



Lambeth | Transport Strategy

2019

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Foreword



Transport is fundamental to the life of a Londoner and impacts all aspects of our lives from where we choose to live, work and study to our health and the air we breathe. In Lambeth we face significant challenges and opportunities to make sure that the transport network works for all of us.

We aim to ensure that our transport system is safe, accessible to all, allows us to make choices and to lead healthier lives. We will take into account the needs of disabled people. Inclusiveness, tackling inequality and cleaning up our air are at the heart of our Strategy. Added to this is the urgent need to tackle climate change and we will need to make significant changes to the transport network – a major source of CO₂ emissions – and the way we live our lives, in order to tackle the climate emergency we face.

We support the Mayor of London's intent to take control of local rail services so that they can be modernised, better co-ordinated, more reliable and affordable. We need to make our streets and stations more accessible to the whole community and make healthy, active travel a genuine option for many more people. We need central government to continue to invest in London to accommodate growth and help drive the national economy. We need to continue to create world class places and liveable neighbourhoods across our borough to make Lambeth a place where more people want to live, work and do business. All this will help us to accommodate growth in jobs and housing and create a better borough for everyone.

Lambeth is a walking, cycling and public transport borough. The vast majority of trips are already made in these ways and most households do not own a car. But we want to be more ambitious. Our aim is for everyone to have the genuine choice of how to move around the borough and to reduce reliance on private cars. In the future, we expect new technology to help with this, with more shared transport services and less use of private vehicles. We will prioritise buses, walking and cycling on our roads in response to these trends and because enabling active travel is key to the health of the borough. Most of the main causes of early death in London are linked to inactivity and motor traffic is also a major source of pollutants that are harmful to human health, as well as being a significant source of CO₂ emissions. We will need to take bold steps and change the way we do things in order to meet these challenges and to prevent climate catastrophe.

A third of all trips in Lambeth are made on foot and most people also walk as part of their public transport journey, so we can say that walking is the most important mode of travel in our borough. We need to recognise this and continue to transform our streets to make

walking more accessible, safer and attractive. There has been a significant increase in cycling over the last 15 years, but we want to go much further and deliver streets where everyone who wishes to feels comfortable cycling. There is great potential for this and, we think, a real appetite based on what you have told us. Our Healthy Route Network is a key part of this Strategy and includes measures to improve local walking and cycling trips, and an ambitious new cycle network.

This Strategy is accompanied by an Implementation Plan that sets out in more detail the projects and initiatives that will be needed to achieve the objectives we have set.

A handwritten signature in black ink, appearing to read 'CK Holland', written in a cursive style.

Cllr Claire Holland

Deputy Leader (Environment and Clean Air)

1.0 Transport in Lambeth

Our borough

Lambeth is a large and varied borough with a diverse population and a range of different characteristics. Population density, age, ethnicity and income profiles vary across the northern, central and southern parts of the borough. Equally, access to public transport services varies across Lambeth, as do levels of car ownership.

Nonetheless, we have much in common across our borough and we stand out for the characteristics we share:

- Lambeth residents make a higher percentage of trips by public transport than residents of any other London borough¹
- Almost 4 out of 5 trips made by Lambeth residents are already by public transport, walking and cycling
- Most households in Lambeth do not have access to a car
- Lambeth has the highest potential for cycling of any central/inner London borough²
- Motor traffic levels have fallen dramatically on main roads in Lambeth over the last 15 years³.

These characteristics show that we are already a sustainable transport borough and there is great potential to build on this in the future. However, we also face significant challenges, both to improve our existing transport network and looking ahead, to respond to the needs of the future. These challenges include:

- The need to de-carbonise our transport network to meet our climate change objectives
- The need for a radical overhaul of rail services in south London
- The imperative to make access to transport services fair and equal
- Making further progress to prioritise walking, cycling and public transport on our streets
- The need to improve public health, address inequalities and to make sure our transport network is safe and secure.

Many of our residents live on housing estates, spread across the borough and making up around one third of our population. Making sure that we deliver improvements for this very significant proportion of our community is therefore a natural priority.



Figure 1:
Lambeth cycling potential



DfT analysis suggests that with provision of infrastructure comparable to the Netherlands, the number of trips cycled to work in Lambeth could increase by 300% from 8% in 2011 to 24%.

Lambeth Propensity to Cycle Tool Analysis,

Transport Initiatives, 2017



Lambeth residents make around 40,000 cycle trips on daily basis already, but TfL's analysis shows that there is potential for over 300,000 trips, meaning we have the highest potential for cycling of any comparable borough.

Analysis of Cycling Potential

Transport for London, 2017

¹ Trip-based mode share for active, efficient and sustainable modes, by borough of residence, LTDS 3 year average, 2014/15-2016/17, Travel in London 10, Transport for London

² Cycling Potential Analysis, Transport for London, 2017

³ Lambeth Existing Baseline Report, Lambeth Council, 2016

The transport network

The council does not control public transport in Lambeth, but we play an important role in promoting service and infrastructure improvements across the network.

While north and central Lambeth benefit from access to Underground services, providing fast and frequent connections to central London, in the southern part of the borough National Rail links do not provide the same level of service or reliability. The majority of rail and underground services also operate at capacity from the central section of the borough, making it difficult to board trains at busy times. There are also limited public transport options which connect the northern and southern sections of Lambeth together and east–west movements are not as well served as connections into central London.

A significant number of rail and tube stations in Lambeth do not have step free access and this is severely detrimental to those of us who are therefore excluded from travel. In particular, step free journeys from the centre of the borough are much longer and less convenient than they should be. Many Lambeth residents rely on bus services, particularly to access key interchanges such as at Brixton. Average bus speeds have suffered in recent years due to congestion on the strategic road network, resulting in longer journey times.

