory consultees including the Metropolitan Police, the Hounslow Cycling Campaign and the London Borough of Richmond upon Thames. There were 65 online responses from the public. Detailed feedback on the draft LIP was also provided by TfL. The borough's response to consultation comments can be found at <http://haveyoursay.hounslow.gov.uk>

Overall recommendation: Met

Borough: Kensington & Chelsea

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

The Royal Borough of Kensington & Chelsea's LIP is compliant with the MTS. The LIP demonstrates a commitment to encouraging more active travel and seeks to make improvements for walking and cycling. The LIP also demonstrates a commitment to deliver Vision Zero. The borough has chosen to set itself a more ambitious near-term target for cycling in light of what they expect to deliver over the coming years.

The LIP sets out 6 key borough objectives, closely aligned with the nine MTS Outcomes. These are supported by a number of key policy aims and deliverables which are again aligned to the nine MTS Outcomes.

Recommended that the Mayor approves the Royal Borough of Kensington & Chelsea's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

The borough has set six borough transport objectives that align with the nine MTS Outcomes:

- 1 Encourage more trips by walking, cycling and public transport and fewer by private car (including in new developments to support sustainable growth)
- 2 Make our streets safer, secure and with fewer road collision casualties and work towards zero killed or seriously injured casualties by 2041
- 3 Make our streets cleaner and greener with less transport-related pollution
- 4 Improve accessibility and journey time reliability on public transport
- 5 Manage on-street parking and loading to make our streets more efficient
- 6 Improve the appearance of our streets and ensure that they are well maintained

Each of the six objectives are directly linked to one or more of the MTS outcomes in the section of the LIP that provides narrative on the nine MTS Outcomes.

Key policy content for each Outcome includes:

Outcome 1:

- Encouraging walking by installing new formal and informal ped crossing facilities
- Using the Healthy Streets approach to shape improvement schemes
- Keeping footways clear and free of clutter
- Consulting on 20mph speed limits
- Building on network of Quietway routes using TfL's Strategic Cycling Analysis
- Developing proposals and consulting on four new cycle routes
- Installing more cycle parking

Outcome 2:

- Continuing to deliver training, education, marketing and publicity campaigns to drive down casualties
- Working with TfL to identify and support safety improvements on TLRN routes

- Supporting delivery of Vision Zero Action Plan
- Designing out crime in all borough infrastructure

Outcome 3:

- Encouraging use of car clubs
- Consider opportunities to introduce new restrictions to remove through traffic from residential roads.
- Encouraging the uptake of cycling to enable more efficient use of street space.
- Working closely with local schools to reduce school related trips.

Outcome 4:

- Installing more EV charging points across the borough
- Adopting and implementing a Green Fleet Strategy to move towards an ULEV council fleet
- Planting new street trees
- Installing on-street parklets
- Supporting expansion of ULEZ – although would have preferred quick delivery
- Investigating the trialling of part-time 'school streets'

Outcome 5:

- Supporting provision of new rail stations on new and existing railway lines
- Working with DfT to extend West London Line services to Gatwick and remove unused freight paths
- Setting aside match-funding for step-free access at Ladbroke Grove and High Street Kensington stations
- Proposing a new ped/cyclist underpass and a bridge at White City to improve PT accessibility levels in North Kensington.

Outcome 6:

- Opposing the removal of two bus routes from Chelsea
- Exploring potential for increasing seating at or near boroughs own bus shelters
- Progressing plans to deliver two ped connections across West London Line.

Outcome 7:

- Increase the number of Countdown real-time information signs at borough bus stops
- Maximizing efficiency at signal-controlled junctions to improve bus journey times.
- Reviewing waiting and loading restrictions on King's Road to improve bus reliability

Outcomes 8 & 9:

- Work with developers to support sustainable transport choices and minimise increase in traffic congestion
- In assessing developments, look to secure improvements to PT services and improve accessibility.
- Require all new residential development to be resident parking permit-free
- Securing funding to enhance access to Earl's Court and West Brompton stations
- Removing surface car parks at Wornington Green and improving local bus stops and

- offering car club membership
- Seeking to secure key transport interventions to unlock development of the Kensal Canalside OA

Final assessment: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:

- Development and implementation of local safety schemes (£135k per year for three years). These schemes will investigate sites with the highest number of collisions to identify patterns, focusing on vulnerable road users. Safety improvements will then be made to these locations.
- Pedestrian improvements at traffic lights- (£90k per year for three years). Roll out of pedestrian countdown at signals and potential introduction of pedestrian phases at traffic signal controlled junctions subject to feasibility, modelling and approvals. Six potential sites for new pedestrian phases have been suggested.

