

Individual Borough Summaries

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Borough:	Camden	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Morgan Dye	Date: 10/04/19
Network Sponsorship Assessor:	Kamrain Shabir	Date: 10/04/19

Overall recommendation for Mayoral Approval:
<p>Camden's transport strategy, which incorporates the borough's third LIP, is an extensive document that clearly demonstrates a strong commitment to deliver the aims and ambitions of the MTS at a local level. The borough has demonstrated a high level of ambition to deliver across the borough, in some cases going beyond what is expected. This is the case with reducing car ownership levels and levels of traffic across the borough where they have set more ambitious local targets than those set out in the borough data pack.</p> <p>Camden's local objectives are closely aligned with the MTS and they have set out clearly how these will be delivered through a range of policies and measures. They have also set out local investment priorities for key improvements and priorities associated with each objective. Although not assessed as part of the LIP process it is worth noting the borough's commitment to a number of key areas through the production of specific action plans covering cycling, walking & accessibility, road safety and electric vehicles. They will also be producing a freight plan.</p> <p>The transport strategy/LIP is also supported by an extensive evidence base that sits alongside the submission as a standalone document. This backs up with evidence the ambitious aims of the borough and justifies the setting of more ambitious targets where this is applicable.</p> <p>The delivery plan elements of the strategy are also strong, although some concern was raised during the review process as to the borough's ability to fully deliver against the timescales set based on previous experience and a backlog of existing schemes. This appears to be an issue with a number of central and inner London boroughs, not specifically Camden, due to the complexity of delivery. This was not fed back as part of the LIP review process as it is a delivery issue that goes beyond LIPs and has been raised directly with the borough in relation to specific schemes. The concerns over delivery should be monitored by Network Sponsorship, but it doesn't impact the adequacy of the LIP in relation to this review and approval process.</p> <p><u>Recommended that the Mayor approves Camden's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Camden's transport strategy/LIP shows a very strong policy alignment with the MTS and the borough has clearly demonstrated that it intends to be ambitious in its approach to delivering the MTS at a local level across the borough. On MTS Outcome 3 in particular the borough has demonstrated that it intends to be ambitious in its approach to reducing traffic and levels of car</p>

ownership and has accordingly set more ambitious targets under this Outcome than those outlined in the borough data pack.

The transport strategy/LIP includes seven key objectives:

Objective 1: To transform our streets and places to enable an increase in walking and cycling

Objective 2: To reduce car ownership and use, and motor traffic levels in Camden

Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all

Objective 4: To substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties

Objective 5: To reduce and mitigate the impact of transport-based emissions and noise in Camden

Objective 6: To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people

Objective 7: To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network

Each objective is supported by a range of policies and measures that set out how the objective will be achieved. In addition to this Investment Priority Areas are also highlighted for each objective. A summary of the key aims of the policies and measures includes:

- Delivery of transformational, area-wide transport and public realm improvements that prioritise and enable active travel modes, and reduce the dominance of motor vehicles.
- Implementation of a robust and ambitious set of parking policies – including reviews and amendments to our parking permit charges and structures, and feasibility into (and next steps if feasible) a Workplace Parking Levy in the Borough – to contribute to reducing motor traffic levels in Camden.
- Delivery of a range of other measures to restrict traffic rat-running on our residential streets and around schools, including timed/permanent restrictions to (non-exempt) motor vehicles on individual streets and across broader areas.
- For essential trips that still require motor vehicles, to provide an expanded network of Electric Vehicle Charging Points (EVCP) – supported by other policies such as parking charges – to encourage and enable a shift towards the least polluting vehicles.
- Provision of high quality alternatives to private motor vehicle use – from supporting important public transport infrastructure improvements such as Crossrail 2 to car clubs and cycle hire systems – that further enable mode shift.
- The development and implementation of a high quality, Borough wide cycle network that provides safe and attractive routes for all ages and abilities.
- An evidence-led approach to road safety that targets implementation of measures where they will have the most effect at reducing collisions, and a rolling programme of actions to reduce speeds in line with our Borough-wide 20mph limit.
- Supporting, and lobbying TfL to go further, in the development and implementation of their programmes which will improve air quality in the Borough, such as low emission bus fleets and the Ultra-Low Emission Zone.
- Enabling, and mitigating impacts of, development sites across the Borough – from HS2 to growth areas – via the robust application of our planning policies, effective monitoring and provision of sustainable transport options.
- Developing and implementing five, focussed Action Plans to help achieve our objectives: a Walking & Accessibility Action Plan, a Cycling Action Plan, a Road Safety Action Plan,

an Electric Vehicle Charge Point (EVCP) Action Plan, and an (emerging) Freight Action Plan.

Camden has also produced an extensive evidence base report that supports the objectives, policies and measures outlined across the strategy.

Final assessment: Consistent and adequate

Assessment summary - Delivery Plan adequacy (proposals and timetable)

Camden have provided a detail delivery section to accompany the main transport strategy. This supports the level of ambition outlined elsewhere in the strategy and outlines what they intend to spend LIP funding on as well as other major projects with funding from other sources. Highlights include a series of neighbourhood Healthy Streets programmes and Road danger reduction schemes at a number of key junctions in the borough such as Fitzjohn's Avenue and Tufnell Park as well as funding for electric vehicle charging and a range of cycling improvements.

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:

- Kentish Town Healthy Streets programme
- Camden Town healthy Streets programme

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 £2,029,100 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:

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

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

- Completing further central London Grid schemes at Tavistock/Torrington/Pratt/Delancey and Midland Judd streets
- A borough-wide programme of transformational Liveable Neighbourhood schemes

- Kentish Town Healthy Streets Project

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 largely set targets in line with the borough data pack trajectories. However, they have chosen to be more ambitious when setting targets for Outcome 3a for 2021 and 2041 and for Outcome 3c for 2041. This approach is fully supported by the plans set out in the strategy/LIP.

Final assessment: Adequate

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

Yes – the borough has met its statutory requirements for consultation. The borough has produced an SEA and an EQIA.

Final assessment: Met

Borough:	Ealing	
TfL Recommendation:	Adequate	
Transport Strategy Assessor:	Colin Brady	Date: 22/02/19
Network Sponsorship Assessor:	Joe Lewis	Date: 04/03/19

Overall recommendation for Mayoral Approval:
<p>It is recommended that the Mayor approves Ealing's third LIP.</p> <p>The Borough has updated its objectives, narrative and targets which are now aligned with the borough data-pack trajectory and made minor amendments to its objectives and the policy narrative.</p> <p>The borough has made further alterations to the LIP based on our additional feedback on the final draft submission and the LIP is now recommended for approval. An SEA has also been submitted to us along with an EQIA.</p> <p><u>Recommended that the Mayor approves Ealing's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>The LIP has three core objectives:</p> <ol style="list-style-type: none"> 1. Mode shift to more sustainable travel 2. Reducing the environmental footprint of transport 3. Improving road safety <p>These three objectives are in turn underpinned by four main principles: improve health and well-being, improve air quality and the environment, provide a more efficient and safe transport network plus finally support good growth, and enhance the vibrancy and robustness of the Borough's economy. The borough has also set 10 policy goals that align across their LIP and their separate Transport Strategy. These are:</p> <ol style="list-style-type: none"> 1. To increase active travel modes within the borough through improved infrastructure for walking and cycling and behavioural change activities. 2. To make the borough accessible to those with a mobility impairment and reducing severance by removing the barriers to movement. 3. To reduce and mitigate against the borough's contribution to traffic based air pollutants. 4. To implement SuDS schemes to reduce flooding on the highway and mitigate against transport based pollutants getting to the borough's water bodies. 5. To reduce and mitigate against transport based noise pollution. 6. To reduce traffic congestion on Borough Roads through the increase of active travel modes. 7. To lobby public transport operators to achieve a frequent, reliable, safe and affordable public transport system which links people to all key destinations and services. 8. To make the borough's roads safe for all road users, with priority on infrastructure and behaviour change to promote walking and cycling.

9. To design the borough's streets for people not for vehicles to encourage active travel and benefit local economies.
10. To ensure that economic growth and new developments contribute to increasing active travel and reduce the environmental impacts of transport through design.