While we do not run public transport services, the council has a big influence on almost all trips people make. We are Highway Authority for 340km of roads in the borough, with Transport for London controlling another 37km of ‘red routes’ in Lambeth.

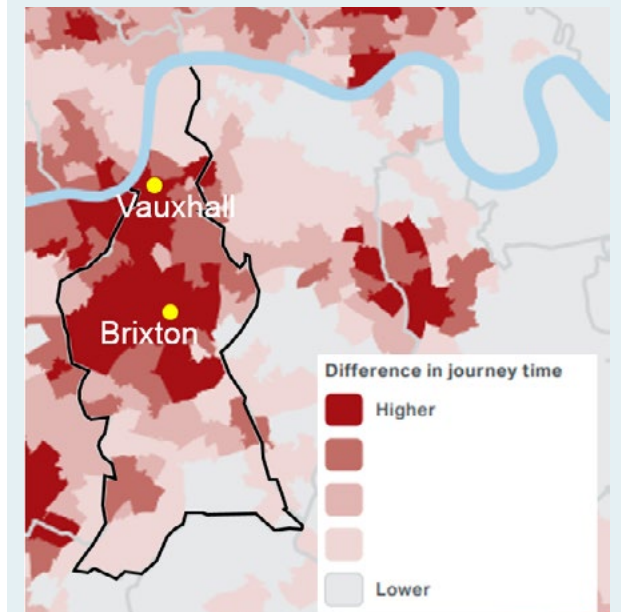
There has been significant investment in Lambeth’s public realm, in town centres and opportunity areas, as well as in local centres and neighbourhoods. Delivering high quality streets and public spaces is essential both to attract investment in the borough and to ensure that our streets are accessible to all. Lambeth’s neighbourhood approach to street improvements ‘Our Streets’, has led to a co-ordinated approach to small and larger scale environmental and transport improvements.

While there has been significant investment in cycle routes in recent years, there remain gaps in the network, notably between the central southern part of Lambeth and the north of the borough.

Although relatively few trips by our residents are made by car, motor traffic is a real issue. Our borough is bisected by principal routes such as the A23, A24, A3 and the inner London ring road. These routes run through our town/ neighbourhood centres. Even with the reduction in traffic we have seen, major routes through the



Figure 2:
Difference in journey times using the step free and full network, 2015



borough still experience peak time congestion and this can spill over into local streets.

Our main roads are also where many of the traffic collisions in Lambeth occur. Safety on our network is a major concern, with far too many people, particularly vulnerable road users, involved in collisions resulting in death and serious injury, many more sustaining minor injuries and other incidents going unreported. Reducing road danger is therefore paramount. Personal safety is also a critical issue, both on our streets and on and around public transport. We know that the most vulnerable place for our young people to be attacked and suffer violence is when they are travelling across the borough.

Air quality is also a major public health issue, with the whole of Lambeth designated as an Air Quality Management Area and road transport generating 60% of all NOx emissions⁴. Road transport is also a major contributor to CO₂ emissions in the borough, making up 30% of total borough emissions⁵.

Planning for a growing population

London's population is now the largest it has ever been, at 8.9m, and is projected to continue growing and reach 10.8m by 2041⁶. The number

4 London Atmospheric Emissions Inventory, 2016

5 Ibid

6 Draft New London Plan, 2018

Resilient Lambeth



of households in Lambeth is projected to grow from 143,655 in 2016 to 172,649 in 2036 with a population over 359,000⁷.

As well as providing homes where many highly skilled people live, Lambeth is an important part of London's economy, an economy which has experienced growth more strongly than the rest of the UK as a whole, and significant further growth is expected with an increase in

7 Lambeth Strategic Housing Market Assessment (SHMA) 2017

employment space of 23,000 jobs in Waterloo and Vauxhall alone.

Lambeth's emerging Growth Strategy⁸ underlines the importance of investment in the borough to our ability to deliver across a range of key objectives, tackling inequality and improving the lives of our residents. Transport and place-making are core aspects of our strategy to deliver a Resilient Lambeth.

The Mayor, through the New London Plan (NLP), has committed to protect greenbelt land and chosen to develop the existing urban area more densely, with new homes and jobs largely provided in areas with good public transport connectivity.

Projected growth will generate additional trips on our transport network. There are no major plans at the London-wide level for building new roads, or widening existing ones, to create additional capacity. The challenge is therefore to use our existing road network in a more efficient way, to accommodate the trips necessary for the city to function well, at the same time delivering new and improved public transport infrastructure.

This Strategy has been developed in parallel with the review of Lambeth's Local Plan, our spatial strategy for development in the borough. The way we shape and plan development in Lambeth

8 Sustainable Growth and Inclusive Opportunity, 2019

has a significant bearing on the transport network and is critical in delivering our sustainable transport objectives. The Strategy also responds to Lambeth declaring a Climate Emergency and the policies and actions emerging in response, as well as to our emerging Digital Strategy and updated Borough Plan.

The future of transport

Over the lifetime of the Strategy emerging technologies will take hold and new innovations will emerge. These have the potential to transform the way we think about transport and mobility generally. We see the opportunity to shape this change and will be proactive in trialling and testing emerging and new technologies in the transport sector.

Transport innovations driven by exploiting new technology that are already with us in some form include:

- A move away from vehicles powered by the internal combustion engine
- Targeted road-user charging
- Sophisticated navigation technology
- Shared car and bikes
- Connected and autonomous vehicles, and

- ‘Mobility as a Service’: a change in how travel is consumed typically enabled by apps and mobile technology, enabling the rise in ride hailing services for example.