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS. The borough intends to invest £1,456,000 per year over the next three years, including physical measures to reduce road traffic casualties that supports the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- South Chelsea Area Review design and implementation (£100k). Healthy Streets approach to reducing street clutter and guard railing, improving road safety, tackling congestion hotspots, permeability for pedestrians and cyclists, bus stop accessibility and servicing provision and SuDS.
- Holland and Campden Wards Area Review development (£30k). Feasibility study to develop improvements in line with Healthy Streets, including reducing street clutter and guard railing, improving road safety, tackling congestion hotspots, permeability for pedestrians and cyclists, bus stop accessibility and servicing provision and SuDS. Consultation and delivery would then occur in 2020/2021.

In addition, the borough intends to invest in complementary measures to promote

behavioural change and casualty reduction. These include improving pedestrian accessibility, local safety schemes, environmental improvements (e.g. North Pole Road), cycle parking, sustainable travel awareness and training and road safety education, training and publicity for young people.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes;

- Pedestrian accessibility (£50k per year for 3 years). This will identify and implement wayfinding measures such as dropped kerbs, pedestrian islands, entry treatments and informal crossing points to improve pedestrian accessibility
- Sustainable travel training (£203k in 19/20, £205k in 20/21 and £210k in 21/22. This will provide cycle, pedestrian and scooter training to all schools with an up to date travel plan. There will be adult cycling training for borough residents and expansion of the Safe Urban Driving training for fleet drivers. An “all ability” cycling club run fortnightly in Little Wormwood Scrubs and the Social Cycling Project will encourage hard to reach groups to take up cycling

In conclusion, the borough’s delivery plan supports the Mayor’s aspirations as outlined in the MTS.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Final assessment: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes, a public and statutory consultation was undertaken. An SEA has been produced and submitted.

Final assessment: Met

Borough: Lewisham

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

The borough has prepared an excellent LIP that clearly sets out how Lewisham's aspirations and objectives align with those contained in the MTS. The short and long-term goals included within the LIP are consistent with the aims of the MTS and give confidence that measures identified within it will enable the borough to plan strategically for transport, to achieve the broad MTS goals of Healthy Streets and healthy people, A good public transport experience and New homes and jobs.

Lewisham has responded to comments provided by TfL in December and incorporated some valuable additional analysis to support the outcomes and targets within their LIP and delivery plan, that align with the MTS, in particular providing further reference to policies within their Core Strategy that will support achieving mode shift and further support 'Good Growth'.

The delivery plan sets out schemes that encourage active travel through changing travel behaviour at a local level and implementing measures that will help address the uneven public transport provision across the borough.

Recommended that the Mayor approves Lewisham's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

The LIP is consistent with the MTS and sets out the following borough objectives and proposals that support this. It clearly cross references how the borough's priorities for investment support the aims of the MTS. It also clearly sets out the challenges and opportunities within the borough and how these have contributed to the objectives set out below:

Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham

- Improved network of cycling and walking routes with links to town centres and improved east-west connections
- Reduced ownership and use of private motor vehicles
- Improved public transport links to the south, including the delivery of the Bakerloo Line Extension. Creation of new orbital public transport connections and improved interchange

Lewisham's streets will be safe, secure and accessible to all

- Improved safety and security will increase social inclusion and encourage walking and cycling
- 100% of all feasible bus stops will be brought to TfL accessible standards
- Increase number of step-free rail stations
- Eliminate fatal and serious collisions on Lewisham's roads

Lewisham's streets will be healthy, clean and green with less motor traffic

- Reduce air pollution from road traffic
- Encourage switch to electric vehicle use and reduce car ownership in absolute terms
- Reduce traffic levels, congestion and vehicle idling and encourage active travel
- More street trees to promote carbon capture

Lewisham's transport network will support new development whilst providing for existing demand

- Walking, cycling and public transport will be prioritised in new developments as the best options
- Work with TfL and Network Rail to increase public transport capacity in the borough, to support growth

The LIP is well presented and clearly sets out the context of the borough in terms of its challenges and opportunities. A detailed level of spatial data and analysis provides support for the objectives and programmes of investment identified in the delivery plan. It is an evidence led document and both the short and longer-term goals included within this LIP are consistent with the aims of the MTS.