Proposals mostly relate to active travel, with a particular focus on safety throughout. Schemes include:

- Design and implementation of walking and cycling infrastructure on Uxbridge Road.
- Rollout of 20mph speed limits across the borough.
- Local school-based programmes of walking, cycling, traffic reduction and air quality improvements.

These objectives and proposals are broadly aligned with MTS and the Healthy Streets approach.

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 is considered that the LIP satisfies them.

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

- Rollout of a borough-wide 20mph speed limit;
- Widening of the South Road Bridge, Southall, which will deliver enhancements for active travel and support surrounding development.

The borough intends to invest £ 7,911,000 over the next three years, including physical measures to reduce road traffic casualties that support the Mayor's Vision Zero objective. 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. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Installation of streetscape and placemaking improvements in Mandeville Road, Northolt, to support walking, cycling and use of public transport (£150k).
- Measures to support placemaking and road safety improvements within Greenford Town Centre (£260k).

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include School Travel Plans, and provision for communications, travel events and raising awareness of the benefits of sustainable travel.

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

- Development of an 'Uxbridge Road Walking & Cycling Corridor' which will implement walking and cycling infrastructure at a total cost of £4m along the A4020
- A 'Mini Liveable Neighbourhoods' programme which aims to deliver walking and cycling improvements around schools in Ealing, at a cost of £650,000

Furthermore, the borough will continue to develop and implement the West Ealing Liveable Neighbourhood scheme, and will deliver improved interchange facilities around Crossrail stations via the Crossrail Complementary Measures programme.

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 align with those set in the borough data pack.

Final assessment: Adequate

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

An SEA has been provided along with an EQIA. All other statutory requirements have been met.

Final assessment: Adequate

Borough:	Hackney	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Roisin Naughton	Date: 26/02/19
Network Sponsorship Assessor:	Tracey Smith	Date: 26/02/19

Overall recommendation for Mayoral Approval:
<p>The borough's policy alignment and delivery plan overwhelmingly support the Mayor's aspirations as outlined in the MTS. The LIP3 meets and exceeds expectations for policy proposals to deliver MTS outcomes; for example, for mode share the borough has stated specific targets for trips such as walk to school trips and cycle to work. The borough is bringing forward accessibility enhancements at stations to upgrade 5-10 stations every 5 years via matching funding with CIL/ S106 contributions.</p> <p>Key deliverables include the City Fringe Low Emission Neighbourhood- an ambitious area-wide liveable neighbourhood programme focused on addressing local air quality problems but also complementary improvements to the public realm environment. Other notable schemes include car-free streets and timed road closures to help children to travel to schools safely and to play on local streets.</p> <p>The borough has clear objectives to achieve and priorities linked to the MTS. They have a high focus on schools streets, cycling, traffic reduction, transport links and air quality. They have considered major TfL schemes in the area and also provided details of more targeted schemes, for example London Fields and Queensbridge Road.</p> <p>Comments were provided after the consultation draft review recommending the delivery plan could be improved by providing further information on the annual programme of schemes. This has been addressed in full with particular attention given to Vision Zero and Safer Systems.</p> <p>Recommended that the Mayor approves Hackney's third LIP.</p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>There is clear acknowledgement that responding to traffic congestion through increasing road capacity, such as widening roads or building bigger junctions, is not a feasible or appropriate response in a borough such as Hackney.</p> <p>A total of 44 stretching objectives that are aligned to the MTS. Key proposals include no.21 develop a freight action plan, no.41- all new residential developments to be car free, no.19 reducing car parking, no.14 every household to have access to secure cycle parking. No. 5 exploring road user charging, no.4 to make Hackney's roads the safest and most attractive to cycle on in the UK.</p> <p>An extremely detailed LIP that is both consistent and adequate for delivering the MTS.</p>

The borough has added considerable detail following comments provided to their draft submission. Their Vision Zero supporting commentary for the three year programme outlines in detail the safer streets, vehicles, speeds and behaviours actions they propose.

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 implement. 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:

- The £8.7m Hackney Central Liveable Neighbourhoods programme, which is supported by £2.6m match funding from the LIP and developer contributions. This scheme aims to create a Liveable Neighbourhood in Central Hackney by improving the sense of place in this commercial heart of the borough, with the help of traffic reduction (removing through traffic from Amhurst Road) linked to improved walking and cycling routes throughout the area. The scheme will also treat in one coordinated intervention three of the currently most dangerous junctions on borough-controlled roads and improve accessibility at two railway stations.
- The City Fringe Low Emission Neighbourhood is an ambitious area-wide liveable neighbourhood programme focused on addressing local air quality problems but also complementing improvements to the public realm in the area outlined in the Shoreditch Plan. This will also encourage a shift to low emission vehicles for deliveries including cargo bikes and electric vans. The council already works with businesses through the development management process and has a number of small-scale initiatives to promote zero emissions deliveries.

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 £1.76m over the next three years, including physical measures to reduce road traffic casualties 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 expansion of Hackney's successful School Streets project where cars are banned from entering certain streets around schools during this period. Similarly, temporary road closures (Play Streets) will continue to be supported by Hackney to enable children to play in the street close to their home
- Triangle Road and Richmond Road area traffic management schemes which involve traffic calming to reduce through traffic. A School Street and associated bus gate has been implemented on a trial basis in the London Fields area in 2018. Work is continuing to develop the proposals wider, in this case to the east of the existing scheme, to keep vehicles away from the area completely. The London Fields scheme will contribute

toward improving air quality in the local area and will be complementary to both the existing scheme and the forthcoming proposals for Broadway Market, being developed as part of the Quietways also due to be delivered in the first year of the LIP3.

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

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

- Key initiatives discussed include improving air quality; 'filtering'; on-street cycle parking; car-free streets; timed road closures to help children to travel to schools safely and to play on local streets
- The City Fringe Low Emission Neighbourhood is an ambitious area-wide Liveable Neighbourhood programme focused on addressing local air quality problems but also complementing improvements to the public realm environment
- Liveable Neighbourhood in Central Hackney to help with the reduction of traffic (removing through traffic from Amhurst Road) linked to improved walking and cycling routes throughout the area.

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

In their draft submission, the borough had not set Outcome 2 targets in line with the trajectory issued by TfL in the borough data pack, the reason for this was justified as the out of date methodology and new COPA reporting system that had not been considered with the TfL provided trajectory. The borough was made aware of TfL's newly issued trajectories which took the methodology and new reporting systems into account and asked to set their targets in line with this. The borough has not adopted the amended Vision Zero back casted targets due to a perception that 'frontloading' to 2022 means this is unachievable. However, the borough adopts and want to work towards the 2030 targets provided.

The deviation from the 2022 target is considered to be justified as the borough have shown commitment and a complementary delivery plan to work towards Vision Zero. In addition, the borough provide extensive evidence that the majority of collisions occur on the TLRN and are working closely with TfL to address issues with 20mph enforcement.

Final assessment: Adequate

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

(yes / no, including reason if no)

Yes, all statutory requirements met. The Strategic Environmental Assessment is in three parts: a scoping report, an environmental report and a post adoption statement to be published on the Council's LIP website following the adoption of the LIP by March/ April 2019.

Final assessment: Met

Borough:	Haringey	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Morgan Dye	Date: 08/04/19
Network Sponsorship Assessor:	Sideeck Roojee	Date: 08/04/19

Overall recommendation for Mayoral Approval:

Whilst not all of TfL's suggested amendments to the consultation draft have been fully addressed, the borough has addressed the key comments TfL put forward on Vision Zero and also on aspects of the delivery plan. The other comments provided were largely suggestions and therefore did not impact on the quality of the LIP more generally.

The LIP demonstrates a commitment to Vision Zero in particular and makes a commitment to produce a road safety action plan later in 2019.

