

Individual Borough Summaries

- City of London
- LB Kingston
- LB Newham
- LB Redbridge
- LB Southwark

Borough:	City	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Morgan Dye	Date: 06/06/19
Network Sponsorship Assessor:	Johnathan Fray	Date: 10/04/19

Overall recommendation for Mayoral Approval:

It is recommended that that the Mayor approves City's LIP.

The City of London's LIP submission, which is embedded within their wider transport strategy, is recommended for approval by the Mayor.

The City have produced a very strong LIP/transport strategy that matches and in some cases exceeds the ambition set out in the MTS. Some particularly strong areas of the strategy focus on wide-ranging improvements for pedestrians including more pedestrian areas and extended crossing times. They also intend to reduce speed limits to 15mph on City roads and have called on TfL to do the same. There is extensive coverage of environment issues including a commitment to deliver two Zero Emission Zones in the next few years. They are also very supportive of a Central London ZEZ and changes to road user charging. There is also extensive policy for improving cycling and catering for freight movements. The only slightly weaker area is coverage of public transport, but City have demonstrated a firm commitment to PT services to, from and within the City.

Overall this is a very strong submission and it will go a significant way towards delivering the MTS at a local level.

Final recommendation: Adequate

Assessment summary – policy consistency and adequacy of the borough objectives

City's Transport Strategy demonstrates a strong alignment with the MTS. It is made up of 54 proposals which each deliver against one of 10 themes. The core themes are as follows:

The Square Mile's streets are great places to walk and spend time
 Street space is used more efficiently and effectively
 The Square Mile is accessible for all
 People using our streets and public spaces are safe and feel safe
 The Square Mile's air and streets are cleaner and quieter
 Delivery and servicing needs are met more efficiently, and impacts are minimised
 Our street network is resilient to changing circumstances
 Emerging transport technologies benefit the Square Mile
 The Square Mile benefits from better transport connections
 Delivering the Strategy

There is a clearly demonstrated commitment to the core aims of the MTS, including Proposal 1 of the strategy which focuses on embedding Healthy Streets, plus clear commitments to delivering Vision Zero, reducing traffic and improving air quality. Policy on improvements for pedestrians is particularly strong.

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:

- Barbican & Golden Lane Zero Emission Zones
- City-wide 15mph zone

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 £1000k per year over the next three years, including physical measures to reduce road traffic accidents that supports the Mayor's Vision Zero objective. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Puddle Dock Pedestrian safety and route severance scheme
- 100 Minorities public realm enhancements

In addition the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include initiatives such as road danger reduction campaigns, behaviour change and community engagement.

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

- Delivering a programme of Lunchtime Streets (£140k over the next three years).
- Legible London city-wide roll out (£505k over the next three years)

The City also plan to deliver a City Cluster Liveable Neighbourhoods scheme which will include a range of Healthy Streets improvements, including a Zero Emission Zone (part funded through a European Union project). £2250k is allocated to this over the next three years.

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 City has set targets that align with the borough data pack for 2040/41 in all cases. They have not set 2021 targets apart from for Vision Zero (for 2022). The Transport Strategy has also got it's own set of ambitious targets. The absence of 2021 targets does not detract from the LIP submission.

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

Yes – the borough has undertaken all statutory duties and also produced an IIA
--

Borough:	Kingston	
TfL Recommendation:	Adequate	
Transport Strategy Assessor:	Stephanie Pathak	Date: 01/07/19
Network Sponsorship Assessor:	Jo Fricker	Date: 01/07/19