All of the above need to be considered carefully. For example mobile navigation systems reduce journey times for drivers, but can also lead to excessive motor traffic on residential streets and while ‘autonomous’ vehicles have the potential to improve the capacity, safety and efficiency of the road network, they could also perpetuate and exacerbate existing problems such as congestion and traffic dominance. When assessing the appropriateness of these innovations for Lambeth, we will consider whether they meet the objectives set out in this Strategy.

In order to benefit from the opportunities that new technologies offer in the transport field, we need to secure investment in improved digital connectivity across the borough. Our emerging Digital Strategy sets out our key priorities in this respect. Improved digital connectivity has an important role to play in reducing the need to travel by enabling us to lead more flexible and adaptable lifestyles, using fewer physical resources and benefiting the environment.



Figure 3:
Lambeth Local Plan Review

The Lambeth Local Plan sets out our spatial approach to managing development in the borough and sits alongside the New London Plan (NLP). We support the Mayor’s objectives to promote walking and cycling and reduce car dependency through the policies set out in the NLP. In our Local Plan we complement these with local policies that will reduce traffic in Lambeth as well as ensuring that development in the borough helps us deliver our new Healthy Route Network.

2.0 Developing the Transport Strategy

Policy context

The Transport Strategy draws together a range of policies and plans at a local, regional and national level including:

- Future Lambeth: Our Borough Plan [Future Lambeth and Top 20 Goals](#)
- Emerging Growth Strategy: Sustainable Growth and Inclusive Opportunity
- Lambeth Equality Commission [Equality Commission](#)
- Lambeth Air Quality Action Plan [Lambeth AQAP](#)
- Lambeth Local Plan [Local Plan](#)
- Lambeth Health and Wellbeing Strategy [Health and Wellbeing](#)
- Mayor's Transport Strategy [MTS 2018](#)
- [Accessible London SPG](#)
- Lambeth Local Implementation Plan [LIP 3](#)
- New London Plan [London Plan](#)
- Lambeth Equality Streets report [Equality Streets Action Plan](#)
- Emerging Digital Strategy
- Department for Transport Inclusive Transport Strategy [Inclusive Transport Strategy](#)

This Strategy has been prepared in advance of the forthcoming borough-wide carbon reduction strategy which will consider further measures required to deliver our carbon neutral objective by 2030. The Transport Strategy Implementation Plan will respond to this work and help implement measures to deliver the necessary outcomes.

What the evidence tells us

As part of the development of the Strategy we have investigated and analysed transport and related data to review how well existing mobility needs are met in Lambeth and how the transport network will cope in an expected future scenario taking growth in employment and housing into account. As well as helping to identify the need for improvements now, this work allows us to anticipate how the network will need to be improved to meet the needs of the future so that we can plan for this.

The Transport Strategy [Future Baseline](#) analysis is summarised as follows.



Figure 4:
The Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) sets the strategic direction and vision for how London will develop its transport network. The MTS has an overarching aim for 80% of journeys London-wide to be made by walking, cycling or public transport in 2041, up from 64% today. To support the delivery of the MTS Lambeth must produce a Local Implementation Plan (LIP) setting out how the MTS objectives will be achieved locally. Lambeth's LIP includes a costed, three-year delivery plan which complements our longer term infrastructure objectives.

Figure 5:
SWOT Analysis of Lambeth Transport Network

Strengths	Weaknesses
Excellent public transport accessibility in the north of Lambeth	Current and projected congestion on road, rail and tube networks
Extensive coverage of bus network across Lambeth	Lack of step free access to rail and tube network
Reliance on private cars is relatively low when compared to other London boroughs and motor traffic has declined	Air quality breaches safe limits in more than one area of the borough (across the borough)
Walking and cycling projected to increase	Rail network does not provide frequent, reliable services in the south of the borough where tube coverage is limited.
	Lack of rail connections for trips within Lambeth and east west bus routes
	Lack of comprehensive cycle network
Opportunities	Threats
Rail devolution and ‘metroisation’	Growing demand for public transport outstrips capacity
Significant investment in public realm planned at strategic locations	Growth reverses downward trend in traffic levels
Potential for sustainable freight operation	Reduced investment in the transport network due to financial pressures
Expanded ULEZ and EV charging network to improve air quality	No committed large-scale public transport improvements
High potential for cycling in Lambeth	



This analysis suggests that significant improvements to infrastructure and services as well as changes to the way all of us make travel choices will be needed to deliver a transport network that is fit for the future. It highlights the need to make the best use of the existing network with a radical overhaul of rail provision and by prioritising the most space efficient modes of transport and reducing motor traffic on our road network. We must also add to this analysis the urgent need to reduce CO₂ emissions in order to meet our climate change objectives and also the need for a renewed emphasis on reducing road danger and in particular the unacceptable risk to vulnerable road users on our highway network.

What you told us

This Strategy has been developed based on two rounds of consultation, both conducted in parallel with consultation on the review of our Local Plan – the spatial plan for the borough. The first was an ‘open sheet’ consultation where we asked how people felt about key transport issues, such as motor traffic levels and the quality of public transport. We asked for feedback on our proposal for a Healthy Route Network to improve conditions for walking and cycling in the borough. Taking into account the responses we received, we then prepared our Draft Transport Strategy and in the second round of consultation we asked for views on this. We received many responses to these consultations, both from individuals and from groups and organisations. A full consultation report is available on the council’s website⁹, with a brief summary provided here below.