Some examples of the approach the borough is taking, or planning to take to deliver the MTS locally include:

- By design, education and enforcement, ensuring the present 20mph speed limit on most residential roads in the Borough is respected, and actively reviewing removal of remaining 30mph limits where there will be a safety benefit.
- Minimising rat-runs through residential streets, through the possible use of modal filtering, pedestrian/shared streets, introduction of one-way systems, controlled zone times, no left/right turns and vehicle size/weight restrictions
- Promoting a network of roads and paths that are safe and convenient for cycling and walking.
- Supporting walking and cycling by ensuring that, where possible, the needs of cyclists and pedestrians are considered before other road users.
- Promoting cycling through information, maps and cycle hire schemes.
- Improving safety of heavily trafficked streets where most traffic related health risk is concentrated.
- Improve wayfinding and signage across the borough
- Repurposing road space currently used for parking
- Delivering The STARS (Sustainable Travel: Active, Responsible, Safe) accreditation scheme run by TfL, allowing schools to plan and carry out activities to encourage a reduction in travelling by car to the school door. Schools can earn different levels of accreditation based on level of engagement and achievements. Haringey currently has 64 schools that are accredited.
- The Council offers free 'Bikeability' cycling instruction to school children and adults to help encourage more people to cycle through improving skills and confidence.
- School Streets to reduce parking and traffic around schools during drop-off the pick-up times. The Council has implemented its first 'school street' at Lordship Lane Primary

School. The longer-term aspiration is to roll these streets out across the borough, targeting the schools who suffer worse from air quality.

- Play Streets can help a community re-engage with its surroundings and improve social cohesion and community spirit, as well as increasing levels of physical activity in children and adults. Haringey allows residents to apply for play street closures, waiving the usual charge for setting up temporary road closures.
- Haringey offers personalised travel planning (PTP) sessions to help residents switch their travel habits to more sustainable modes, and a number of 'Smarter Travel' roadshows and events to raise awareness.
- Walk to School Week is an awareness week for schools in the Borough to encourage as many parents and carers as possible to walk their children to school, with the aim of encouraging a longer-term shift in travel habits.
- Promotional events including guided walks and learning activities, bike maintenance sessions, and fetes.

The level of ambition could have been greater in some areas, for example around reducing car ownership and traffic levels, particularly in the west of the borough where car ownership levels are higher, but the LIP does sufficiently demonstrate a willingness to deliver against the key MTS Outcomes and is broadly aligned with the MTS.

Recommended that the Mayor approves Haringey's third LIP

Assessment summary – policy consistency and adequacy of the borough objectives

The LIP sets out in some detail the local challenges and opportunities and has set out four core objectives:

1. A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions.
2. Active travel the default choice, with more people choosing to travel by walking or cycling.
3. An improved air quality and a reduction in carbon emissions from transport.
4. A well maintained road network that is less congested and safer.

These are supported by 12 delivery priorities that support these objectives:

1: To increase connectivity, capacity and accessibility on our road, cycling and public transport networks to support our regeneration and growth ambitions for businesses, housing and jobs.

2: To work with partners to maximise investment in road and public transport network.

3: To get more people to choose walking, cycling, and public transport as means of travel by:

- making Haringey one of the most cycling and pedestrian friendly boroughs in London
- managing parking demand and provision on the borough's road network,
- improving wayfinding and signage across Haringey
- Improving footpaths and pavements
- Reduce traffic levels and car ownership

4: To deliver our health ambitions by:

- enabling active travel
- increasing the use of electric vehicles and car sharing schemes

- reducing overall motor vehicle movements
 - taking account of the needs of mobility impaired users of all transport modes
- 5: To improve air quality by pursuing projects and programmes to reduce vehicle use, particularly diesel-powered vehicles
- 6: To support alternative means of transport to motor vehicles such as through behavioural change programmes
- 7: To reduce the need to travel by linking transport and land use planning
- 8: To support the use of electric/hybrid vehicles, bike hire schemes, car clubs, car sharing and electric motorcycles/scooters
- 9: To maintain and enhance our road network, making it best in class in London
- 10: To reduce road user casualties, especially among children, pedestrians, cyclists, motorcyclists/scooters and other vulnerable road users
- 11: To minimise the use of our back streets as 'rat runs'
- 12: To reduce the speed and enforce speed limits of road traffic in residential areas and shopping streets

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:

- The Avenue N17 area - The Avenue N17 is part of the Traffic Calming and Community Streets Programme. It is a road suffering from traffic speeding and a series of severe accidents, including to pedestrians, have occurred over the last three years. The measures are still being designed and might include humps and further enforcement of speeds. (£125k)
- Walking & Cycling - The junction outside Bounds Green Tube Station is hazardous for pedestrians and cyclists. The Council intends to carry out a pedestrian and cycling improvements study to identify measures to improve pedestrian facilities and the junction between Brownlow Road, Durnsford Road and Bounds Green Road. (£390k)

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:

Lordship Lane/Downhills Way walking and cycling improvements, including improved crossing facilities - 400k

Westbury Avenue walking and cycling improvements, including the introduction of traffic calming measures. - £80k

The three-year programme conforms to the requirements and supports the aspirations as outlined in the MTS. The borough intends to invest £7,576,356 over the next three years, including physical measures to reduce road traffic accidents that support the Mayor's Vision Zero objective.

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

The borough will promote modal shift away from the dominance of the motor car by promoting walking and cycle schemes including funding local pedestrian improvements (£120k) and new cycle routes improvement measures (£220k)

LB Haringey has secured £4.8m from TfL as part of the Liveable Neighbourhood programme and plans to improve the walking and cycling environment at Crouch End (total EFC £5.8m). £400k of the borough's LIP allocation will be used to part-fund the project costs until 2021/22.

Final assessment: Adequate

Assessment summary – adequacy of borough Outcome indicator targets

The borough has set targets in-line with the trajectories set out in the borough data pack. The Vision Zero targets are consistent with the trajectories set out in version two of the borough data pack.

Final assessment: Adequate

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

The borough has undertaken its statutory duties and has submitted an SEA. They have also produced an EQIA.

Final assessment: Met

Borough:	Havering	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Oliver Drasar	Date: 16/04/19
Network Sponsorship Assessor:	Tim Carter	Date: 16/04/19

Overall recommendation for Mayoral Approval:
<p>Following extensive engagement with the borough, LB Havering's draft LIP now meets the necessary standard for adequacy.</p> <p>A LIP of a very high technical quality with analysis and evidence across all the MTS outcomes. There is a clear commitment to improving north/south public transport connectivity through a potential light-rail/tram scheme, supplemented by a strong selection of behaviour-change measures and travel planning initiatives, along with business and user-group engagement.</p> <p>Following consultation responses from TfL, the borough has adopted a Vision Zero approach to road danger reduction, including three 20mph zones and three traffic calming schemes – reversing their previous pledge not to implement them. The LIP also includes a series of commitments to other road danger reduction schemes e.g. upgrades to crossings. Over the three-year programme the LIP allocates £2,088k to reducing collisions.</p> <p>A commitment to reduce travel by private car has been included and the refusal to implement bus lanes, cycle lanes or filtered permeability schemes have been removed following TfL comments. This means the LIP's commitment to the Healthy Streets approach is credible. It now contains plans for cycle routes (Upminster, Harold Wood and Rainham town centres), detailed plans for a north-south PT link in the borough, a commitment to addressing bus pinch-points (the Romford Liveable Neighbourhood scheme retains a bus lane proposal around the northern side of the ring road), a CPZ review and a pledge to investigate electric charging point options.</p> <p>The vast majority of borough targets match the trajectories outlined in the data-pack – all 2041 targets have been included. Where short-term targets are beneath trajectory a strong rationale has been provided. In every case the target chosen is a strong improvement against current trends or the MTS reference case.</p> <p>Overall, a LIP that, although not outstanding, is adequate to delivery the Mayor's Transport Strategy.</p> <p>Recommended that the Mayor approves Havering's third LIP</p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>A LIP of a very high quality technical quality with analysis and evidence across all the MTS outcomes. There is a clear commitment to improving north/south public transport connectivity, supplemented by a strong selection of behaviour-change measures and travel planning initiatives, along with business and user-group engagement.</p> <p>The LIP has the following objectives:</p>

1. To improve north-south transport connectivity in Havering through provision of alternative travel choices to the private vehicle.
2. To ensure sustainable access to Havering's employment areas including the Romford and Rainham and Beam Park Strategic Development Areas.
3. Enable healthier lifestyles through the provision of active and sustainable travel choices to residents and visitors in Havering and to make Havering a better place to walk and cycle around.
4. Work with partners to deliver fully accessible transport links to ensure that residents and visitors with disabilities have the freedom to choose how to travel in the borough.
5. Ensure that the needs of the less mobile are prioritised when delivering public realm improvements and 'Healthy Streets'.
6. To deliver 'Vision Zero' in Havering by 2041 through reducing casualties of all road users on borough roads, especially in the vicinity of schools and KSI 'hotspots'.
7. Improve Air Quality in Havering by delivering transport and regeneration programmes that contribute to reducing CO₂, PM₁₀ and NO_x emissions and that support Havering's adopted Air Quality Action Plan.
8. To reduce the fear of crime and antisocial behaviour and improve perception of personal safety and security to encourage residents to travel actively.
9. Through the 'Healthy Streets' agenda, enhance and maintain the quality of public realm in our major, minor and district centres to create high quality safe neighbourhoods that people want to live and travel within.
10. To strengthen strategic links with neighbouring local authorities in Essex and the wider South East on strategic transport issues to support sub regional growth including the A127 growth Corridor and remodelling Gallows Corner.
11. To bring and maintain all infrastructure assets to good state of repair within Havering.

