

Lambeth Transport Strategy Implementation Plan 2019

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1.0 Background

Lambeth's Transport Strategy sets out our vision for mobility and accessibility in the borough. In order to deliver fairer, healthier, more efficient mobility options for our growing population and to meet our climate change objectives, we need to plan and deliver a raft of improvements across Lambeth.

The Transport Strategy includes five guiding principles and associated high level objectives, as well as providing examples of key projects to support these. The Transport Strategy Implementation Plan (TSIP) has been developed in order to provide more information on the projects and initiatives that the council expects to see delivered over the Strategy timeline – the next 20 years.

The TSIP represents the practical implementation of the Transport Strategy. As an example of this, the Strategy sets out the criteria by which the council will prioritise neighbourhood traffic reduction interventions: where there is evidence of 'rat running', where school pupils are affected, air quality is poor, collisions high and where a 'healthy route' is proposed. In response, the TSIP includes analysis identifying areas where those criteria apply and therefore where changes may be required. All of the projects and initiatives included in the TSIP support the objectives of the Strategy.

The TSIP is a process rather than a fixed point and will therefore be updated regularly. As set out in the Transport Strategy, new developments in the transport sector are coming thick and fast and the TSIP needs to keep up with this. It also needs to respond to our renewed emphasis and determination to tackle climate change and other challenges that may arise over the coming years. In this first iteration of the TSIP further information is provided in a number of key areas, such as our approach to Low Traffic Neighbourhoods. We have identified a wide range of other topic areas where further development work is required and the outputs from this work will be published in future iterations of the TSIP.

The TSIP will also provide a monitoring mechanism for the Transport Strategy to show how we are delivering against our objectives and the targets set in the Mayor's Transport Strategy¹.

¹ Mayor's Transport Strategy 2018

2.0 Policy context

The TSIP will include a broad range of topics, covering many aspects of transport and travel in Lambeth and beyond, over the short, medium and longer term and is closely related to a number of other policy developments and initiatives.

The Transport Strategy has been developed alongside our review of the Lambeth Local Plan – the spatial strategy for development in the borough – which is currently being updated. As well as setting out all the policies that new development should comply with in order for us to deliver our strategic objectives, the updated Local Plan includes a list of projects that will be required in order to support expected development – this is known as the Infrastructure Delivery Plan (IDP). A subset of the IDP relates specifically to transport and public realm. Projects identified in the IDP are therefore a fundamental element of the TSIP. The updated Local Plan, including the revised IDP is scheduled for adoption in 2020.

The IDP includes a range of strategically important projects that will support sustainable growth and some of these are long term initiatives, such as rail station upgrades. The TSIP focuses on how we start to deliver these, as well as shorter term projects that meet our objectives.

In terms of shorter term projects – the next three years – more detail on these is included in our Local Implementation Plan (LIP). The LIP is the borough's response to the Mayor's key transport objectives. It sets out how we will deliver the Mayor's Transport Strategy in Lambeth, including how we will spend the annual funding we receive from Transport for London (TfL) for smaller transport projects. TfL is a key partner and funder for boroughs and our recently adopted and approved LIP policy document² is an important part of our overall strategy as well as being a key delivery tool. Therefore Lambeth's LIP, together with the IDP, are key building blocks for the TSIP.

A key objective of the Transport Strategy is to address issues of air quality and many of the projects and programmes included in the TSIP will help to deliver this. The key policy document relating to this area is Lambeth's Air Quality Action Plan (AQAP)³. There is inevitably some overlap between the AQAP and the TSIP. In terms of monitoring activity and outputs in relation to air quality however, the AQAP is the primary document and the TSIP will be used to provide more information about delivery in certain topic areas, for example on how we intend to provide infrastructure for charging electric vehicles.

In putting together the TSIP we will also take into account the agreed recommendations of Lambeth's Equality Streets Scrutiny Commission. This cross-cutting investigation looked at a broad range of transport and related issues with a particular focus on making our streets accessible to everyone.

Since the Draft Transport Strategy was published the council has declared a climate emergency and committed to becoming carbon neutral as an organisation by 2030. We are also committed to working with the community to agree broader initiatives to reduce carbon emissions across the borough. Many of the projects and programmes contained within the Strategy already support this objective, but in some areas we will need to go further and faster with existing plans and consider other options. The TSIP will respond to the borough-wide carbon reduction strategy as it emerges.