To summarise the feedback you gave us:

- Four out of five people agreed with the principle that we should encourage people to walk, cycle and use public transport rather than travel by car
- Improvements to infrastructure including better or more pavements, cycle routes and parking, electric vehicle charging points and bus lanes, were supported to encourage walking, cycling and public transport and in turn reduce car use

- There is a strong feeling about needing to protect local streets from ‘rat running’ traffic
- People felt that public transport is not always reliable or efficient, is often overcrowded and parts of the borough are not adequately served
- People felt that a priority should be to enforce existing rules to reduce road danger, for example in relation to speeding and running red lights
- There is a support for parking controls to manage the demand for parking and for alternative uses of the kerbside, such as cycle parking, to be considered
- Most people felt that new development should be car free except for disabled parking
- There is a high level of interest in developing better routes and links for walking and cycling in the borough.
- At least 70% of respondents either agreed, or strongly agreed with the four Guiding Principles included in our Draft Transport Strategy.
- A number of respondents asked for more detail to be provided on how we will implement the objectives of the Strategy. The Transport Strategy Implementation Plan (TSIP) has been developed in response to this feedback.



Figure 6:
Healthy Routes consultation

3.0 Our Strategy

Drawing together the transport and policy context, our evidence base and what you have told us about your priorities for transport in Lambeth, we have developed a range of responses which will shape the future of mobility, accessibility, public health and the environment in Lambeth and beyond over the next 20 years.

Our Strategy is comprised of three main elements: our *Vision Statement*, our *Guiding Principles* and our *Outcomes and Actions Plan*.

To complement the Transport Strategy, we have also prepared the Transport Strategy Implementation Plan (TSIP), providing more details of the projects and initiatives involved. The TSIP represents the practical implementation of the Transport Strategy and is a process rather than a fixed point, with regular updates planned to follow the first iteration. The TSIP will also provide a monitoring mechanism for the Strategy.



Vision statement

Our vision for Transport in Lambeth is that:

Our transport network is inclusive and has a positive impact on quality of life and the environment, helping us deliver more homes and jobs and ensuring long term sustainability.

We prioritise walking and cycling and a high-quality street environment and our transport network is safe and accessible to everyone. People want to live, work and invest here because we focus on people, not traffic, and create better places for all to enjoy.

Guiding Principles

In order to deliver our vision for transport, we have identified five guiding principles which provide a framework for this Strategy.

Sustainable Growth

Support new homes, jobs and investment through improved transport infrastructure and services

Transport has a critical role to play in enabling the new homes we need and in ensuring that Lambeth continues to thrive with the creation of new jobs and investment in our borough. Without significant improvements to the transport network in Lambeth the growth we expect will exacerbate existing issues and we will not be able to realise our potential.

Inclusive and Accessible

Make our transport network accessible to all and ensure the benefits of improved transport provision are shared across the whole community

We are not prepared to accept that many members of our community, including disabled people, are excluded from the transport network because their needs are not met. We need to address all forms of exclusion: physical; social; economic and cultural, to provide a truly inclusive network. That entails promoting step free, safe and welcoming, affordable, intuitive and convenient transport options that are responsive

to a range of different needs and accessible to the whole community. Our Strategy promotes the use of sustainable forms of transport and we need to ensure that the benefits of improved public realm and better conditions for walking and cycling are shared by everyone. We accept that cars and parking spaces are vital for many disabled people to move around.

Efficient and Connected

Make our transport network efficient, allowing people to make quick and reliable journeys, supported by digital connectivity, reducing pressure on the physical transport network

The choice to prioritise walking, cycling and public transport is not driven by any ideology, but rather grounded in pragmatism. It simply is not an effective use of a limited resource – space – to plan for a future where more than a minority of people with specific needs use private cars to get around our borough. This Strategy plans for a decline in car ownership that will allow us to re-purpose space on our streets to meet other needs. We are also already seeing lifestyles changing, with new forms of mobility, including digital mobility, that can reduce the pressure on our physical transport network.

Active and Safe

Focus on people rather than traffic and enable people to travel safely and live healthier, more enjoyable lives

Transport is both a cause and a potential solution to serious public health issues we face in our borough around inactive lifestyles and poor air quality. We also face a major challenge to make our roads safer and to improve community safety on our streets and the public transport network. The more we drive, the less exercise we get, whereas those who walk, cycle and use public transport are all able to incorporate varying degrees of exercise into their daily routines and this has a public health benefit. By discouraging through motor traffic on local streets we can create more liveable neighbourhoods and better, healthier places. A renewed focus on road danger reduction, working towards ‘Vision Zero’ for road traffic casualties, is required and we must also address issues of personal and public safety related to the transport network.

Clean Air and Carbon Neutral

Take bold action to clean up our air and avert climate catastrophe.

We face a major public health issue relating to poor air quality that is affecting many lives now. We also need to move swiftly towards carbon reduction to become carbon neutral by 2030 to respond to the climate emergency we face. Lambeth will lead in this area and encourage others to follow. Many of the policies and initiatives we need to achieve this in relation to transport are already in place, but we will need to do more, to go further, more quickly in order to achieve our objectives. This Strategy, the associated Implementation Plan, and the emerging Borough-wide carbon reduction strategy, set out the changes we will need to make to the transport network and to the way we organise our lives to ensure public health and environmental needs are met.

Outcomes and Actions Plan

Taking our guiding principles, we have set out the changes we want to see alongside the key actions required to make these happen in the tables below. Further engagement with our stakeholders will be needed as we bring forward these plans. In particular, our policy is developing to meet the challenges we face around carbon reduction and the outcomes and actions set out in this area will be developed and tested as part of our commitment to work with the community. More details of the measures set out below will be included in the TSIP.