Following consultation responses from TfL, the borough has adopted a Vision Zero approach to road danger reduction, including three 20mph zones – reversing their previous pledge not to implement them or traffic calming measures. The LIP also includes a series of commitments to road danger reduction schemes e.g. upgrades to crossings.

A pledge to reduce travel by private car has been included and the commitments to not implement bus lanes, cycle lanes or filtered permeability schemes have been removed. This reinforces the LIP's commitment to the Healthy Streets approach. It now contains plans for a cycle route, and detailed plans for a north-south PT link in the borough.

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:

- Casualty Reduction Package – to reduce KSI hotspots across the borough based on ongoing collision data analysis (£2,088k to be allocated over the three-year programme)
- School Travel Planning Implementation – to deliver measures identified through school travel plans to encourage pupils and parents to travel to school by sustainable means (£465k to be allocated over the three-year programme)

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 £1,918k per year over the next three years, including physical measures to reduce road traffic collisions that supports the Mayor's Vision Zero objective. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Delivery of three 20mph zones in the borough at Dury Falls Estate , in the vicinity of Mead School and Percy Road (£150k)
- Traffic calming measures through Havering-atte-Bower, Belgrave Avenue and Upper Brentwood Road following feasibility studies in 2018/19 (three schemes with a total cost of £107k)

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include the continuation of Road Safety Education Initiatives borough-wide including the Safe Drive, Stay Alive campaign (£90k in 2019/20) and Travel Planning and Business Engagement (£95k in 2019/20).

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

- Feasibility study to assess and identify potential route options within and to the town centres of Upminster, Harold Wood and Rainham (£60k in 2019/20)
- Bikeability training within schools (£60k in 2019/20)

The borough will continue with the development of the Romford Ring Road Liveable Neighbourhood scheme during 2019/20 with concept design and consultation undertaken by the end of the calendar year. The scheme looks to breakdown the barrier that the ring road presents to pedestrians and cyclists accessing Romford from the western side of the town centre. This will also support the Romford Housing Zone development which will see 3,300 new homes built over the next decade.

The borough will also be looking to commence construction of the Beam Parkway LIP Major Scheme in 2019. Linked to the Rainham & Beam Parkway Housing Zone, the scheme looks to

improve local connections across the A1306 New Road to link existing and new communities. It will also support walking and cycling links to the new Beam Park rail station.

Finally, the borough will be completing its third and final Crossrail Complementary Measures (CCM) scheme at Harold Wood during 2019/20. This will deliver a new public realm area outside Harold Wood station providing better accessibility for passengers. The borough has already completed CCM schemes at Romford and Gidea Park.

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

The vast majority of borough targets match the trajectories outlined in the data-pack – all 2041 targets have been set.

2021 targets for car ownership and vehicle km are in line with current levels i.e. below trajectory. This is challenging given projected trends without the MTS and the quantum of development planned in the borough. There is a commitment to reducing car use in the LIP as well as credible plans for developing alternatives e.g. cycle routes and a north/south public transport scheme. The 2041 car ownership and vehicle kms target are in-line with trajectories so deviation in the short-term is justifiable.

The Vision Zero target for 2041 is zero, but targets in the LIP for 2022 and 2030 are 44 and 24 against trajectories of 34 and 19. 22 per cent of collisions in the borough occur on TfL and Highways England roads and the borough has made a clear commitment to Vision Zero. Over the three-year programme the LIP allocates £2,088k to reducing collisions and the 2022 trajectory represents a 40 per cent reduction against the 2017 baseline. TfL believes that in this context LB Havering's targets are acceptable.

The borough target for residents doing 2x10 minutes of active travel a day in 2021 is 21 per cent against a trajectory of 29 per cent. 21 per cent is considered sufficiently ambitious given the current negative trend. A strong rationale is provided for this difference and the borough's prevention of obesity strategy and commitment to cycling (e.g. Harold Wood), walking (e.g. Romford Town Centre) and the N/S public transport corridor should yield strong changes in the longer term. The borough has committed to meeting the 2041 target of 70 per cent.

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: LB Hillingdon

TfL Recommendation: Adequate

Transport Strategy Assessor: Joseph Phelan **Date:** 25/04/2019

Network Sponsorship Assessor: Ashok Banerjee **Date:** 23/04/2019

Overall recommendation for Mayoral Approval:
<p>Following extensive engagement with the borough, LB Hillingdon's draft LIP now meets the necessary standard for adequacy. Proposals have been set under each of the nine overarching Hillingdon Objectives which demonstrate an intention to facilitate mode shift from car use to sustainable travel. A clearer indication and greater detail has now been provided on the schemes the borough will implement over the course of the Three-Year Indicative Programme of Investment.</p> <p>Although assessed to be adequate overall, there are some areas in which the document would benefit from further strengthening. A stronger and more explicit commitment to reducing car dependency in Hillingdon could be made. In addition, the proposals outlined under each MTS Outcome could be developed further, in particular demand management proposals under Outcome 3 to reduce car ownership and use. Nevertheless, the draft LIP demonstrates the borough's intention to develop strategic and local cycle routes in Hillingdon, informed by TfL's Strategic Cycling Analysis. Hillingdon Objective 2 indicates the borough's commitment to the Mayor's Vision Zero aim, and their approach in relation to each of the 'Safe Systems' elements has been outlined. A number of good proposals have been set in relation to improving air quality.</p> <p>In terms of the Three-Year Indicative Programme of Investment, the overall level of detail provided is good and local targets have usefully been set for nearly all of the identified schemes. For certain schemes a more detailed indication of the measures to be implemented would be beneficial. A number of schemes demonstrate a particularly good alignment with achieving MTS Outcomes. For example, the borough intends to deliver an improved "Healthy Neighbourhood" each year of the Programme. These schemes are anticipated to include measures such as 20mph zones, upgrades to the footway and parking restrictions. The borough also intends to deliver a number of cycle routes over the Programme, including a shared use route to enhance connectivity between the Grand Union Canal towpath and Cranford Park. A number of schemes to improve air quality in the borough have also been outlined.</p> <p>Overall, whilst there are certain areas where the LIP could be further strengthened, the document is significantly improved from draft stage and now meets the necessary standard for adequacy.</p>
Recommended that the Mayor approves Hillingdon's third LIP.
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Following extensive engagement post-consultation, clear proposals have now been outlined under each of the MTS Outcomes. These proposals meet the necessary standard for adequacy and demonstrate how each MTS Outcome will be implemented in Hillingdon. However, they could be developed further to evidence this more strongly. The proposals sit underneath nine high-level Hillingdon Objectives which have been set against each of the MTS Outcomes. These Objectives demonstrate an adequate alignment to the MTS. They indicate the borough's intention to encourage sustainable modes in favour of car use, as well as their commitment to</p>

the Mayor's Vision Zero aim. The Objectives could still be strengthened further with a more detailed indication of the borough's overarching policy approach to 2041.