Overall recommendation for Mayoral Approval:
<p>Overall Kingston's draft LIP demonstrates consistency with the Mayor's Transport Strategy. The borough supports the mode shift aim and intends to build on their GoCycle programme to convert the walking and cycling potential in the borough. The LIP outlines the borough's commitment to the Mayor's Vision Zero aim and intention to follow the safe systems approach and deliver reduced speed through increasing 20mph limits in the borough.</p> <p>A large number of comments were provided after the consultation draft review recommending strengthening in a number of areas such as Vision Zero, explicit borough objectives be provided and updates to their delivery plan so it is in line with their spending submission. All recommendations and comments from TfL have been incorporated into the final version of the LIP</p> <p>The Environmental Report was consulted on in June 2018 and subsequent minor changes made to the LIP. These changes did not affect the adequacy of the LIP and the SEA is now complete / in monitoring stage.</p> <p><u>Recommended that the Mayor approves Kingston's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Borough objectives are consistent with the MTS and adequate for delivering it, the headline objectives are:</p> <ul style="list-style-type: none"> • Kingston's streets will become more healthy and encourage active travel • Vehicular trips will be reduced in support of Mayoral mode split targets ensuring that efficient use is made of our streets • The harmful effects of transport on the environment and our neighbourhoods will be reduced. • The public transport offer will be enhanced to meet the future needs of the borough. • Kingston's communities and transport network will become safer as the Council adopts the Mayor's Vision Zero approach. • Delivery of homes and jobs will be supported through investment in new transport infrastructure <p>A series of sub-objectives have been set under each of the MTS outcomes, these explain what the borough will do to deliver the MTS outcomes. There are no 'borough objectives' under Outcomes 8 and 9 but there are statements of intention.</p> <p><u>Final assessment: Consistent and adequate</u></p>
Assessment summary - Delivery Plan adequacy (proposals and timetable)

Chapter Three of the LIP3 meets the requirements for the delivery of the schemes outlining 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.

Outcomes 8 and 9 on ST01 are not delivered by any scheme in year one or mentioned for delivery in LIP3 in future years but a paragraph has been included on the borough's intention beyond the first three years.

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 does satisfy them.

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

- A2043 Malden Road - provides an opportunity to work together with LB Sutton on issues that cross the boundary, and the local scheme issues here will feed into a more comprehensive Bus Priority project, which will be phased over years 2 and 3 of the delivery plan, and will seek to reduce congestion, improve bus journey times, general traffic flow and improve air quality along the corridor.
- Bridge Road/Moor Lane roundabout - where current alignments mean the roundabout does not function efficiently. The project will be in detailed design in 19/20 and it is likely that delivery will be spread over two years, as the location is difficult to manage from a traffic management perspective.

The borough intends to invest £1,309,000 per year over the next three years, including physical measures, to reduce road traffic accidents to support the Mayor's Vision Zero objective. For example the King Charles Road Area (£80,000) for pedestrian and cycle improvements to address collisions in the area.

In addition the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include cycle training for cyclists of all abilities and ages and workplace sustainable transport to support larger organisations to travel sustainably.

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

- A243 Upper Brighton Road (£120k) - improve crossing facilities from zebras to pelicans.
- South Lane Area Study (£100k) - delivery of improvements on route 75.

The borough has an aspiration to submit a Liveable Neighbourhood Bid in 2019 for Old Malden.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All borough outcome indicator targets align with the trajectories issued by TfL in the MTS borough data pack.

Final assessment: Adequate

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

Yes, consultation on the Environmental Report has now closed and minor changes made to the LIP as a result. The final stage of the SEA is monitoring the environmental effects of the LIP and a post-adoption statement will be included on the borough website alongside the LIP.

Final assessment: Met

Borough: Newham

TfL Recommendation: Adequate

Transport Strategy Assessor: Oliver Drasar

Date: 11/06/19

Network Sponsorship Assessor: Gareth Davis

Date: 11/06/19

Overall recommendation for Mayoral Approval:

An exceptionally good LIP with a strong commitment to reduce traffic in the borough through the introduction of Healthy Neighbourhood schemes, modal filtering and traffic management measures. This shows a clear and long term commitment to the Healthy Streets Approach.

Newham has a longstanding commitment to sustainable development and objectives for integrated land-use and transport planning and sustainable transport policy are very welcome. The LIP contains a large number of schemes to reduce traffic on the network, along with appropriate linkages to policy objectives for sustainable modes. Examples include:

- Completion of major works transforming Stratford Gyratory for pedestrians and cyclists
- The development of the Royal Docks as a huge area for sustainable development.
- Investing £150k to improve the walking and cycling facilities at the Gallions Roundabout.