Guiding principle	Outcomes and Actions	Success criteria	Where
Strategic Outcomes			
Sustainable Growth	A radical overhaul of rail services delivers a high frequency 'metro' style service at our rail stations.	We have successfully campaigned for much more frequent train services so that people are confident to turn up at the station without needing to check a timetable. TfL's South London Metro concept has been implemented, including new connections and improved interchange between services.	Borough-wide
	The vast majority of trips in the borough are made on foot, by cycle or using public transport and the impact of development related motor traffic is minimised.	Growth in the borough embeds car free lifestyles, with decreased levels of car ownership and use across the borough. Construction and freight safety and mitigation measures minimise the impact of development. Extended kerbside controls promote non-car modes. Increased bus capacity and coverage. Only essential vehicular motor traffic in locations with high pedestrian demand and in growth areas such as Waterloo. Delivery of the Healthy Route Network, linking all our neighbourhoods and town centres.	Borough-wide areas
	Lambeth's major town centres and opportunity areas benefit from the highest quality public realm, driving investment and attracting business and visitors from all over the world.	Investment in town centres/business districts, low vacancy rates, employment growth, increased commercial activity.	Borough-wide

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Priority Actions			
Sustainable Growth	We will support the Mayor of London in lobbying for rail devolution while working with industry stakeholders to deliver service enhancements.	Key objectives for ‘metroisation’ identified in the TSIP, with Lambeth playing an active role in developing the business case. Input to franchise process and route consultations e.g. promote additional services from existing stations, improved station facilities, including cycle parking to meet demand.	Borough-wide
	We will work with industry stakeholders and through the planning process to secure improvements to capacity, access and interchange at Waterloo, Vauxhall and Brixton stations.	Station environment and access improvements at Waterloo, Vauxhall and Brixton secured through adjacent developments.	Focus on growth areas
	We will use our Planning Authority powers to secure car free development and improvements to the transport network.	Revised car parking standards, with car-free the default. Public realm improvements, enhanced bus services, improvements for walking and cycling secured through development. Requirement for freight consolidation to reduce motor traffic impacts. Adoption of revised Local Plan in 2020.	Borough-wide

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Sustainable Growth	<p>We will require development to prioritise safety and environmental protection during construction and protect local streets from development related motor traffic.</p>	<p>Development proposals consider construction impacts at an early stage and rigorous, well monitored management plans are implemented as part of a process that is transparent to affected communities.</p> <p>Traffic management during construction provides a safe and accessible environment for walking and cycling.</p> <p>Requirement to use the safest vehicles, including the Mayor's Direct Vision Standard, during construction and in any council procurement.</p>	<p>Focus on growth areas</p>
	<p>We will work with TfL to deliver major improvements at Vauxhall Cross, Waterloo IMAX, Lambeth Bridge and Streatham Hill and identify and promote further improvements across Lambeth including at Tulse Hill gyratory and delivery of the Healthy Route Network.</p>	<p>Delivery of schemes (start date):</p> <ul style="list-style-type: none"> • Vauxhall Cross 2020/21 • Waterloo IMAX 2020/21 • Lambeth Bridge 2021/22 • Streatham Hill 2020/21 <p>Updated project information to be published in the TSIP, including details of investment secured and prospective schemes.</p>	<p>Borough-wide</p>



Figure 7:
Metroisation case study

A number of issues affect rail services in Lambeth and south London generally:

- Low frequencies;
- Slow line speeds and low acceleration trains;
- Many flat junctions and complicated operating patterns;
- Long dwell and turnaround times; and
- Contagious delays.

The ‘Metroisation’ concept would deliver the following:

- Identifiable “lines” which operate all day, with consistent stopping patterns and even intervals;
- The ‘untangling’ of services by simplification of service pattern, reducing crossing moves, improving reliability;
- Better connections between services, and
- Re-routing freight to allow service improvements.

We believe that these improvements can best be delivered through the further devolution of rail services in London to the Mayor and that improvements to south London metro services should be a priority.

Guiding principle	Outcomes and Actions	Success criteria	Where
Strategic Outcomes			
Inclusive and accessible	The transport network in Lambeth is accessible to all.	Inequalities have been addressed through measures proven to improve physical access for disabled people and people with limited mobility, including step free access to stations parking for disabled people and highway improvements. Participation across transport modes is representative of our diverse community.	Prioritise stations which will have greatest impact on gap between step free/full network travel times and areas of high footfall.

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Inclusive and accessible	Pedestrians have genuine priority on our streets, with the whole street environment tailored to their needs.	All arms of all junctions have a 'green man' phase with crossing times extended and wait times for pedestrians reduced. Crossings are on desire lines. Priority for pedestrians at side roads. Better access around transport hubs. We have delivered the agreed actions from the Equality Streets Commission.	Borough-wide
	In Lambeth we have One Public Realm, with seamless access to all our streets and public spaces, regardless of housing tenure or land ownership.	Integration of private roads into the public highway network. People living on housing estates have better access to opportunity and services.	Focus on areas with high deprivation
Priority Actions			
Inclusive and accessible	We will proactively develop designs to deliver step free access at key stations and work with industry stakeholders to promote these.	Work with stakeholders to submit priority schemes to the DfT's Access for All programme.	Prioritise stations which will have greatest impact on step free/full network gap and where funding is available.
	We will create and deliver innovative schemes and training programmes to promote walking and cycling for the whole community and reach out to disabled people and disadvantaged groups.	Training and education programmes to promote behaviour change to the whole community and focus on specific groups, including schools and under-represented groups.	Borough-wide
	We will publish streetscape design guidance setting out how we will design our streets and public realm with an emphasis on inclusive access.	Publication of Lambeth Public Realm Design Guidance in 2020. We will review the 'toolkit' of options available to deliver better streets and ensure that accessibility is first and foremost in our designs.	Borough-wide