Final assessment: Consistent and adequate**Assessment summary - Delivery Plan adequacy (proposals and timetable)**

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22, in particular the Healthy Neighbourhoods of which there are a total of 18.

- The four Healthy Neighbourhoods prioritised up to 2021/22 are East Sydenham, Bellingham, West Brockley, Lewisham and Lee Green. These are area-based schemes focused on predefined road network cells, following the Healthy Streets approach. These have been selected using a prioritisation matrix looking at several variables relating to transport and health.
- Over the first two funding years the borough intends to deliver four Healthy Neighbourhoods to feasibility design. As more detailed plans are drawn up for each area funding will be allocated accordingly to each scheme for delivery.
- These schemes will look at collisions, air quality, reduce traffic and encourage active travel. It will link, where possible, with the Public Health Departments new 'School Superzones' where they will be piloting school part time closures at selected schools to address the school run issues around congestion and parking and encourage mode shift and assist traffic. The third year of the programme will be prioritised in due

course by re-running the prioritisation matrix with up to date data for the remaining Healthy Neighbourhoods.

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS. The borough intends to invest £380k over the next three years, including physical measures to reduce road traffic collisions that support the Mayor's Vision Zero objective. The measures are to support the borough wide 20mph speed limit that was implemented in 2016 to encourage compliance of the new 20mph limit where required.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. These include their safe and active travel programme which includes cycle training, travel planning and bespoke events around other priorities such as the Healthy Neighbourhood programme. The borough will promote modal shift away from the dominance of the motor car by promoting the walking and cycle schemes of which there is £350k investment in 19/20, by improving existing conditions for pedestrians by introducing new public realm, and providing more cycle parking, improving existing routes and providing contraflow cycle lanes to provide more direct routes on the local borough roads. Lewisham's Liveable Neighbourhood programme is currently on schedule to be delivered in September 2021.

In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

The borough has undertaken statutory consultation with the report available on their website. The borough has completed an SEA and this is accessible on the borough's website

Overall recommendation: Met

Borough: Richmond upon Thames

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

Overall, LB Richmond upon Thames' draft LIP is consistent with the MTS. It demonstrates an intention to reduce car use, with a particular focus on increasing levels of walking and cycling. Good borough objectives are set for the MTS Outcomes, with a strong commitment to the Mayor's Vision Zero aim. The objectives set include proposals to develop a strategic cycle network in the borough, introduce a borough-wide 20mph speed limit on borough roads (with a small number of exclusions), reduce vehicle traffic and car ownership levels through measures such as filtered permeability and the expansion of CPZs, improve air quality around schools, and support car-free and car-lite development in the more connected locations in the borough. The sub-programmes outlined in the three-year Indicative programme contain good proposals for delivery against the MTS Outcomes. This includes implementation of the borough-wide 20mph speed limit, road safety schemes at collision hotspots, area-based projects to support walking, cycling and use of public transport, a "Healthy Streets fund for pedestrian and local cycle route improvements", funding for School Streets and funding for air quality infrastructure. The draft LIP has been strengthened following consultation.

Recommended that the Mayor approves Richmond upon Thames' third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