² Lambeth 3rd Local Implementation Plan

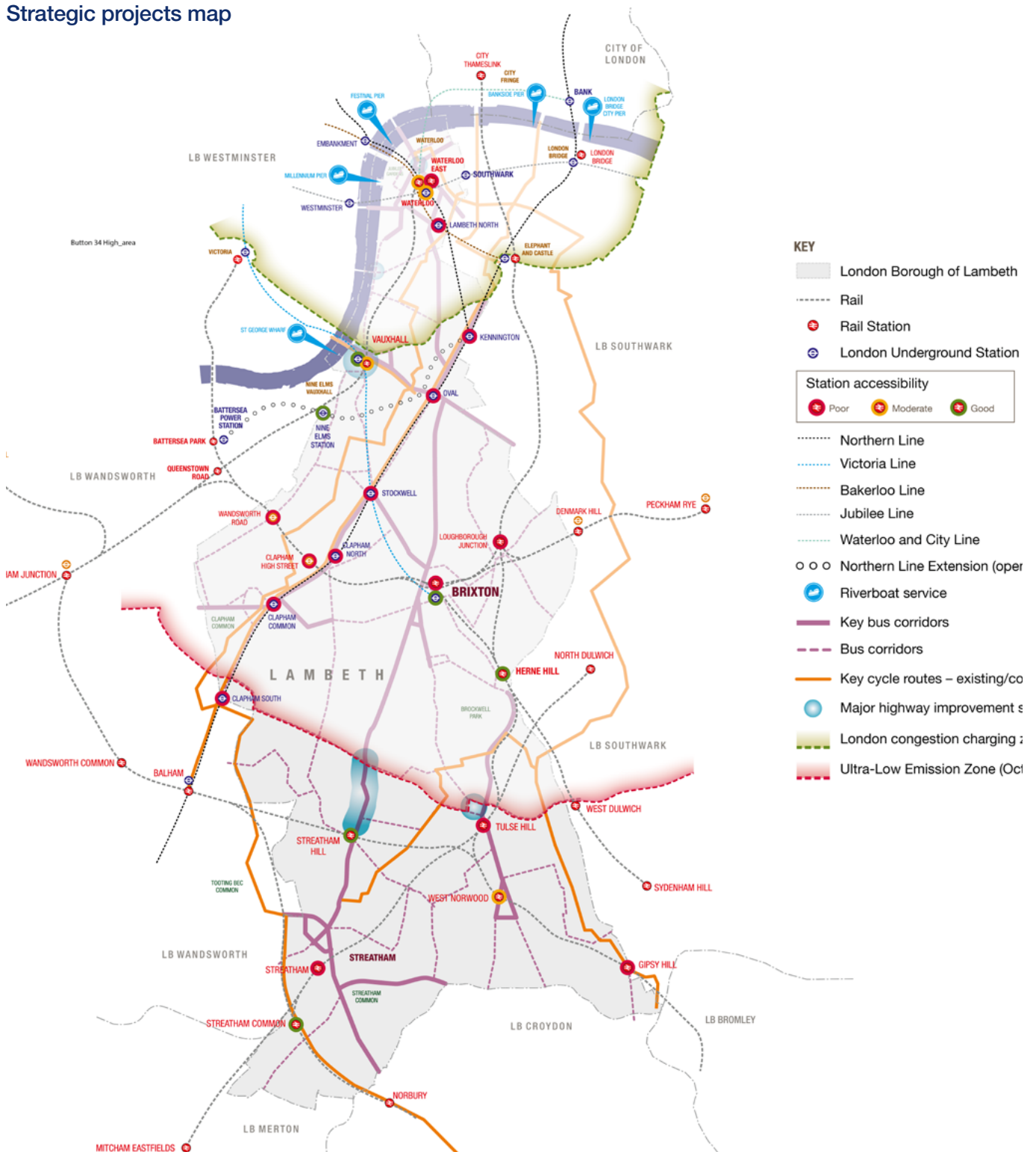
³ Lambeth Air Quality Action Plan

3.0 Spatial approach

A Transport Strategy is by definition a spatial strategy, even if reducing the need to travel is a desirable objective, or where some of the infrastructure required may be invisible e.g. digital networks.

Wherever possible therefore, we will publish our plans and programmes in the form of online maps and diagrams showing what we expect to be delivered, where and when.

Figure 1:
Strategic projects map



4.0 Scope

Table 1 below summarises the projects and programmes that are expected to be covered by the TSIP, including those that are contained within this first iteration.

Topic areas are listed alongside the main relevant key principle from the Transport Strategy, although many of these projects cut across different themes.