The commitment to Vision Zero in the LIP, including the adoption of the safe system approach and the endorsement of the five implementation pillars is very encouraging. The borough have re-emphasised their commitment to meeting this objective and will invest £650k per year over the next three years –including the schemes at Woodgrange Road/Forest Gate junction and Leyton Road in Maryland.

Recommended that the Mayor approves Newham's third LIP

Assessment summary – policy consistency and adequacy of the borough objectives

The LIP has a strong emphasis on reducing traffic in the borough through the introduction of Healthy Neighbourhood schemes, modal filtering and traffic management measures. This shows a clear and long term commitment to the Healthy Streets Approach. Newham has a longstanding commitment to sustainable development and we welcome objectives for integrated land-use and transport planning and sustainable transport policy.

The commitment to Vision Zero in the LIP, including the adoption of the safe system approach and the endorsement of the five implementation pillars is very encouraging

Borough objectives are as follows:

LBN LIP Objective 1 - A Healthier and Safer Newham

- 1a. Delivering residential traffic reduction schemes, safe and healthy (or 'liveable') neighbourhood schemes and healthy streets improvements to improve the quality of life and the health of our residents
- 1b. Delivering a sustainable transport network in Newham that provides a viable and attractive alternative to the motor car for our residents, especially for local journey
- 1c. Enabling increases in levels of active travel and levels of physical activity in our population through educational and behavioural change programme
- 1d. Reducing all transport casualties in Newham, with a focus on vulnerable transport users, and ensuring that Newham's streets and public spaces feel safe and secure

LBN LIP Objective 2 - A Greener and More Sustainable Newham

- 2a. Reducing the levels of air pollutants associated with transport and improving air quality in Newham, through traffic and congestion reduction and increased sustainable travel
- 2b. Encouraging the use of zero and low emission vehicles in Newham by the provision of charging infrastructure and other incentives
- 2c. Providing residents with alternatives to car ownership by expanding car club opportunities across Newham
- 2d. Reducing congestion and increasing the amount of sustainable travel undertaken to key attractors in Newham, such as schools, businesses and places of worship

LBN LIP Objective 3 - A Newham Transport System Accessible and Viable for Everyone

- 3a. Ensuring that the transport networks in Newham are used efficiently and are fully accessible and legible to all our residents and visitors
- 3b. Maintaining and improving the quality of roads, pavements, paths, public spaces and lighting in Newham to ensure our streets and places are safe and pleasant for our residents and visitors to use
- 3c. Improving bus journey times, reliability and bus stop accessibility across Newham, to ensure our residents have dependable and fully accessible bus services
- 3d. Addressing all aspects of 'transport poverty' in Newham, and ensuring our residents are able to access destinations and opportunities all across the Borough

LBN LIP Objective 4 - Planning for Newham's Transport Future

- 4a. Developing policies and implementing high quality walking and cycling networks supplemented by enhanced public transport opportunities, to support Newham's rapid and continued population and economic growth
- 4b. Ensuring that new development in Newham encourages and supports active and sustainable travel and that the public transport network can support the new demand so that it does not impact adversely on the quality of journeys of existing residents (ie ensuring 'good growth')

4c. Working with TfL, GLA and other key funders to secure future strategic investment to improve public transport networks in order to support sustainable growth in Newham

4d. Seeking opportunities for other external investment in the improvement of transport networks or other transport initiatives in Newham

LB Newham faces a lot of challenges particularly a congested transport network, huge levels of growth and bad air quality. This is a high quality LIP, which meets these challenges.

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 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 propose 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:

- The completion of the major works that is transforming Stratford Gyratory , and
- Measures to enable the planned major develop of the Royal Docks and the surrounding area which will be one of the main growth areas in London.

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 £650k per year over the next three years, including physical measures to reduce road traffic casualties as part of a planned approach that supports the Mayor's Vision Zero objective. Two of the schemes the borough intends to deliver in the first year of LIP3 include: Woodgrange Road Forest Gate Road safety scheme and Leyton Road safety initiative in Maryland.