LB Richmond upon Thames' draft LIP is consistent with the MTS and demonstrates an intention to support mode shift to walking, cycling and use of public transport. The borough's principal focus is to facilitate an increase in walking and cycling levels in the borough and a number of good objectives are identified to achieve this. For example, the borough intends to develop a strategic cycle network in Richmond upon Thames, including delivery of the proposed TfL Quietway routes, a strategic route from Kingston Bridge to Twickenham (via the A310 and Broom Road), by 2022, and also, by 2022, to be in the process of implementing a route from Mortlake to Putney, working with LB Wandsworth. Objectives are also identified to improve existing local walking and cycle routes by reviewing against the Healthy Streets Indicators, and to deliver contra-flow cycling, filtered permeability, Healthy Routes to schools and more cycle parking. The draft LIP also demonstrates a strong commitment to the Mayor's Vision Zero aim and a number of good objectives have been set in accordance with a 'Safe Systems' approach to road danger reduction. In particular, the borough intends to deliver a borough-wide 20mph speed limit on all borough roads (with a small number of exclusions) and this has now been confirmed following the borough's consultation on the proposal. It is also indicated in the draft LIP that the borough will look to work with TfL to support introducing 20mph on sections of the TLRN. A number of good objectives have been set to reduce traffic volumes in the borough, which have been strengthened following consultation. This includes introducing filtered permeability to reduce rat-running, expanding the number of CPZs in the borough and developing a freight strategy to support efficient freight. The borough's objectives to improve air quality have been strengthened considerably following consultation. Objectives set include proposals to deliver improved air quality around schools, deliver EV charging infrastructure and to protect and enhance bio-diversity and the borough's built/historic environment. More detail could be provided in the draft LIP on the borough's

aspirations for enhanced public transport connectivity, although this has been strengthened following consultation. The draft LIP effectively recognises the borough's role in supporting increased use of public transport in accordance with a 'whole journey approach'. Objectives are also set in the draft LIP to improve bus stop accessibility and step-free accessibility at stations, as well as in relation to bus priority and improving bus journey times. The borough intends to support car-free and car-lite development in the more connected locations in the borough, with this commitment strengthened following consultation.

A selection of key objectives are outlined below:

- "Encourage and enable higher rates of walking and cycling through the development and improvement of high-quality, comprehensive walking and cycling corridors and supporting measures, thereby increasing physical activity levels amongst residents"
- "Work closely with school and major employers to decrease car use and encourage and enable the uptake of active modes"
- "Reduce the number of people killed or seriously injured through collisions in LBRuT, with the long-term aim of achieving Vision Zero by 2041, by lowering speed limits on local roads, working with TfL to lower speeds on the TLRN, addressing collision hotspots and through education and training"
- "Reduce the environmental impacts and pollution levels due to transport, and encourage improvements in air quality, particularly near schools, town centres, along major roads and areas that already exceed acceptable air quality standards. This will include supporting the ULEZ expansion to the South Circular and improving access to electric vehicle charging points"
- "Support good growth by supporting car-free and car-lite development in areas of the borough with higher levels of public transport accessibility, where they can demonstrate that there would be no unacceptable adverse impact on the surrounding area"
- "Developing a comprehensive strategic cycle network based on TfL's Strategic Cycling Analysis, with initial focus on supporting the implementation of the proposed Quietway routes and other high priority connections, and to work closely with neighbouring boroughs to strengthen cross-borough cycling routes. By 2022, we aim to have completed a strategic route linking Kingston Bridge to Twickenham (via the A310 and Broom Road), and to be in the process of building a route linking Mortlake to Putney, in partnership with LB Wandsworth."
- "Prioritising permeability for non-car modes through the introduction of contra-flow cycling and filtered permeability"
- "Healthy Routes to schools will be developed to encourage more children to walk and cycle to school, including the introduction of School Streets, improving crossing facilities, including dropped-kerbs and Copenhagen crossings at side roads, but will also look at sight lines, lighting and address issues of severance"
- "Reducing vehicle speeds through the introduction of a 20mph speed limit on local roads, and by supporting TfL in the introduction of a 20mph speed limit on portions of the TLRN within the borough"
- "Regularly assessing and addressing collision hotspots through infrastructure improvements, including junction design. This will include using a road danger reduction approach to design, completing Road Safety Audits and formal evaluation of schemes using the Traffic Accident Diary System (TADS)"
- "Empowering residents and local employees with the skills they need so they can make

safe decisions while travelling, including working with schools and offering cycle and motorcycle training”