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Inclusive and accessible	We will co-ordinate highway improvement works, including our maintenance programme, with area enhancement schemes and ensure that all schemes deliver accessibility improvements.	Delivery of small scale accessibility improvements, e.g. dropped kerbs, and de-cluttering as default in all schemes.	Borough-wide
	We will review the pedestrian environment adjacent to public transport hubs and deliver improvements.	Improved access and quality of space around stations and stops.	Borough-wide
	We will work with TfL to increase priority for pedestrians at signalised crossing and junctions, including reviewing wait times.	Review junctions without a 'green man' phase and cycle times at junctions and implement improvements.	Borough-wide
	We will lobby central government to support changes to highway legislation allowing people who rely on mobility scooters to use cycle lanes and tracks.	Trial of 'mobility lanes' in Lambeth, subject to DfT approval.	Borough-wide
	We will identify and deliver measures to improve access to walking and cycling for our residents on housing estates.	Delivery of bike hangars, training and skills initiatives and improved walking and cycling links to, from and through estates as part of our Healthy Route Network.	Borough-wide



Figure 8:
Independent Travel Training

Working with the Safer Transport Team on the Lambeth Bus Day delivering independent travel training to hundreds of vulnerable young people.



Figure 9:
Positive Spin project

Lambeth's award winning Positive Spin project, enabling people with dementia to cycle.

Guiding principle	Outcomes and Actions	Success criteria	Where
Strategic Outcomes			
Efficient and Connected	Motor traffic levels have fallen significantly across the whole borough.	Lower motor traffic levels and falls in car ownership. Introduction of 'low-traffic neighbourhoods' across the borough. Improved digital connectivity reduces the need to travel and enables new transport services, reducing the need to own a private motor vehicle.	Borough-wide
	Strategic roads prioritise the most space efficient modes (buses and cycles) for longer trips, and the movement of goods.	Implementation of Healthy Route Plan. Increased coverage of cycle tracks and bus lanes and priority measures on key corridors. Reductions in general traffic and incentives to efficient freight operation.	Borough-wide
	Parking for private car owners does not dominate our public spaces and the council has harnessed new technology that reduces the need to own a car while retaining control of streets for the public good.	Reduction in street space required for car parking. Prioritisation of alternative kerbside uses, such as shared vehicles, cycle parking, green and social space while ensuring sufficient space for disabled parking. Appropriate agreements with new mobility providers to ensure that access is regulated and the cost of maintaining streets is captured. Provision of sufficient parking for disabled people.	Borough-wide

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Priority Actions			
Efficient and Connected	We will connect our neighbourhoods with low/no traffic routes for walking and cycling to give people a real alternative to short car trips.	Identify, agree and implement motor traffic reduction schemes in neighbourhood areas. Delivery of Healthy Routes linking neighbourhoods, including the Streatham to Peckham cycleway. Remove barriers to walking and cycling links between neighbourhoods, with new crossings, junction improvements and motor traffic reduction measures.	Borough-wide
	We will trial innovative measures to reduce the impacts of freight trips in Lambeth.	Area Freight Management Plan for the Brixton area as part of the Liveable Neighbourhood project. Consolidation/minimisation of development related freight trips secured through the planning process.	Existing scheme areas e.g. Brixton Liveable Neighbourhood, and focus on growth areas.
	We will design and develop a comprehensive network of strategic walking and cycle corridors as part of our Healthy Routes Plan.	Delivery of Streatham to Oval Cycleway by 2024 alongside other strategic links in our Healthy Route Network.	Borough-wide
	We will work with TfL to deliver journey time improvements for bus passengers in Lambeth and seek better bus connections in the south of the borough.	Establish key priorities for bus improvements and lobby TfL. Bus priority measures implemented on A3036 Wandsworth Road, A23 corridor and A2217 Coldharbour Lane. Develop case for new east-west bus route in south Lambeth as part of service review.	Strategic bus corridors

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Efficient and Connected	We will review the function of the road network, with a focus on the effective movement of people and goods, rather than a focus on the movement of motor vehicles, taking into account the needs of disabled people who rely on cars.	Updated Network Management Plan by 2020. Network Development Plan by 2021. Monitoring of temporary road closures resulting from highway improvement works to assess network impacts.	Borough-wide
	We will consult on new Controlled Parking Zones and review existing CPZs, including on alternative uses of the kerbside, and implement parking controls and other mobility solutions as appropriate.	Publication of kerbside strategy by 2021. Implementation of new and amended CPZs based on demand and in line with carbon reduction objectives. Consultations to seek views on alternative kerbside uses and also capture views of non-car owners. CPZs deliver shift to zero emissions vehicles.	Borough-wide
	We will enable cycling for people who do not own a bike and provide secure, on-street cycle parking on residential streets for those without other storage options.	1,000 Bike Hangar spaces delivered by 2022 with a focus on estates. Extended coverage of cycle hire schemes with greater controls over 'dockless' hire operators.	Borough-wide
	We will secure improved digital connectivity and work with new transport providers to enable innovative travel services consistent with our policies and ensure financial benefits are shared to allow us to re-invest in sustainable transport.	Publication of Digital Strategy. New car club services confirmed by 2020. Cycle hire licence scheme agreed by 2020. Trials of other emerging services/technologies.	Borough-wide



Figure 10:
Kerbside

The availability of car parking shapes what our city looks like and how it functions. It is an area where the council has a significant influence; through parking controls on-street and land use policies for off-street parking. Many of our streets prioritise car parking over alternative uses of the kerbside, but this needn't be the case and with lower levels of car ownership there is an opportunity to do things differently. The way we manage kerbside space can also have a big impact on the quality of our environment, including air quality and CO₂ emissions. Parking controls can help us deliver a range of policy objectives that support this Strategy including:

- Protecting local streets from commuter parking
- Freeing up space for other uses, such as cycle parking, greening and social space
- Controlling parking overspill from new developments
- Enabling incentives for low emissions vehicles to improve air quality and reduce carbon emissions, and
- Allowing us to regulate new mobility services such as flexible car sharing.