In addition the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include the Newham hit and run casualty reduction strategy which includes an ambitious plan to develop a co-ordinated campaign to tackle the very high numbers of hit and run accidents in the Borough. Newham has a particular problem with hit and run accidents where there have been over 800 incidents in a 3 year period which is the highest for any Borough in London. This funding is to develop a targeted multi-agency road safety and education programme, and also including a change to the document requirements to obtain a parking permit to include insurance certificates.

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

- The borough will be investing £150k to improve the walking and cycling facilities at the Gallions Roundabout.

- The borough participates in the National standard training for schools and adults and the complementary Borough Cycling Programme. The aim of National Standard cycle training is to teach the control skills and awareness of the risks faced by cycling on-road, with evidence suggesting that children undertaking training have a greater ability to perceive hazards and reduce their risk. In recent monitoring by Transport for London, there was an increase in people cycling to work and for leisure and other purposes after participating in training; three months after the session 40% had started commuting by bike (TfL, 2016a). The London Borough of Newham has delivered National Standard cycle training (also known as 'Bikeability') to school children, families, and adults since 2006. Investment during 2019/20 £100k plus £40k for a Bike It Officer

In addition the Borough has recently been successful in its Liveable Neighbourhood Bid for Freemasons Road and will develop the scheme over the coming year.

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 targets match the borough data pack.

Overall recommendation: Adequate

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

Yes. An SEA and IIA has been completed.

Overall recommendation: Met

Borough: Redbridge

TfL Recommendation: Adequate

Transport Strategy Assessor: Oliver Drasar

Date: 11/06/19

Network Sponsorship Assessor: Andrew Parkins

Date: 11/06/19

Overall recommendation for Mayoral Approval:

The LIP's policy objectives are very strong with concise, but appropriate evidence. The bus priority focus is significant and the commitment to a Healthy Streets Approach very much welcomed. Vision Zero is a key focus of the LIP.

A longer term strategy for modal shift to support the 2041 target has been initiated through modelling the borough's high road network to understand current operation and to test ways in which the network can be operated to provide a place function with connectivity. This will inform how the bus network could be optimised and will be supported by TfL's Bus Priority Programme.

The delivery programme contains strong measures regarding walking, cycling and public transport along with explicit policy linkages between achieving mode-shift and the sustainable mode and traffic reduction outcomes. Particularly important are the 'Redbridge Low Emission Neighbourhoods' (RLEN) that take a significant percentage of borough funding (40% of LIP plus £4.5m of LBR capital).

The three and one-year delivery plans have been substantially revised in response to TfL comments (i.e. evidence included on how the specific interventions have been identified and prioritised, risk register revised and a detailed one-year programme completed). Spending and delivery is clearly in line with the MTS.

Recommended that the Mayor approves Redbridge's third LIP

Assessment summary – policy consistency and adequacy of the borough objectives

The LIP objectives evidence a welcome focus on the Healthy Streets Approach. The objectives are very strong with concise, but appropriate evidence. The bus priority focus is particularly solid. There are strong measures in the LIP regarding walking, cycling and public transport along with explicit policy linkages between the mode-share objective and other outcomes concerned with sustainable transport and traffic reduction.

Outcome 1

- To adopt the Healthy Streets Approach and consider the Healthy Streets indicators in the planning and delivery of policy, strategy and infrastructure changes
- To implement the Redbridge Walking and Cycling Strategies, and review them regularly in line with the Healthy Streets Approach
- To implement bus priority measures within the Borough, thereby enhancing bus reliability to improve air quality and increase the uptake of public transport.
- To limit the speed (20mph) and volume of traffic on residential streets, to make them more pleasant for walking and cycling

- To develop healthy and accessible routes to key destinations – Crossrail and Underground stations, town centres, business parks, schools, health facilities – to enable people to walk or cycle more often
- To develop and promote traffic-free routes including through open spaces as part of the transport network