- “The wider implementation of CPZs in the borough, expanding the current coverage from one-third of the borough in 2018 to one half to two-thirds within 5 years, and on-going review of the operations of existing CPZs”
- “Ensuring that CPZs are in place surrounding all major developments to help mitigate the potential adverse impact on the surrounding area by discouraging residents from owning a car which is parked in neighbouring streets, and excluding residents of new developments from being able to apply for on-street parking permits”
- “Application of the car and cycle parking standards within the Mayor’s London Plan and supporting car-free and car-lite developments within the borough, thereby limiting the number of cars that can be owned by new residents”
- “Take forward the recommendations of the Mayor’s school air quality audit, taking advantage of the £10,000 of match funding per school offered by the Mayor”
- “Working with schools to encourage uptake of school travel plans, raise awareness of the impacts of car travel through education and theatre productions, reduce exposure to poor air quality through the introduction of School Streets (where appropriate and supported by the school), the introduction of air filters (based on the recommendations of the current London-wide trial) and building of green screens and green walls”
- “Ensuring that transport schemes protect existing green infrastructure and provide new green infrastructure where possible, including protecting and planting street trees as part of the Healthy Streets Approach”
- “The borough will work in partnership with TfL to regularly review bus operations within the borough, with the aim of ensuring that the bus is a viable alternative to the car for as many trips as possible.”
- “Ensuring there is secure and well-located cycle parking at stations (with enough capacity to meet existing and forecasted demand)”
- “To achieve this, the borough will support Network Rail and local train operators to improve step free access to stations, focusing on applications to the Access for All programme. The borough has recently submitted applications for Hampton Wick and Kew Gardens to be included within the next tranche of stations.”
- “The borough will improve bus stop accessibility, with an aim of all bus stops being accessible by 2022.”
- “Every year the borough looks to address collision hotspots by making changes to the road layout and junction operations in response to collision patterns. Improving bus speeds and journey time reliability is, and will continue to be, a key consideration when making changes to the road layout.”
- “Bus priority can play a pivotal role in improving bus speeds. The borough has an on-going programme aimed at improving journey times and this programme will continue, subject to available funding.”
- “The operational hours of the existing bus lanes will be regularly reviewed to ensure they are providing an optimal service, and the introduction of new bus lanes will be considered as part of major schemes, particularly around new developments.”
- “LBRuT will support employment growth and higher density developments in areas of high public transport accessibility. This will be achieved by ensuring that larger developments are accessible by means other than the private car, and contributions to

improving walking, cycling and public transport will also be sought from major planning applications to help mitigate the impact on the surrounding area.”

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

There remains a low commitment to the improvement of public transport in the borough but more explanation has been given to the prioritisation of the borough’s programmes and the difficulties with addressing public transport severance. As a result, the borough is concentrating on the more realistic goal of improving cycling and walking connections in order to encourage modal shift away from cars in order to balance less investment on public transport.

More detail has been provided on safety schemes and locations. There are also additions which provide information on complementary works that link with TfL schemes and on what sources of funding are available, as well as explaining why other sources may not be. There is more detail provided on how the three-year programme meets the objectives of the MTS. The Proforma A now includes more detail on the explanation and objectives of the schemes, making it easier to assess the content of the schemes against the amounts budgeted.

Key Deliverables of three-year programme:

- Vision Zero programme which has the largest allocation and focusses on larger-scale highway improvement projects. This predominantly includes the introduction of the borough-wide 20mph speed limit (£575k) as well as localised schemes such as A310 Kingston Road / Strawberry Vale (£335k) and the Sheen Road Corridor safety scheme (£215k).
- Healthy Streets and Active Travel programme, focussing on infrastructure improvements supporting walking, cycling and public transport use (£200k).
- Working with Schools programme, which looks at facilitating a modal shift towards walking and cycling (£85k) and improving safety and air quality around schools through school travel planning (£121k) and a School Street at St. Stephens Primary School (£25k).
- Improving Air Quality programme that is separated into electric vehicle charging point provision (£150k), air quality initiatives to raise awareness and encourages behaviour change (£150k) and air quality infrastructure provision (£150k).

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

Final assessment: Adequate**Assessment summary – adequacy of borough Outcome indicator targets**

All borough Outcome indicator targets align with the MTS borough data pack trajectories except the 2021 target for Outcome 3c (car ownership). The borough has set a target of 78,700 compared to the 2021 trajectory figure of 76,400. The target they have set is based on a straight line reduction to 2041. This figure does represent a reduction in car ownership to 2021 and is more ambitious than the MTS reference case projection of 80,000. The 2030 target for Outcome 2 (Vision Zero) has been set against the v2 MTS borough data pack trajectory (based on the individualised borough trajectories). As such, the target represents a slightly more ambitious percentage reduction in KSIs against the 2010-14 baseline than the pan-London 70% aim.