Guiding principle	Outcomes and Actions	Success criteria	Where
Strategic Outcomes			
Active and Safe	Our transport network is safe and secure, people feel confident about using public transport and our public spaces are well designed and maintained, encouraging people to interact and spend time together.	Few traffic collisions and reduced incidences of crime linked to the transport network, better enforcement of existing rules to reduce road danger, improved design and condition of streets and public spaces.	Borough-wide
	All of our neighbourhoods, schools and town centres are connected by 'healthy routes' that enable walking and cycling in a low/no motor traffic environment.	Reduced motor traffic on residential streets. Increased levels of walking and cycling. Children from 12 years old making independent journeys by foot and cycle is normal.	Borough-wide
	We will remove barriers to active travel by investing in infrastructure and initiatives that make it easier to walk, cycle and access public transport.	Increased share of trips by sustainable modes. Increased participation of under-represented groups.	Borough-wide
Priority Actions			
Active and Safe	We will work to deliver Vision Zero, reducing road danger and KSIs (Killed and Seriously Injured) through targeted infrastructure improvements and work with the Police on enforcement campaigns.	Reduction in KSIs and collision rates for vulnerable road users. 20mph on TfL roads and compliance by all vehicles including buses. Delivery of collision reduction schemes at priority locations. Lobby for powers to enforce speed limits, the introduction of stricter liability laws and measures to protect vulnerable road users, such as British Cycling's Turning the Corner campaign.	Borough-wide

Guiding principle	Outcomes and Actions	Success criteria	Where
Active and Safe	We will work with TfL, local police and communities to reduce the risk to young people and adults of violence on our transport network	<p>Measurable reduction in incidents related to the transport network.</p> <p>Identification and targeting of the highest risk areas in the transport system.</p> <p>Establishment of agreed safe areas for young people in those areas to be safer from violence.</p> <p>Support for transport staff to intervene where safe in an incident and de-escalate appropriately.</p> <p>Building out crime as part of wider regeneration plans and in the physical design of our transport hubs.</p>	Focus on priority areas
	We will make every opportunity count across all of the council's investment in streets to ensure that all changes deliver access and safety improvements for walking and cycling.	Allocation of LIP funding and other investment secured. Targeted interventions to reduce road danger and improve walking environment. Incorporate road danger reduction focus into all programmes.	Borough-wide
	We will enable walking and cycling to school, particularly where car use is high, to reduce motor traffic, tackle health issues and improve air quality.	Walking bus initiatives, cycling initiatives, school road closures and educational campaigns.	Borough-wide
	We will deliver Lambeth's first Liveable Neighbourhood in Brixton and work with residents in other areas who wish to create low-traffic neighbourhoods.	<p>Scheme implementation by summer 2023, measurable increase in walk and cycle trips.</p> <p>Low-traffic neighbourhoods prioritising areas with high density of school pupils.</p>	Brixton and other neighbourhoods

Guiding principle	Outcomes and Actions	Success criteria	Where
Strategic Outcomes			
Clean Air and Carbon neutral	Transport related emissions have fallen significantly so that air quality across Lambeth is well within safe limits.	Local air quality meets safe standards, motor traffic reduction, take up of electric vehicles, clean bus fleet. Mode shift to active travel.	Borough-wide
	Our transport network is carbon neutral.	CO ₂ reduction to meet 2030 target. Car ownership has fallen significantly. Low/zero emissions zones cover the whole borough, with car free areas at key locations. Freight and serving are carried out by electric and alternative fuelled vehicles. Significant increase in tree coverage and street greening.	Borough-wide
	Our transport network is resilient to the impacts of climate change.	Our transport infrastructure and services are designed and maintained to cope with the impacts of increased temperatures and extreme weather events.	Borough-wide
Priority Actions			
Clean Air and Carbon neutral	Enable a shift away from dependency on private vehicles while enabling a shift to low and zero emissions vehicles to meet remaining needs.	Rollout of at least 200 EV charge points by 2022.	Borough-wide

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Clean Air and Carbon neutral	Lead by example through the council's own fleet and travel policies.	Review staff car use policy by 2020. Any remaining fleet vehicles to be low-emission, such as electric, by 2022. Significantly increase staff use of cycles, public transport and walking for work journeys, year on year.	Borough-wide
	We will set differential parking charges to incentivise the uptake of low and zero emissions vehicles.	Publication of kerbside strategy. Implementation of variable parking charges.	Borough-wide
	We will promote an Ultra Low Emissions Zone covering the whole of Lambeth and London	Implementation of the expanded ULEZ by 2021. Work with GLA/TfL on future coverage.	Borough-wide
	We will improve air quality and create more attractive places by greening our streets.	Delivery of green infrastructure, such as pocket parks, green screens and 1,000 street trees by 2022.	Borough-wide
	We will develop and bring forward traffic corridor plans that respond to the need to reduce emissions through the allocation of modal priorities on these routes.	Review of main road corridors based on need to reduce CO ₂ emissions. Focus on A23 corridor to trial this approach as part of Streatham to Oval Cycleway.	Borough-wide
	We will work with TfL and neighbouring boroughs to develop traffic demand management strategies to reduce through motor traffic.	We will assess the potential for a Workplace Parking Levy and work with neighbouring boroughs to promote freight and construction consolidation across the sub region.	Borough-wide