Outcome 2

- (Safe Speeds) Work in partnership with the Police, TfL and other agencies to support the boroughwide 20mph limit, review its effectiveness and potentially expand to more roads including parts of the TLRN.
- (Safe Streets) Focus on reducing vulnerable road user casualties, through street design
- (Safe Streets) Regularly assess and address collision hotspots through infrastructure improvements, taking a road danger reduction approach to design
- (Safe Streets) Reduce crime by inclusion of Crime Prevention Through Environmental Design (CPTED) principles when designing public space
- (Safe Streets) Reduce fear of crime by adopting the Healthy Streets Approach to design of public spaces
- (Safe Vehicles) Focus on reducing vulnerable road user casualties, through reduction of danger from vehicles, especially HGVs
- (Safe Vehicles) Include Vision Zero Safe Vehicles input into the LBR Fleet Replacement Programme
- (Safe behaviours) Empower staff, residents, students and local employees with the skills they need so they can make safe decisions while travelling, by offering and promoting suitable driving, cycle, pedestrian and motorcycle training

Outcome 3

- Improve access to “Healthy High Streets” and other major trip attractors by non-car modes
- Reduce rat-running on residential streets, thereby improving conditions for walking and cycling
- Produce a borough-wide traffic reduction strategy to cover the period of the MTS to facilitate mode shift
- Produce a revised Borough Parking Strategy
- Implement and expand CPZs in the borough where they are proposed and supported by local residents
- Implement the Redbridge Staff Workplace Travel Project
- Work with schools and employers to reduce travel by car, including through travel plans and the provision of facilities to support non-car travel
- Promote and enable car-free or car-lite living through planning policies and the provision of car clubs
- Investigate a Redbridge Workplace Parking Levy
- Contribute towards investigating road pricing on a sub-regional or Londonwide basis
- Investigate use of technology to increase efficiency and reduce traffic and its impact
- Work with freight and delivery firms to develop measures and practice that reduce the impact of freight activity along major roads and in town centres
- Promote and enable best practice for deliveries e.g. through local consolidation centres and last-mile bicycle/low emission delivery

Outcome 4

- Promote the use of EVs including through best practice in greening the council fleet

- Expand electric vehicle charging infrastructure for both residential use and rapid charging to support ZEC taxis and commercial vehicles
- Implement the Air Quality Action Plan
- Implement Clean air zones around schools, parks and leisure facilities
- Introduce measures to complement the expansion of the ULEZ to the A406 North Circular in 2021
- Implement a pro-active parking policy to encourage take-up of clean vehicles and discourage use of dirty vehicles.
- Use trees and other green infrastructure such as green walls to improve biodiversity, the street environment and reduce levels of pollution

Outcome 5

- Support the introduction of the Elizabeth Line and work with TfL to maximise the benefits for Redbridge residents and business.
- MTS5b Work with TfL to maximise the benefits for Redbridge residents and business of the Central Line Improvement and Deep Tube Upgrade Programmes.
- MTS 5c Work in partnership with TfL to regularly review bus operations, including demand responsive services, within the borough to ensure capacity meets potential demand and supports Redbridge Healthy High Streets.
- MTS 5d Work in partnership with TfL to regularly review bus infrastructure requirements within the borough to ensure capacity meets potential demand and support Redbridge Healthy High Streets.
- MTS 5e Work in partnership with TfL and the taxi trade to improve on-street taxi infrastructure utilising an evidence-based approach.
- MTS 5f The Borough will support Mayoral and private sector urban / sub-urban cycle initiatives.
- MTS 5g The Borough will support the trial and implementation of future passenger transport technologies.

Outcome 6

- Work with TfL, train operators and Network Rail to introduce step-free access at stations, including from platform to train.
- Develop healthy and accessible routes to stations
- Ensure that all new and relocated bus stops and taxi ranks are accessible, and keep other stops/ranks under review.