Overall recommendation: Adequate**Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?**

Yes - the borough has undertaken an SEA and EINA (Equality Impact Needs Assessment). The draft LIP indicates that all direct (including statutory) consultees were written to. A public consultation was held from 30 November 2018 to 11 January 2019. 57 responses were received, comprising 14 direct responses and 43 using the online form.

Overall recommendation: Met

Borough: Sutton

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:
<p>Overall, LB Sutton's draft LIP is well aligned with the Mayor's Transport Strategy. The Council is committed to increasing sustainable travel and seeks to reduce traffic and levels of car ownership across the borough.</p> <p>The borough has worked with TfL to address the comments set out in response to the statutory consultation. Extra spatial detail has been provided along with additional content concerning the objectives and three-year programme, which are aligned to the MTS, Healthy Streets approach and Vision Zero.</p> <p>The delivery plan section of the LIP contains a detailed outline of a number of key deliverables set out over the short, medium and longer-term.</p> <p><u>Recommended that the Mayor approves Sutton's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Sutton's LIP is consistent with the MTS. They have set out their local transport context and challenges and opportunities comprehensively and against each of the nine MTS Outcomes. The borough has six overarching transport objectives first detailed in their Sustainable Transport Strategy with policies and proposals set out under each. These are consistent with the MTS and Local plan and supporting strategies and are as follows:</p> <ul style="list-style-type: none">- STS1. Ensuring that the borough transport network supports the local economy and meets the current and future needs of the borough in a sustainable way- STS2. Reducing car use and the need to travel through appropriate location of new development, and travel plans and awareness campaigns- STS3. Enabling smarter travel choices, particularly by improving and encouraging walking, cycling and public transport- STS4. Reducing the harmful effects of transport on health and the environment and its contribution to climate change- STS5. Improving the safety and security of road users, particularly pedestrians, cyclists and other public transport users- STS6. Enhancing transport accessibility for all and improving the public realm and street design <p>Their LIP follows the Healthy Streets Approach, stating that the Healthy Streets principles are incorporated into all new schemes and interventions, and includes the Vision Zero aim of eliminating death and serious injury from their roads by 2041.</p> <p><u>Overall recommendation: Consistent and Adequate</u></p>
Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 outlines the requirements for the delivery of the schemes of the borough and aligns with Proforma A. The requirements specify that the borough outlines a programme of long-term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The borough has provided a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22.

Two examples include:

- Forrester's Drive - Due to vehicle speeding contributing to a hostile environment to cyclists and pedestrians this scheme will introduce safer pedestrian crossing points and improvements for cycling. Improvements to Forrester's Drive and its junctions with Waterer Rise and Mollison Road including parallel routes such as Sandy Lane South.
- Central Road - implement measures to help improve bus journey times on Central Road, and also improve the public realm to enhance conditions for pedestrians. Measures to include improved crossing points, street furniture de-clutter and cycle parking on Central Road and possible side road closures / one ways to reduce cut through traffic to the east and west of Central Road. Works will be coordinated with Bus Priority and RBK proposals. Quietways route - Worcester Park to Sutton route includes Green Lane / Central Road to borough boundary. Cycle facilities will be included in the signal design and funding anticipated from Bus Priority.

Overall recommendation: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes. The borough undertook a Strategic Environment Assessment (SEA) on the draft LIP and the SEA and EQIA were consulted on alongside the draft LIP. Statutory requirements were also met with regards to consultation with a public consultation exercise taking place from November 2018 to January 2019.