The scope of the TSIP is broad, with many topics included, not all of which can be covered immediately. We will provide an update on the

Brixton Liveable Neighbourhood project in early 2020. Information on further topics will be published as and when it becomes available, with the next tranche of project information expected to coincide with the publication of the borough-wide carbon reduction strategy.

Table 1:
TSIP scope

Guiding Principle	Programme	1st Iteration	Notes
Sustainable growth	Infrastructure Delivery Plan		Included in Local Plan consultation in early 2020.
	Rail Strategy		To cover key priorities for Lambeth, including local elements of Metroisation concept and access improvements
	Public Realm Intervention map		Interactive map showing all current, committed and planned projects
	Brixton Liveable Neighbourhood		Project summary, engagement strategy and programme
	Major highway schemes	✓	Update on major highway schemes in Lambeth
Efficient and connected	Bus network review		To set out key lobbying objectives, based on review of need
	Healthy Routes Plan	✓	Approach, quality criteria and draft programme for walking and cycling improvements
	Low Traffic Neighbourhoods	✓	Mapping showing how prioritisation criteria apply across the borough, identification of first tranche, engagement approach
	Kerbside policy (parking + enforcement)		To set out our approach to allocating and managing kerbside space
	Digital Strategy		Setting out the council's role and objectives in delivering improved digital connectivity across the borough
	Freight/servicing		Setting out approach to reducing freight trips, safer servicing and reducing emissions
	Car club strategy		How we will develop the car club network in the borough, including the procurement of new services
	Cycle Hire		How we will develop the cycle hire network in the borough, including the procurement of new services

Guiding Principle	Programme	1st Iteration	Notes
Inclusive and accessible	Equality Streets		Update on any outstanding agreed actions from the Equality Streets Action Plan
	Public Realm design guide		Setting out our approach to designing, managing and maintaining streets and public spaces in the borough
Active and safe	Crime and security		Working with stakeholders to identify actions to address crime and security issues relating to transport and travel
	Road Danger Reduction		Further detail on priority measures to reduce the number of traffic collision related injuries, working towards 'vision zero'
	Cycle parking		Setting out our approach to meeting current and future need for cycle parking across the borough
	LIP annual spending submission	✓	How we plan to invest our annual grant from TfL in 2020/21
Carbon neutral and clean air	Network Development Plan		How we will plan the highway network to meet future needs
	Behaviour change		Setting out how we will enable people to choose healthy, sustainable travel options and rely less on private cars
	Cleaner vehicles	✓	Key principles of our approach to providing charging infrastructure for electric vehicles
	Borough-wide traffic reduction		Scoping work to identify measures to reduce demand for motor traffic e.g. investigating workplace charging, freight consolidation

5.0 Topic areas

The current information available on the projects included in this iteration of the TSIP is set out in the appendices to this document.

Healthy Routes	Appendix A
Low Traffic Neighbourhoods	Appendix B
Electric Vehicles Charging	Appendix C
LIP Annual Spending Submission	Appendix D

6.0 Major Highway Schemes

The council is working with Transport for London on a number of major interventions to the highway network that TfL controls.

Information on these projects is provided in Lambeth's adopted LIP⁴, with a further update provided here. Figure 1 on page 5 shows the location of major highway schemes in the borough.

Vauxhall Cross

Removal of Vauxhall gyratory to be replaced with two-way working and construction of a new bus station, canopy and public square. Critical enabling project to improve access to the VNEB growth area, reinforce the area as a District Centre and transform conditions for walking and cycling for both local and strategic trips. Reduces severance and improves the local environment, including air quality. TfL Business Plan funding of £40.5M. Delivery from 20/21 to 24/25.

Waterloo City Hub (IMAX)

Reconfiguration of the Waterloo Road/York Road/Stamford Street/Waterloo Bridge junction to allow for new open space, bus station, direct links from Waterloo station to the South Bank. Critical enabling project to develop Waterloo as Business District and overcome historic issues of severance and poor public realm. TfL Business Plan funding of £20.6M. Delivery 20/21 – 21/2.

Lambeth Bridge South

Conversion of roundabout to a four way junction with segregated cycle lanes and increased pedestrian space. Identified as a high priority junction for collision reduction and being developed in tandem with junction improvements in Westminster on the other side of the bridge. TfL Business Plan allocation for both junctions totalling £15.3M with delivery expected 21/22 – 22/23.