Outcome 7

- Working with TfL improve bus speeds through traffic management (e.g. bus priority, parking/loading controls) at key locations (corridors/junctions) where buses are delayed the most.
- Review and improve interchange at key locations, including bus-bus interchange where routes intersect.
- Improve cycle parking at public transport hubs and interchanges.
- Work with public transport providers to improve the public transport waiting environment.
- Roll out Legible London signage across town centres in Redbridge.
- Utilise Redbridge resources e.g. libraries, website etc. to signpost sources of public transport information.

Outcome 8

- To support active, efficient and sustainable travel at new developments through planning policies in the Local Plan.
- To secure resource to review and manage Travel Plan and Delivery and Servicing Plans in Redbridge and to provide ongoing support to developers and landlords to ensure the delivery of active, efficient and sustainable travel at new and existing developments, which will increase walking and cycling.

Outcome 9

- Use the Elizabeth Line, the enhanced Ilford Cross bus network and other new transport infrastructure and services as catalysts for development.
- Explore the introduction of a workplace parking levy in town centres.
- Seek walking and cycling infrastructure improvements and land for future links, as new development is considered through the development management [Planning Application] process.

Overall recommendation: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

LB Redbridge have a three-year programme that utilises the LIP funding alongside borough capital funding in order to achieve MTS, borough and LIP objectives. Each scheme will address safety and / or be delivered according to the Healthy Streets Approach particularly active travel, supporting the overarching mode share aim within a context of residential housing growth. Air quality is a key strategic theme.

Physical measures are centred around the 'Redbridge Low Emission Neighbourhoods' (RLEN) that take a significant percentage of the funding (40% of LIP plus £4.5m of LBR capital). LBR are working on a neighbourhood basis to ensure that air quality, safety, active travel and green estate is maintained and improved at a local level, with residential engagement, as well as supporting good growth and unlocking an area's potential. This will provide outcomes across the borough including Newbury Park, Wanstead Village, Ley Street and Ilford. These works continue over the life of the LIP.

Mode shift will be supported through funding the completion of the borough Cycle Network that will link Town Centres and LENs. New on-street cycle parking is also proposed.

Safety is directly addressed through funding for Vision Zero interventions that maintain the borough's current approach to accident reduction, through their prioritised Local Safety Schemes programme.

In addition the borough intends to invest significantly in complementary measures to promote behavioural change and accident reduction. These include the Smart TAG walking initiative, Play Streets, School Clean Air Zones and Active and Sustainable travel through awareness campaigns, Smarter Travel and school travel plans.

The three year programme is adequate in terms of the requirements and supports the aspirations as outlined in the MTS.

A longer term strategy for modal shift to support the 2041 target will be initiated in the first year through modelling of the borough's high road network to understand current operation and to test ways in which the network can be operated in order to provide a place function with connectivity i.e. high streets in order to improve mobility through sustainable modes. This will

inform how the bus network could be optimised and will be supported by TfL's Bus Priority Programme.

TfL discretionary funding – Mayor's Air Quality and Liveable Neighbourhoods will support the development of the borough's hub – Ilford Town Centre, enhancing the opportunity that Crossrail will bring to the area.

In conclusion, the borough's delivery plan supports the Mayor's aspirations as outlined in the MTS and is deemed to be adequate to achieve these by 2041.

Overall recommendation: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

All targets match the data pack trajectory. A Vision Zero target of 0 was added in response to TfL comments.

Overall recommendation: Adequate

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

Yes. Both an SEA and an IIA have been completed.

Overall recommendation: Met

Borough:	Southwark	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Morgan Dye	Date: 05/06/19
Network Sponsorship Assessor:	Bill Davey	Date: 05/06/19

Overall recommendation for Mayoral Approval:

It is recommended that the Mayor approve Southwark's LIP as adequate.

The borough has demonstrated a good alignment with the aims and objectives of the MTS. Following public consultation they have also strengthened a number of key areas namely policies around traffic reduction, improving air quality, policy on safety and security and increasing walking and cycling.

Southwark's LIP is best viewed alongside the borough's Movement Plan which has been developed at the same time. The Movement Plan acts as a long-term transport strategy for the borough and the LIP pulls down on many of the themes contained within it. The Movement Plan overall is a stronger document than the LIP submission and further demonstrates that the borough is keen to deliver the key outcomes of the MTS.