Overall recommendation: Met

Borough: Tower Hamlets

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:
<p>The LIP has a very strong commitment to reducing traffic in the borough through focussing on Liveable Neighbourhoods. All targets have been set in line with MTS trajectories – in fact the Vision Zero targets for 2022 and 2030 are more ambitious than the trajectory - this is justifiable as the Vision Zero programme is extremely strong. Specific objectives have been set in response to TfL’s consultation comments, particularly important is the commitment to Vision Zero.</p> <p>The delivery plan is now very strong with a clear funding profile and a very detailed one-year programme, which shows a particular focus on improving air quality, implementing Vision Zero, as well as area-based schemes e.g. Ben Jonson Road Area.</p> <p><u>Recommend that the Mayor approves Tower Hamlets’ third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>The LIP contains very strong objectives and proposals, as follows:</p> <p>1) Tower Hamlets streets will be healthy and more residents and visitors will travel actively:</p> <ul style="list-style-type: none">• Expanded and improved walking and cycling network• Creation of 50 School Streets and half of the borough to be Liveable Neighbourhoods• Reduced use of private motor vehicles• New public transport connections <p>2) Our roads and public transport will be safe, secure and accessible:</p> <ul style="list-style-type: none">• Higher quality streets which are inclusive, safe and enable more walking and cycling• 100% of Tower Hamlets’ bus stops will be accessible• More step-free rail stations• Reduction in KSIs and improved perception of road safety <p>3) Tower Hamlets will be clean and green, with less motor traffic and cleaner air.</p> <ul style="list-style-type: none">• Reduced rat running traffic• Greater use of electric vehicles by businesses and car clubs• More cycle hangars and secure cycle parking• More street trees, soft landscaping and pocket parks to capture carbon <p>4) Active travel and public transport will be the best option (attractive, safe, affordable, accessible, reliable and fast) in existing and new developments, sustaining new jobs and homes.</p> <ul style="list-style-type: none">• Maximise car-free development• Walking, cycling and public transport prioritised in new developments as the best options to improve connectivity to public transport and manage traffic growth

- Greater public transport capacity as a result of working with TfL

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

An ambitious three-year investment programme that is aligned with the MTS objectives by supporting the delivery of key outcomes. Two examples of the three-year plan include:

1. Love your Neighbourhoods
 - Targets 20 areas within the borough
 - Bow Liveable Neighbourhood, Wapping and Bethnal Green area part of phase 1
 - Encourages active travel and less traffic
 - Supports MTS Outcome 1 and 3
 - Indicative investment of £800k per annum
2. Improving Air Quality
 - Aims to deliver 100 on-street EV charging points per annum
 - Supports design and delivery of parklets
 - Encourages use of cleaner and greener vehicles
 - Supports MTS Outcome 4
 - Indicative investment of £100k per annum with match funding

The borough intends to invest £2.2m per annum over the next three years, including physical measures to reduce road traffic collisions that support the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

1. Vision Zero
 - Targets collision hotspots
 - Promotes Slower by Design projects
 - Addresses speed compliance by introducing traffic calming measures
 - Supports MTS outcome 2
 - Indicative investment of 400k per annum
2. Ben Jonson Road Area
 - New traffic signals on Harford Street
 - Prioritises pedestrian safety and reduces rat-run
 - Supports MTS outcomes 1, 2 and 3
 - Allocated investment of 100k in 2019/20

In addition, the borough intends to invest in complementary measures to promote behavioural change and collision reduction. These include improving local accessibility levels and introducing more map-based wayfinding. The borough will also promote modal shift away from the dominance of the motor car by promoting walking on Chrisp Street and side roads. Measures include greening and traffic calming to improve safety and reduce traffic.

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the

schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

Overall recommendation: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all but one outcome that fully align with the borough data pack. Only one target deviates from the trajectories set out in the data pack. The Vision Zero targets for 2022 and 2030 are more ambitious than the trajectory – the borough also aims to reduce minor collisions. This is justifiable as the Vision Zero programme is extremely strong.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes, a public and statutory consultation was undertaken. An SEA has been produced and submitted.

Overall recommendation: Met

Borough: Wandsworth

TfL Recommendation: Recommended for approval

Overall recommendation for Mayoral Approval:

Overall the LIP aligns with the Mayor's Transport Strategy and schemes proposed on the whole are adequate for the purposes of delivering an increase in sustainable modes. The objectives of the LIP have been strengthened following consultation and provide specific actions on which the borough aims to deliver against. Whilst the borough have improved from the consultation draft on their support for traffic reduction, it still remains that the borough has made clear that resident acceptability for traffic reduction measures is low and state they may have less scope for reductions in car use and ownership due to decreases seen in previous years (33 per cent fewer vehicles licensed in 2017 than 2001 which equates to the biggest drop in vehicles in any of the London boroughs). Therefore a conservative approach has been taken in the LIP with regards to this ambition.