Streatham Hill

Delivery of public realm, walking and cycling improvements on the A23 Streatham Hill between Streatham Hill station and the South Circular. Streatham Hill suffers from high traffic volumes and speeds, traffic collisions, severance, poor air quality and environment generally, with no suitable provision for cycling. The A23 is also identified by TfL as a key future cycle demand route. Public consultation expected in January 2020 with delivery by 21/22. Represents an investment of £5M+.

Tulse Hill

Development work continues to deliver a transformative project to address the severance caused by the gyratory system where the South Circular Road meets Norwood Road. A proposal to introduce two-way working has been developed with local stakeholders and is currently being assessed by TfL. Funding to implement the scheme was not included in the most recent TfL Business Plan.

Other schemes

In addition to the above projects the council continues to work with TfL to bring forward improvements at other locations on their road network, for example safety improvements at Clapham High Street and promoting improvements to the Durham Street one-way system and on Albert Embankment. Lambeth is also working with TfL towards the introduction of 20mph speed limits across their network.

4 Lambeth 3rd Local Implementation Plan

7.0 Delivery models

We have identified four delivery models to help us take the right approach for each infrastructure project in the TSIP.

The appropriate approach is linked to the scale and scope of a given project and the degree of control that the council can exert. Classifying projects in this way will help us with programming our workload/ managing resources. These models are a guide and we will retain flexibility to respond as appropriate to deliver projects in a way that meets local need as it is identified.

Opportunity

If there is an opportunity to deliver a project that is not complicated or contentious then we should get it done as swiftly as possible. We will establish an online request form to allow us to take recommendations from the public. These requests will be assessed and prioritised annually based on the feasibility of delivering within one year and on the benefit that the change would provide relative to the cost.

Characteristics: *Only on land/highway managed by the council, minimal or no Traffic Orders required, no traffic or air quality modelling required, no traffic signal changes, cost is relatively low and project will not affect bus routes.*

Example: *Resurfacing and signage improvements, dropped kerbs*

Neighbourhood

A neighbourhood project will have an impact on a wider local area and we will develop these projects together with local people. We will make the most of local expertise through a collaborative approach to design. Neighbourhood projects will be on mainly Lambeth managed streets and experimental trials/ demonstrations may be considered if there is support from the community and statutory stakeholders such as the emergency services. Neighbourhood projects might take 2–3 years to deliver.

Characteristics: *Mainly on land/highway managed by Lambeth council, Traffic Order changes required, may require local traffic modelling for bus journey times and consultation.*

Example: *Healthy Route between Herne Hill and Brixton*

Strategic

Large scale changes to busy main streets that affect bus services, traffic signals, emergency vehicle routes, air quality and many other factors that make the design process quite restricted by technical constraints. Due to this, collaborative design cannot work in the same way as neighbourhood projects because a lot of the design requirements are beyond the council's control.

For strategic projects we will run open engagement online at an early stage so we can hear from a wider audience than with the other delivery approaches. This will help to get a broad range of views to inform the detailed development of the project. Strategic projects might take 3–5 years to deliver.

Characteristics: *A mix of streets controlled by Lambeth and other authorities e.g. TfL, significant changes to motor traffic movements, strategic traffic and air quality modelling likely to be required, trade-offs between different modes, changes to travel patterns/behaviours involved.*

Example: *Healthy Route between Streatham and Oval*

Partnership

If a project primarily uses a street that is not managed by Lambeth Council then we will lobby for investment and work collaboratively with the managing authority to influence the outcomes based on our key objectives.

The Partnership approach applies to public transport initiatives as well as highway schemes and we are committed to being pro-active with key stakeholders in order to promote improvements to the rail, bus and underground network in Lambeth. We cannot always set timeframes for these projects as they are not within our control to deliver.

Characteristics: *Streets/services not controlled by Lambeth. Multiple external stakeholders involved. Business case requires development, need to build broad coalition of support and assemble implementation funding package.*

Example: *Tulse Hill gyratory, metroisation of rail services, station access improvements.*

8.0 Transport Delivery Programme

We are committed to providing up-to-date information on projects and initiatives through the TSIP, including when we expect these to be delivered and their current status.

This is best achieved by providing interactive content on the council's website, rather than through a static document such as this. Delivery timescales are affected by a wide range of factors including resources available, technical factors such as traffic modelling and the need

for comprehensive community engagement on certain key projects. We will publish an interactive transport and public realm projects map in 2020 that will provide 'at a glance' information on all of the key projects covered by the Transport Strategy.