Seven proposals have been set under Outcome 1. This includes making improvements in relation to the Healthy Streets indicators, creating Healthy Routes to schools, developing north-south and radial cycle links, and shifting priority to active modes in street design. The proposals which have been set are good, although the Objectives section overall could be further developed through the provision of greater detail. Text has been added outlining the borough's aspirations for the development of the cycle network in Hillingdon, including reference to the Strategic Cycling Analysis (SCA), which is beneficial. Following further improvement, this section now provides greater clarity on proposals for the development of strategic and local cycle routes in Hillingdon. Figure 16 provides an outline of proposed strategic cycle routes in the borough for development over time (presumably to 2041 although there is no date on the map). This appears to broadly correspond to the included SCA map. In addition to development of the Grand Union Canal Quietway, it is indicated that the borough will use the SCA to prioritise cycle route development over time, including allocating LIP funding to feasibility studies along the SCA corridors "where possible". There is also reference to the borough's intention to develop local cycle routes, although more specific detail that links to the Three-Year Indicative Programme of Investment could be provided in this section. In relation to Outcome 2, measures have been outlined against each of the 'Safe Systems' elements, including a clearer indication the borough will implement 20mph zones in terms of 'safe speeds'. The proposals outlined are good, although the Objectives section overall could be developed further with more specific detail. The proposals which have been set under Outcome 3 meet the necessary standard for adequacy. A good proposal has been set in relation to supporting car club expansion in the borough and is clearly linked to a reduction in private parking availability. A useful proposal has also been set to work with TfL to develop a "traffic reduction strategy" for the borough. However, the Objectives section overall could be strengthened considerably, in particular in terms of demand management measures to reduce traffic and car ownership levels.

Five proposals have been set under Outcome 4 to improve air quality in the borough. This includes providing air quality screens to reduce the exposure of children to air pollution, developing the borough's electric vehicle (EV) charging point network and implementing measures such as school streets and street trees in identified air quality focus areas. These proposals are good, although the Objectives section overall could still be strengthened further. For example, NOx pollution associated with Heathrow Airport is highlighted as a key challenge yet no proposals are clearly outlined in relation to this. The proposals set under Outcomes 5, 6 and 7 meet the necessary standard for adequacy, although could be strengthened considerably. In relation to Outcomes 8 and 9, it is now indicated in the draft LIP that the borough will support car-free and car-lite development in "well connected" locations. It is also stated that the borough "will move towards parking standards for new development in line with the draft London Plan once it is formally adopted where applicable". Both statements are welcomed additions.

The majority of the proposals outlined under the nine Hillingdon Objectives are copied below:

- "Hillingdon will implement improvements assessed against the 10 Healthy Street indicators"
- "Hillingdon will increase the length of tow paths available to residents and visitors, including completing the Grand Union Canal Quietway between where it enters the borough in the south to where it leaves in the north."
- "Work with stakeholders to implement a network of north-south and radial cycle routes, with the MTS aim to have 4% of the population within 400m of a strategic cycle route."

- “Hillingdon will continue to work with schools to create child-friendly streets for commuting and play, adopting the Healthy Streets indicators to create ‘Healthy Routes’ to school.”
- “Hillingdon will invest in local shopping centre upgrades to improve public realm environments and become places that are easily accessible through walking and cycling.”
- “Hillingdon will review street design to shift priority towards active modes, and provide infrastructure, i.e. improved pedestrian crossings and protected cycle lanes to facilitate behaviour change.”
- “Hillingdon aims to engage all schools within the borough to determine requirements for protected cycle routes, crossings, modal filters and traffic-free routes to enable children to walk and cycle to school and for other activities”
- “In response to the receipt of Road Safety Suggestion Forms, petitions, requests from the police, the review of road casualty data, issues raised in School Travel Plans and the like Hillingdon will assess and explore roads suitable for traffic calming measures, including 20 mph zones. Using LIP3 funding these schemes will be implemented, monitored and reviewed.”
- “Hillingdon will liaise with stakeholders, including Metropolitan Police to gather information on accident history to help develop mitigation measures and priority areas for intervention.”
- “Safe Speeds – Hillingdon will work with its stakeholders, through the road safety programme suggestion form [attached as appendix D to this LIP3] to identify where speed, or the perception of speed, is an issue for residents and businesses and work with them towards a solution which could include speed reduction measures, both physical and psychological. Key to the Councils strategy for attaining the target of Vision Zero is the implementation of 20 mph Zones. These can be delivered as Local Road Safety Schemes, School Travel Plan Road Safety schemes or as part of Healthy Neighbourhoods.”
- “Safe behaviours – Hillingdon will continue and evolve its programme of education and enforcement across the borough re-framed around the vision zero approach. Our programmes with schools around the borough will continue to train the walkers and cyclists of tomorrow and instil in them the confidence to build active travel into their daily routine. Our enforcement powers are limited, however through tailored and consulted upon parking management schemes we can remove parking from unsafe parts of the highway and increase visibility both for and of pedestrians and cyclists.”
- “Through effective planning and management, the borough will aim to ensure that effects of the increase in construction traffic do not impact negatively on the attractiveness of walking and cycling. This will be achieved by requiring that Construction and Logistic Plans are submitted as part of planning applications for all developments where construction traffic is likely to present a risk to the road safety of road users.”
- “Hillingdon’s priority is to tackle congestion, parking and reduce rat running within the borough. All new schemes will be considered against this and the nine MTS outcomes. The Council recognises that the most effective way of achieving this is to encourage and enable a mode shift away from the driver only private car to travelling by public transport, walking and cycling for example. This will be achieved by undertaking measures such as active travel promotion, cycle training and improvements to the sustainable travel transport network to increase safety and usability.”
- “Hillingdon will work with Car Club operators to expand their presence and encourage uptake and use to reduce car ownership in the borough. This will be complemented with the reduction in availability of private parking.”
- “Hillingdon will develop a traffic reduction strategy with the assistance of TfL, including measures for local and freight traffic to tackle congestion and improve air quality on London roads.”
- “Parking Management Schemes will be developed to help improve road safety by reducing vehicle conflicts.”

- “The health of young children is particularly vulnerable to poor air quality caused by road traffic. To help reduce children's exposure to harmful vehicular emissions, air quality screens will be provided at receptors where children are particularly at risk of inhaling harmful emissions.”
- “The Council will use the Go Ultra Low City Scheme Procurement Framework to appoint a company to manage, maintain and develop the network of elective vehicle charging points in Hillingdon”
- “Hillingdon aims to create healthy neighbourhoods by undertaking studies to understand problems, issues and opportunities within estates and residential areas in Hillingdon, to exhibit the ten Healthy Streets indicators.”
- “Support the continued development of Quietway along Grand Union Canal and improving links to public space where possible. Implementation of measures in identified air quality focus areas to improve air quality such as introduction of street trees; school streets; cycle improvements or pocket parks.”
- “Hillingdon wishes to improve transport interchanges, in terms of bus service, public realm, walking and cycling access. It is an opportunity Hillingdon see to work with TfL and other stakeholders to deliver bus priority measures and extend north/south bus connections. Hillingdon will work in improving access to transport interchanges, providing adequate way-finding to transport interchanges and infrastructure improvements, i.e. benches to rest along walking routes.”
- “Hillingdon Council intends, through TfL funding and developer contributions, to make all stations where it is possible step-free, beginning with Ruislip and Ickenham.”
- “Provide more accessible bus stops and shelters at all locations where it is possible.”
- “Hillingdon support the improvement of bus priority within the borough, to allow faster journey times by bus and maintain an attractive, reliable bus service for customers. Hillingdon will work with TfL to progress and implement the WestTrans’ BRT Corridor study that will serve the Heathrow Opportunity area. Junction improvements to address bus delays and removal of parking to create bus priority measures will be explored by Hillingdon.”
- “Through Hillingdon’s development management process, new developments will be required to make provisions for walking, cycling and public transport. These to include cycle facilities, footpaths, environments accessible to all, including providing for disabled travellers’ requirements and road layouts that support bus priority.”
- “Hillingdon, in conjunction with TfL, will explore opportunities for improved bus frequencies and new routes particularly in a north-south direction, to supplement the gap that exists in transport provision in the north of the borough. Hillingdon will support more transit orientated development, such as the Hayes housing area, more specifically the Nestles site. Hillingdon will continue to identify strategic transport investments required, such as access to the Elizabeth line to improve the borough’s connectivity with wider London.”