Overall it is recommended that Southwark's LIP is approved by the Mayor.

Assessment summary – policy consistency and adequacy of the borough objectives

The LIP submission, as it stands, does demonstrate and alignment with the MTS aims and Outcomes. It is supportive of the key areas of increasing active travel and vision zero, and does show support for public transport provision. On the latter it remains quite weak though with a lack of real discussion around buses for example. This appears to be more down to the fact that borough sees public transport as something delivered by other partners as opposed to an opposition to these services. More detail has been added on future cycling plans, but this could have been stronger.

The LIP sits alongside the borough's Movement Plan, which is in essence a transport strategy. The Movement Plan is generally a stronger document and gives a better indication of the borough's aims and aspirations. The LIP should be viewed alongside this and the borough has made sure the two are closely linked.

The Mission the borough has set are as follows (with the MTS Outcomes and borough actions that they have linked to each mission):

Mission 1: Our mission is for equality in movement (MTS Outcomes 1,2,6 & 7)

Mission 2: Our mission is for movement to benefit mental wellbeing (MTS Outcomes 1,2 & 6)

Action 1: reduce noise

Action 2: reduce visual stimuli

Action 3: Cultivating positive experiences

Mission 3: Our mission is for movement to benefit physical health (MTS Outcome 1)

Action 4: Infrastructure to support a culture of active travel
Action 5: Getting active
Action 6: Staying active

Mission 4: Our mission is to be flexible in how we manage our streets (MTS Outcome 3)

Action 7: Reduce private car ownership and usage through increasing parking control
Action 8: using time to manage
Action 9: Managing our kerbside

Mission 5: Our mission is for movement to support businesses to thrive and prosper (MTS Outcomes 3, 8 and 9)

Action 11: Getting the infrastructure right
Action 12: Manage space efficiently
Action 13: Support places that excite and attract people

Mission 6: Our mission is for neighbourhoods to have places for people to connect (MTS Outcomes 2,4 & 8)

Action 14: Creating opportunities for people to connect

Mission 7: Our mission is for all people to have a positive experience on our streets (MTS Outcomes 2,3 & 4)

Action 15: reduce traffic on our roads
Action 16: Reducing exposure to poor air quality
Action 17: Improve road safety towards Vision Zero on killed and serious injured in our roads
Action 18: Improve safety and sense of safety
Action 19: Improving conditions for which our roads are a workplace

Mission 8: Our mission is to manage change and make the transition a positive experience for people (MTS Outcomes 5 & 7)

Action 20: A changing borough (growth in homes and jobs)
Action 21: Responding to new transport infrastructure
Action 22: Proactive in managing change

Mission 9: Our mission is for information to be shared and collected effectively and for you to use it with ease (MTS Outcome 1, 2 & 4)

Action 23: Information exchange
Action 24: Building stronger public services

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:

- Long Lane- A scheme to address rat running in response to changes in the wider network and to improve connections to Guy's Hospital.
- Lordship Lane- A scheme to implement speed reduction measures following the review of a borough wide 20mph restriction.

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 £2040k per year over the next three years, including physical measures to reduce road traffic accidents that supports the Mayor's Vision Zero objective. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- The Southwark Cycle Spine Route (£200k) which will provide greater cycle connectivity for cyclists in the borough.
- The Kerbside Smarter Street programme (£150k), which proposes to develop a number of ideas detailed in the borough's Kerbside strategy to better utilise this space.

In addition the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include initiatives such as road safety education and the development of a toolkit to promote walking and cycling to school.

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

- Deliver Walking Network (£1100k over the next three years) - A sensory audit of streets with residents and various groups with varying physical requirements.
- Calm Streets (£150k over the next three years) -The creation of 'calm' streets to improve the environment for walking by identifying street clutter and simpler highway designs.

Also include info on any special project e.g. Liveable Neighbourhood or interesting initiative that you can see from their LIP

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 targets are aligned with the borough 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