9.0 Targets and monitoring

The Transport Strategy and TSIP sit within the overall framework provided by the Mayor's Transport Strategy (MTS). As well as providing direction on transport policy for the capital, the MTS sets key measureable outcomes that enable progress in key areas to be tracked.

Lambeth's Transport Strategy is closely aligned with the MTS and it therefore follows that the outcomes set by the Mayor are also the basis for the assessment of Lambeth's performance against key objectives of our own strategy. We supplement the MTS outcomes with specific local targets and objectives included in our Borough Plan and other items that the council has pledged to deliver.

The overarching objective of the MTS is that four out of five trips across London should be made by walking, cycling or by using public transport by 2041. Depending on local characteristics, each borough is given an individual objective in this regard, with Lambeth's target mode share being 85% of trips by sustainable modes – higher than the London wide objective.

To complement the overarching objective the MTS identifies seven key outcomes that will be measured to track progress.

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Outcome 2: London's streets will be safe and secure

Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 4: London's streets will be clean and green

Outcome 5: The public transport network will meet the needs of a growing London

Outcome 6: Public transport will be safe, affordable and accessible to all

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

TfL provides regular updates to the boroughs on the objectives above to allow us to track our progress. The latest update we have, from July 2019, is included at Appendix E.

Table 2:
Local Implementation Plan Table 19 (updated)

Objective	Metric	Borough target	Target year	Actual
Install over 200 new EV charging points	Number of charge points installed on the public highway within Lambeth available to the public	200	2022	133
Provide 1,000 additional cycle hangar spaces	Number of spaces in secure lockers available for hire in Lambeth	1,000	2022	312
Create 10 miles of new cycle routes	10 miles of routes – inclusive of; new segregated cycle track, roads where traffic volume/speeds have been reduced to acceptable levels to enable cycling, off road paths where cycling has been permitted, new contraflow cycling schemes	10 miles	2022	1.96

In addition, in our Local Implementation Plan we set three local Key Performance Indicators (KPIs) to complement the MTS outcomes, these are set out in Table 2 above.

As well as to the objectives above, we also report on practical outputs/projects that we are delivering to achieve the MTS goals. We track progress against a range of criteria each year for TfL via what is known as ‘Form C’. Form C includes information on the delivery of infrastructure for walking and cycling, environmental improvements, road danger reduction, behaviour change programmes and a range of other activities. We will publish this information, alongside updates on the KPIs above, on an annual basis.

Our updated Borough Plan has identified twenty goals to deliver across key priorities. Under the theme *Making Lambeth a place where people want to live, work and invest* there is a commitment to improving neighbourhoods and enabling people to live healthier lives. A key

part of this will be implementing the Transport Strategy and Air Quality Action Plan as well as the borough wide approach to carbon reduction. The Plan also underlines the importance of securing improvements to public transport, with a focus on equality of access to centres of growth. We will report on progress against these goals.

MTS Outcomes

Appendix E

In addition to the monitoring framework set out above, we will continue to develop, publish and report further performance indicators in future iterations of the TSIP. In particular, we will focus on ensuring that our monitoring framework tracks how our investment delivers fair and equitable outcomes across the borough, including for disadvantaged communities that are often most affected by transport inequalities.

10.0 Working with the community to deliver change



The Transport Strategy has been agreed following extensive consultation over an 18 month period.

During that time hundreds of representations have been considered both from the public and from local stakeholder groups⁵. The principles set out in the Strategy have received broad support and the feedback we have received has been used to improve and refine the Strategy. In particular, the TSIP is a direct result of that consultation process, responding to the feedback we received that more detail on individual projects and programmes should be provided. The TSIP needs to be a 'live' document and this first iteration is the starting point for the publication of further information over the coming months and years.

Engagement with the community on the development of the Transport Strategy is a starting point. The projects and programmes we will now deliver as a result have community engagement at their heart. Key programmes, such as Healthy Routes and Low Traffic Neighbourhoods, can

only proceed with the support of local people and we set out our approach to engagement in the relevant appendices of this document. We will build on Lambeth's 'Our Streets' engagement principles, for example in taking a co-design approach to changes to local streets.

Based on the responses we have received in preparing the Transport Strategy, we believe there is an appetite for change and that the community should be empowered to lead this change. The publication of this first iteration of the TSIP sets that process in motion. We know that in order to build and maintain support, we will need to keep people informed of projects as they progress and tell people about new projects and initiatives as they come forward. We will develop the TSIP further to make it more accessible, informative and interactive so that more people can engage with the delivery of Lambeth's Transport Strategy.

⁵ Transport Strategy Consultation Report