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:

- Oak Farm Estate Healthy Neighbourhood scheme
- North Hyde Road Shopping Parade

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 £2.373m per year over the next three years, including physical measures to reduce road traffic casualties that supports the Mayor's Vision Zero objective. Three of the schemes the borough intends to deliver in the first year of LIP3 include:

- £75k for Bishop Winnington Ingram Primary School scheme
- £75k for Firthwood Primary School scheme
- £75k for Whitehall Infants and Junior School scheme

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include road safety training and education at schools

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

- Quietway along Grand Union Canal
- "Grand Union Canal to Cranford Park link" - implementing a shared use route to enhance connectivity between the Grand Union Canal towpath and Cranford Park

The borough is also engaged in delivering Crossrail Complementary Measures at Hayes and Harlington and West Drayton stations.

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?

Yes - the borough has conducted an SEA and EQIA. A statutory and public consultation has been undertaken.

Overall recommendation: Met

Borough:	Islington	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Morgan Dye	Date: 17/04/19
Network Sponsorship Assessor:	James Marshall	Date: 17/04/19

Overall recommendation for Mayoral Approval:
<p>Islington's third LIP forms part of its wider transport strategy. The strategy is comprehensive and the approach is well aligned to the aims and aspirations of the MTS. The borough has set targets that fully align with the trajectories set out in the borough data pack.</p> <p>In addition to addressing the key MTS outcomes across 11 core themes (see next section) the borough has also included three locally specific themes to address local priorities.</p> <p>The three-year programme and annual programme contain proposals which are consistent and adequate for implementing the MTS.</p> <p>Overall the LIP submission has demonstrated a good alignment to the MTS.</p> <p><u>Recommended that the Mayor approves Islington's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>Islington's LIP sits within its wider transport strategy which has been fully updated to align with the MTS. From a policy perspective the submission demonstrates a strong alignment with all aspects of the MTS, there is a demonstrable commitment to achieving the key outcomes of the MTS at a local level.</p> <p>The submission outlines in detail the local context, challenges and opportunities facing the borough. Section 4 of the LIP/strategy sets out Islington's transport vision and aims which commits to achieving an 87% mode share for sustainable modes by 2041. It also sets out what the borough will look like in 2041 if everything is achieved.</p> <p>The strategy is divided into the following series of sections that address key elements of the MTS:</p> <ul style="list-style-type: none"> • Healthy • Safe and secure • Efficient • Clean and green • Meeting demand • Accessible • High quality • Sustainable development • Vibrant • Fair • Smart

Within each section is an objective, which is supported by a series of policies. In each case the borough sets out what they will do to achieve/deliver the objective and policies. Each objective and each policy demonstrate a good alignment with the aims and outcomes 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. Two examples include:

- Making a significant investment in Clerkenwell Green to reduce overall levels of motorised traffic passing through the area, a reduction in space dedicated to parking as well as the introduction of sustainable urban drainage features.
- Investing in the redesign of Chapel Market in Angel to introduce Healthy Streets principles along its length and to ensure the market environs continues to remain relevant for both its users and stallholders.

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 £1,657,000 per annum 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:

- Legible London wayfinding – Islington intend to deliver two batches of new Legible London signs in the 19/20 FY to replace the life-expired existing signage in the borough. This capitalises on the initial design work undertaken in 18/19 FY to accelerate the delivery of this programme to realise the benefits it brings to pedestrians more quickly. It is anticipated that Islington will spend £100,000 on this scheme in 19/20 FY.
- Road danger reduction schemes across the borough – Islington have committed £350,000 per annum for the next three years to deliver road danger reduction schemes across the borough, mainly focused on its own principal road network, where evidence indicates that investment in these locations will address specific road danger reduction issues and patterns.

In addition, the borough intends to invest in complementary measures to promote behavioural change and casualty reduction. These include further roll outs of their 'School Streets' initiative to increase the level of walking and cycling to primary schools across the borough as well as continued investment in road safety education initiatives.

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

- Investing in further secure cycle parking, including bike hangers, across the borough (£60,000 investment across the next three years);
- Developing a walking and cycling improvement programme, with measurable outputs for improving defined routes for both modes, as well as targeted interventions at specific locations to reduce the level of severance for both modes (£375,000 investment across the next three years);
- Continuing to work with TfL to deliver its ambitious Cycleways programme, including the Old Street-Clerkenwell boulevard proposal.

Although unsuccessful in their previous bids for Liveable Neighbourhood funding, the borough have committed to continue to develop and submit bids to the programme for other areas of the borough.

Islington has also committed to the principles of Vision Zero and will work to implement these across the borough to reduce the overall number of road collisions and casualties, in line with the Mayor's pan-London objective.

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 short-term and long-term targets for the Outcomes that are in-line with the trajectories contained in the borough data pack, version 3.

Final assessment: Adequate

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

The borough has undertaken a public consultation and a consultation with statutory consultees.

The borough has produced a Strategic Environmental Assessment (SEA) and an Equalities Impact Assessment (EQIA). Both have been submitted to TfL.

Final assessment: Met

Borough:	Lambeth	
TfL Recommendation:	Adequate	
Transport Strategy Assessor:	Oliver Drasar	Date: 20/2/19
Network Sponsorship Assessor:	Kieran Hutley	Date: 24/2/19

Overall recommendation for Mayoral Approval:
<p>Overall Lambeth's LIP is well aligned with the Mayor's Transport Strategy. It is a strong document with particularly wide-ranging objectives for traffic reduction and changing the transport mix. The commitment to using planning powers to go beyond the London Plan and reinforce sustainable modes in new developments is very much welcomed and a model of best practice. The LIP has benefited greatly from being developed alongside the Local Plan and Transport Strategy.</p> <p>The borough has included a full commitment to Vision Zero and has appropriate objectives to meet the Mayoral aspiration – including a target of zero KSIs in 2041. The borough targets have also been updated to be largely in line with the trajectories and any slight differences that exist have been explained.</p> <p><u>Recommended that the Mayor approves Lambeth's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>A very strong LIP with particularly wide-ranging objectives for traffic reduction and changing the transport mix. The LIP has benefited greatly from being developed alongside the Local Plan and Transport Strategy.</p> <p>The “Healthy Routes” objectives with regard to walking and cycling routes in the borough are comprehensive with an exemplary evidence base, looking at potential trips and the desire for movement in the borough.</p> <p>Lambeth have a very strong commitment to Vision Zero with a powerful evidence base surrounding 20mph zones. There is a clear commitment to introduce changes to the physical layout of streets to reinforce existing traffic orders.</p> <p>The commitment to using planning powers to go beyond the London Plan and reinforce sustainable modes in new developments is welcomed and a model of best practice.</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>

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 Healthy Routes programme is a flagship scheme to improve conditions for walking and cycling borough wide. The borough are committed to delivering 10 miles of cycle route by 2022 as well as delivering new crossing points which will allow safe travel for inexperienced cyclists.
- The Clean Air Borough project includes the installation of green screens at approximately 30 schools where pollutants are in excess of legal limits and installation of over 200 EV charge points by 2022.

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 £2.276m 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:

- The Collision Reduction project which will change the physical layout of streets using features such as traffic calming to reduce collision risk and speed. Coldharbour Lane, Acre Lane and Wandsworth Road corridors will be prioritised in FY2019/20.
- The Safe Speeds scheme, using targeted interventions on roads where average speeds are in excess of 24mph, where collisions have been reported and at locations where vulnerable road users are exposed to risks, e.g. adjacent to schools

In addition the borough intends to invest in complementary measures to promote behavioural change and accident reduction. These include the Safer Behaviours scheme, a programme working with schools to facilitate safe, active and independent travel, with scooter, balance bike and pedestrian training. Other initiatives include School Streets, with timed closures around schools, clean air route maps for schools and provision of cycle storage at schools.

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

- The borough Cycle Training scheme has managed to sign up nearly all of the schools in the borough to Bikeability training for year 5 students at a cost of £150,000 per annum.
- The Low Traffic Neighbourhoods scheme aims to make neighbourhoods better for walking and cycling by implementing traffic management measures in response to issues such as 'rat-running' on residential roads, this scheme requires £155,000 in FY2019/20.
- The Walk Lambeth scheme focuses on areas of high footfall and investigates removing street clutter such as phone boxes, this scheme has an indicative budget of £100,000 in FY 2019/20.

In addition to the LIP, the borough have also submitted a Liveable Neighbourhood bid which has a focus on the Atlantic Road corridor, with a proposed ban on general traffic, two-way working for buses and cycles as well as extended footways and safer crossing points. This bid also proposes changes within three neighbourhoods, Railton, Ferndale and Loughborough, these changes include; segregated cycle routes, improved crossings and modal filters.