The borough was also asked to improve on their interventions for powered two wheelers specifically as these vulnerable road users represented the greatest increase in KSIs. The Bikesafe initiative has been listed specifically targeted at P2Ws but the LIP lacks any other programmes/ interventions to revert this increase.

There remain many good elements of the LIP for delivering on the Mayor's outcomes including the borough's intention to achieve the Mayor's Vision Zero aim. There are clear links in their LIP to sustainable travel, with a strong focus on public realm improvements to encourage walking and cycling.

Recommended that the Mayor approves Wandsworth's third LIP

Assessment summary – policy consistency and adequacy of the borough objectives

Overall the LIP aligns well with the MTS and schemes proposed on the whole are adequate for the purposes of delivering an increase in sustainable mode share. The objectives have been strengthened and offer specific and measurable aims.

There is good reference made to TfL's Strategic Cycling Analysis with a significant number of switchable trips identified. The borough was asked to strengthen their objectives for this outcome by providing more and specific detail for its ambitions in order to realise the potential for switchable trips. This has been fully actioned and is now a strong part of the LIP and specifically linked to deliverables set out in the Council's Cycling Strategy to 2020.

The borough's commitment to the Mayor's Vision Zero aim is evident throughout the LIP. The borough understands that infrastructure changes alone will not reduce KSIs in order to work towards Vision Zero.

In the initial draft submission, the Borough had made clear that resident acceptability for traffic reduction measures is low, although the borough's own survey revealed traffic congestion was considered the worst thing about living in Wandsworth. This is still cited in

the LIP as well as the statement that the borough may have less scope for reductions in car use and ownership due to decreases seen in previous years (33 per cent fewer vehicles licensed in 2017 than 2001 which equates to the biggest drop in vehicles in any of the London boroughs). However, the borough has significantly amended the LIP in evidencing that they support traffic reduction and active travel priority measures in the final submission. Traffic congestion and car dominance has now been cited as barriers to active travel brought out in the challenges and opportunities section.

The borough has highlighted that there is limited information available on freight and servicing movements and activity within the borough and that these activities can often conflict with other road users, particularly active travel users. The borough intends to increase their understanding of freight activity, including origins and destinations of trips, types of trips and the relative freight trip generation of different locations.

Overall recommendation: Consistent and Adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 Guidance outlines the requirements for the delivery of the schemes that the boroughs wish to deliver. The requirements specify that the borough outlines a programme of long-term interventions up to the year 2041, a three-year outline programme of works which they wish to develop and deliver, and a more detailed annual programme of works. The boroughs also have to provide a risk register and its proposed measures to mitigate them.

The LIP3 submission has been assessed against these requirements and it has been shown that the LIP satisfies them.

The borough has ambitions to deliver a number of large projects up to 2021/22. Two examples include:

- **Falcon Road.** Public realm improvements aimed at connecting Clapham Junction with River Thames. Associated with regeneration schemes in the area.
- **Culvert Place.** Pedestrian and cycle safety and access improvements into industrial estate.

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS.

The borough intends to invest £2,149,6000 per year over the next three years, including physical measures to reduce road traffic casualties that supports the Mayor's Vision Zero objective.

Turning to the detailed annual programme, the borough intends to promote a range of projects that support the MTS. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- **Battersea High Street.** Public realm improvements for shopping and market street including provision of trees, planters, cycle parking and street scene enhancement - £325,000.

- **Southfields.** Footway widening, removal of street clutter, seating, green infrastructure, pedestrian wayfinding and contra-flow cycling - £500,000.

In addition, the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include cycle training, safer urban driving training, cycling enabling and promotion, and safe routes to school.

The borough will promote modal shift away from the dominance of the motor car by promoting the following walking and cycle schemes:

- **Queenstown Road Corridor.** Emphasis on active travel and buses to link with potential road maintenance funding - £250,000
- **Pedestrian Accessibility.** Programme of accessibility improvements in shopping centres across the borough such as shorter crossings and level access - £150,000

In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets for all outcomes that fully align with the borough data pack. No targets deviate from the trajectories set out in the data pack.

Overall recommendation: Adequate

Has the borough met their statutory requirements regarding consultation and undertaking a Strategic Environmental Assessment?

Yes. A full consultation report has been published with a summary of key responses and the way in which the borough has addressed these are included as an accompanying appendix.

Overall recommendation: Met