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

The 2022 Vision Zero target is not in line with the trajectory provided – the 2030 and 2041 targets are in line. Lambeth have carried out extensive analysis to understand the road danger issues in the borough many of which are on the Transport for London road network. We will work with Lambeth to ensure they have a bespoke Vision Zero programme, which is a step change from previous road safety plans and show strong leadership with regard to Vision Zero principles. TfL will work closely with Lambeth to support them to achieve their 2022 target.

The 2021 active travel target is 2% beneath the suggested trajectory – the 2041 target is in line. Lambeth's target still represents a substantial increase in active travel versus the baseline. The LIP contains a very strong range of active travel deliverables and objectives, so it is believed this difference is acceptable. TfL will work closely with Lambeth to support them to achieve the 2021 target.

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:	Waltham Forest	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Colin Brady	Date: 25/02/19
Network Sponsorship Assessor:	Gareth Davies	Date: 22/02/19

Overall recommendation for Mayoral Approval:
<p>It is recommended that the Mayor approves LB Waltham Forest's third LIP.</p> <p>The objectives and proposals in the LIP are broadly aligned with MTS and the Healthy Streets approach.</p> <p>The three-year programme conforms to the requirements and supports aspirations as outlined in the MTS.</p> <p>The borough intends to promote a range of projects that support the MTS, including physical measures to reduce road traffic casualties that support the Mayor's Vision Zero objective. In addition, the borough intends to invest in complementary measures to promote behavioural change and road danger reduction.</p> <p>The borough will support the MTS mode shift aim by promoting walking and cycle schemes.</p> <p><u>Recommended that the Mayor approves Waltham Forest's third LIP</u></p>
Assessment summary – policy consistency and adequacy of the borough objectives
<p>The LIP has five overall objectives:</p> <ol style="list-style-type: none"> 4. Shift to culture of sustainable travel 5. Liveable neighbourhoods for everyone 6. Place-making and access for all at stations 7. Planning a smarter, greener bus network 8. Delivering a public transport network to meet future demand <p>There are also outcome specific objectives:</p> <ul style="list-style-type: none"> - Outcome 1: London's streets will be healthy and more Londoners will travel actively (6 objectives) - Outcome 2: London's streets will be safe and secure (6 objectives) - Outcome 3: London's streets will be used more efficiently and have less traffic on them (5 objectives) - Outcome 4: London's streets will be clean and green (6 objectives) - Outcome 5: The public transport network will meet the needs of a growing London (4 objectives) - Outcome 6: Public transport will be safe, affordable and accessible to all (4 objectives) - Outcome 7: Journeys by public transport will be pleasant, fast and reliable (5 objectives) - Outcome 8: Active, efficient and sustainable travel will be the best option in new developments (5 objectives) - Outcome 9: Transport investment will unlock the delivery of new homes and jobs (4 objectives)

These objectives and proposals are broadly aligned with MTS and the Healthy Streets approach.

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:

- The Coppermill Village Liveable Neighbourhood scheme aims to build on the success of the Mini Holland Programme and the low traffic neighbourhoods and high quality cycle routes that have been delivered throughout the Walthamstow area. The scheme aims to deliver substantive travel mode change through a range of highway infrastructure and behaviour change initiatives. Cost £1.5m funded through the Liveable Neighbourhood programme
- Blackhorse Junction Major Scheme plans to improve the public realm for all users by creating a more attractive and pleasant environment for residents, businesses and visitors. Improvements to the road space will create better conditions for pedestrians, cyclists and public transport users. The scheme will build on the improvements to the area being implemented with the council's capital funding. These will be making major improvements to accessibility in the area and improving the appearance of the retail premises along Blackhorse Lane. It will also look to build on the public and private investment in the area and integrate with the various new developments proposed. Legible London signposting will be introduced at the key locations enabling better awareness of the major attractors in the area. Cost £1.4m funded through the LIP Major Scheme programme.

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 £2.6m per year over the next three years, including physical measures to reduce road traffic accidents that support the Mayor's Vision Zero objective. Two of the schemes the borough intends to deliver in the first year of LIP3 include:

- Lea Bridge Road - A Street for Everyone. One of the key aims of Waltham Forest's successful Mini Holland bid was to ensure connectivity between low traffic residential areas and key town centres, removing barriers to walking and cycling on key routes. This scheme will help develop and implement those connectivity links and will complement works already delivered as part of the Lea Bridge Road project. Works include a new junction layout at the Bakers Arms junction to provide high quality walking and cycling infrastructure. Cost £200k.
- Sewardstone Road - Mansfield Hill corridor safety scheme. The scheme aims to address key collision locations and conflict points and improve conditions for pedestrians, cyclists and bus passengers on a busy corridor in Chingford. Feasibility work completed in 2018/19 and the

proposed scheme includes new pedestrian crossings, traffic speed reduction measures, side road junction treatments and bus stop improvements. Cost £200k.

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

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

- Winns/Lloyd Park area based improvements which is a continuation of feasibility work undertaken in 2018/19 to develop proposals for an area based highway improvement scheme. The scheme aims to improve safety for pedestrians, cyclists and bus passengers by tackling high traffic volumes and speeds in the area and addressing key collision locations. Cost 100k.

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

Most borough targets align with the borough data pack trajectory.

The targets relating to Outcome 2: London's streets will be safe and secure are more ambitious than the trajectory, but this can be justified by the relevant objectives and schemes in the LIP.

The 2041 target or Outcome 4: London's streets will be clean and green is marginally more ambitious than the trajectory.

The remaining 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?

Statutory consultation completed, including Strategic Environmental Assessment and Equalities Impact Assessment.

Final assessment: Met

Borough:	City of Westminster	
TfL Recommendation:	<i>Adequate</i>	
Transport Strategy Assessor:	Richard McGreevy	Date: 25/04/2019
Network Sponsorship Assessor:	Sian Houston	Date: 30/04/2019

Overall recommendation for Mayoral Approval:

Following extensive follow-up engagement with the borough, the City of Westminster's draft LIP now meets the necessary standard for adequacy. However, given the challenges the borough faces in terms of poor air quality, traffic reduction and casualties, and the opportunities the authority has to mitigate them, the LIP still lacks ambition, particular when compared to the LIP objectives and programmes of neighbouring central London authorities. In addition, the LIP does not clearly articulate the links between the borough's challenges, opportunities, objectives and programmes / proposals.

The borough has amended their draft LIP to incorporate the amendments required by TfL. The contents of the LIP have been broadened beyond just the previously narrow focus of the three-year programme. Clearer, more specific objectives and deliverables have been set. The borough has adopted Vision Zero and supports traffic reduction. In addition, greater detail has now been provided in the LIP regarding the schemes the borough will implement over the course of the annual and three-year programmes. Greater detail has been provided on the longer term major schemes.

Seven broad LIP objectives support the delivery of the MTS Outcomes.

In terms of the Three-Year Indicative Programme of Investment, the overall level of detail provided is now sufficient and local targets have beneficially been set for all of the MTS Outcomes. Fifteen programmes are outlined. A number of schemes within these programmes demonstrate a good alignment with achieving MTS Outcomes. For example, the borough intends to deliver 20mph limits across its area.

Recommended that the Mayor approves the City of Westminster's third LIP.

Assessment summary – policy consistency and adequacy of the borough objectives

The following seven broad LIP objectives support the delivery of the MTS Outcomes.

- 'LIP Objective 1 - Sustainable development for growth: *To support economic development and growth in a Sustainable Transport and Active Travel manner. To ensure the transport network supports a growing city whilst minimising the impact that motorised traffic has on such growth by directly designing in more pedestrian and cycle measures in particular. This particularly aligns with the MTS headline outcome: New Homes and jobs headline outcome - Active, efficient and sustainable travel will be the best option in new developments.*'
- 'LIP Objective 2 - Safer roads for us all: *To transform road safety for all road users and ensure that all future road safety schemes and projects deliver upon our future 2019 Road Danger Reduction Strategy and Vision Zero ambition. This particularly aligns with*

the MTS headline outcome: *Healthy Streets and Healthy People - London's Streets will be safe and secure.*'

- 'LIP Objective 3 - Better air quality for future generations: *To move forward in our plans to reduce the impact of motorised vehicles across our city.* This particularly aligns with the MTS headline outcome: *Healthy Streets and Healthy People - London's streets will be clean and green.*'
- 'LIP Objective 4 - To prioritise the network for pedestrians: *Some 1.1m visitors step into Westminster each weekday so we need to ensure that all Highways and Public Realm projects prioritise the needs of the pedestrian.* This particularly aligns with the MTS headline outcome: *Healthy Streets and Healthy People - London's streets will be healthy and more Londoners will travel actively.*'
- 'LIP Objective 5 - To promote better health and inclusivity: *It is vital that all of us who live, work and visit the city are supported by more healthier streets in terms of the air we breathe and there being more viable pedestrian and cycling amenity.* This particularly aligns with the MTS headline outcome: *Healthy Streets and Healthy People - London's streets will be healthy and more Londoners will travel actively.*'
- 'LIP Objective 6 - To deliver a sustainable future network: *As central London grows the transport network will need to be developed in a more sustainable manner that meets the demands of the majority in terms of encouraging more use of active travel options, like walking and cycling, use of the bus, underground and national rail network and to ensure that deliveries and servicing to our homes and businesses are undertaken more 'smarter'.* This particularly aligns with the MTS headline outcomes: *New Homes and Jobs - Active, efficient and sustainable travel will be the best option in new developments* and: *A Good public transport experience - The public transport network will meet the needs of a growing London.*'
- 'LIP Objective 7 - To pay for your impact principle: *As central London grows it is imperative that the City Council works with developers, land owners and other stakeholders to grow the city in a more sustainable manner where Active modes and co-ordinated delivery and servicing of buildings is delivered on the street through a greater use of developer funded Community Infrastructure Levy (CIL) contributions.* This particularly aligns with the MTS headline outcome: *New Homes and jobs - Active, efficient and sustainable travel will be the best option in new developments.*'

In addition, objective targets are set for the following MTS Outcomes:

- MTS Outcome 1 - WCC LIP3 Objective target: To convert all Green Man pedestrian crossings across Westminster to the Pedestrian Countdown standard by 2025/26.
- MTS Outcome 2 - WCC LIP3 Objective target: To ensure that the current 2019/20 expenditure amount on Child and Adult cycle training tracks future growth in the number of resident children and resident adults who live in Westminster. And that any increased funding amount is identified every three years.
- MTS Outcome 3 - WCC LIP3 Objective target: The Dr Bike and Cyclestation projects will be doubled in size by 2021/22.
- MTS Outcome 4 - WCC LIP3 Objective target: To double the number of EV charging points across Westminster by 2021/22.

- MTS Outcomes 5,6 and 7 - WCC LIP3 Objective target: To implement the following three Bus Service Accessibility and Flow schemes by 2021/22:
 - Chepstow Road junction with Westbourne Grove;
 - Rudolph Road junction with Kilburn Park Road;
 - Maida Vale bus lane extensions, island positioning, surface and drainage condition works and a review of traffic signal timing.
- MTS Outcomes 8 and 9 - WCC LIP3 Objective target: To complete the Harrow Road Place Shaping study and master plan by 2021/22.

Delivery against the LIP objectives is divided in to the following 15 Corridor and Neighbourhood (C&N) borough programmes:

C&N 1 - Legible London pedestrian signs
 C&N 2 - Place Shaping studies
 C&N 3 - Electric Vehicle (EV) strategy schemes
 C&N 4 - Road Danger Reduction strategy schemes
 C&N 5 - Vulnerable Local Safety Schemes
 C&N 6 - Bus Service Accessibility and Flow
 C&N 7 - School Travel Plans
 C&N 8 - Transport Education
 C&N 9 - Air Quality strategy schemes
 C&N 10 - Cycling Strategy schemes
 C&N 11 - Walking Strategy schemes
 C&N 12 - Traffic Signals schemes
 C&N 13 - Health and Wellbeing strategy schemes
 C&N 14 - School Road Safety and Air Quality schemes
 C&N 15 - Freight re-timing schemes

These are complemented by the Cycle Network Programme and the Bus Priority Programme for 2019/20 to 2021/22. Westminster's Liveable Neighbourhoods Programme bid was unsuccessful.

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:

- Programme of road danger reduction schemes at the following locations:
 - Coventry Street / Haymarket junction
 - Thayer Street / George Street junction
 - Carlton Vale / Randolph Avenue junction
 - Lupus Street – various junctions junction

- Knightsbridge / Trevor Street/Place junctions
- Firth Street / Old Compton Street junction
- Greek Street / Old Compton Street junction.
- Programme of walking strategy initiatives:
 - The continuation of the Neat Streets Two project
 - The introduction of a dedicated Dropped Kerb project as a means to improve access for all pedestrians at various informal crossing points across the borough
 - The 'Five Underground Stations footway access project'. This is another new project for LIP3 where station access provision for those seeking unrestricted passage to their local stations is improved starting with Warwick Avenue and St James's Park stations; and
 - 'The Young and the Old' pedestrian improvement project. This seeks to work with older persons, mobility interest and parents groups, TfL, Health colleagues etc to determine where additional improvements to pedestrian environments and footways can be made.

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. Some examples include the following:

- Place Shaping Feasibility Studies for the Victoria Place Plan, Thames Path Place Plan, Paddington Place Plan, a North Paddington and a Harrow Road Place Plan. Any ongoing design and implementation costs will be fully met by CIL or S106 contributions.
- The development and implementation of a range of Road Danger Reduction Strategy schemes resultant from the forthcoming 2019 Road Danger Reduction Strategy. Schemes will be focused where there is evidenced casualty related accident history or where there is a call from local communities to make their areas safer. LIP3 schemes which have been earmarked for development from 2019/20 onwards are listed above, such as the junction of Coventry Street / Haymarket and Thayer Street / George Street.
- The implementation of Cycling Strategy schemes includes Dr Bike and Cyclestation events where cycles are checked and maintained at key locations throughout the year. Such locations include: Wellington Street; Strand; Wellington Arch at the base of Hyde Park; Vauxhall Bridge Road alongside the Cycle Superhighway. An increased provision of cycle training for both adults and children is proposed. There will be a roll out of new cycle hangars in residential streets where residents demand them in Wards such as Bryanston and Dorset Square, Church Street, Harrow Road, Lancaster Gate, Little Venice, Maida Vale, Marylebone High Street, Queen's Park, St James's, Tachbrook, Vincent Square, Warwick, West End and Westbourne. The Westminster Cycle Loan scheme at the Paddington Recreation ground will grow in 2019/20 with an additional community base at the Thamesbank Centre. Through this loan scheme, residents, students, and local workers are offered the loan of a bike for a month as an effective way to introduce them to cycling. There is a nominal £10 fee for the loan, and if the loan is a success, the rider can then buy a similar bike at a discounted price.
- With a focus on Health and Wellbeing, the borough is proposing to engage with hard to reach groups who will experience the most health benefits from traveling more actively. 'Ride Side by Side' is a cycling project that enables older people and people with mobility issues to make short trips by cycle. Customers ride with a trained 'Pilot' on a unique and accessible 'Side by Side Cycle'. Benefits of this project include participants achieving the minimum recommended exercise, increased road confidence, reduced social isolation and a reduced dependency on motorised transport.

The borough proposes to allocate the £3.13m of 2019/20 LIP funding as follows:

- Legible London pedestrian signs £50k
- Place Shaping studies £250k
- Electric Vehicle strategy schemes £200k
- Road Danger Reduction strategy schemes £400k
- Vulnerable Local Safety Schemes £773k
- Bus Service Accessibility and Flow £200k
- School Travel Plans £50k
- Transport Education £20k
- Air Quality strategy schemes £200k
- Cycling Strategy schemes £320k
- Walking Strategy schemes £320k
- Traffic Signals schemes £100k
- Health and Wellbeing strategy schemes £50k
- School Road Safety and Air Quality schemes £50k
- Freight re-timing schemes £50k
- Local Transport Fund £100k

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?

Yes - the borough has conducted an SEA and EQIA. A statutory and public consultation has been undertaken. Consultation of stakeholders and residents (through the Westminster Reporter publication) was conducted over the period 5 November 2018 to 11 January 2019.

Overall recommendation: Met