Continued

Guiding principle	Outcomes and Actions	Success criteria	Where
Clean Air and Carbon neutral	We will embed measures to adapt to climate change into our highways improvement programme.	<p>Proactive maintenance regimes to maintain highway assets and use of new techniques and materials resistant to extreme weather patterns.</p> <p>Widespread use of Sustainable Urban Drainage measures to reduce surface water flooding.</p> <p>Street design provides extensive shade and shelter.</p> <p>Investment in the public transport network to improve resilience.</p>	Borough-wide

4.0 Spatial Application

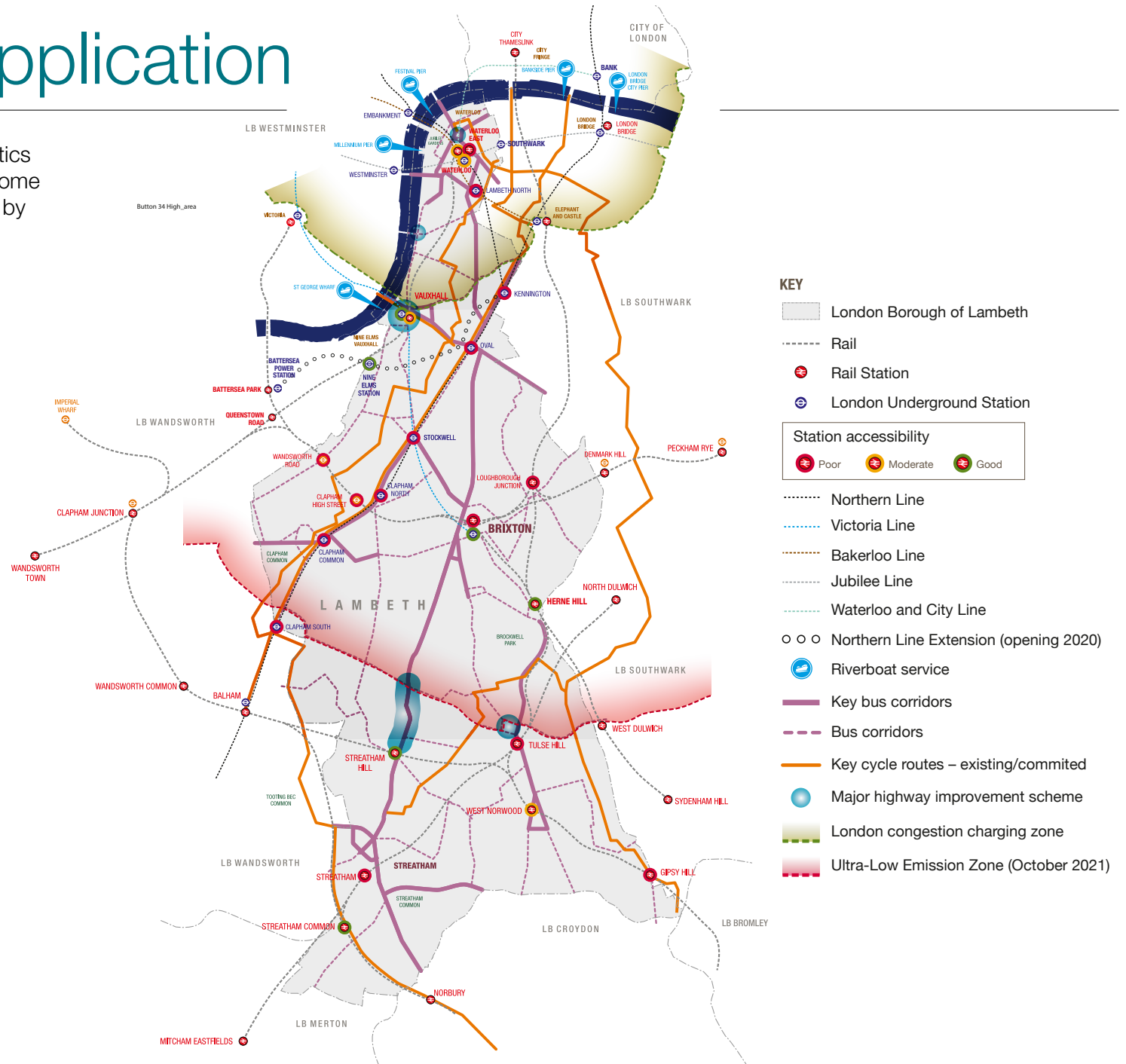
The figure below illustrates key characteristics of the transport network in Lambeth and some of the key projects and initiatives identified by this Strategy.



Figure 11:
Current Transport network and agreed projects

Interactive map

Roll over the buttons to highlight key projects



5.0 Healthy Routes Plan

We already have significant levels of walking and cycling in Lambeth but we know we need to keep making improvements to make our streets safer and more accessible and attractive for trips on foot and deliver significant improvements to make cycling a real option for more people.

In the development of this Strategy we have carried out extensive research into how best to achieve these objectives. We have taken an evidence-based approach and used a range of data and methodologies to identify priorities and make sure our planned investment in walking and cycling will be effective. We asked you about your priorities and received a large amount of very valuable feedback.

As a result of the above we have identified a Healthy Route Network for Lambeth that we propose to implement over the lifetime of this Strategy.

What is a healthy route?

First and foremost, a healthy route has the right conditions to enable more people to walk and cycle. A healthy route links people with places they need to get to, such as schools, workplaces, amenities and shops. A healthy route is convenient, attractive, feels safe and is accessible to all. A healthy route could be a



Interactive map

Click on the buttons to highlight key features

Figure 12:
Strategic Cycling Analysis

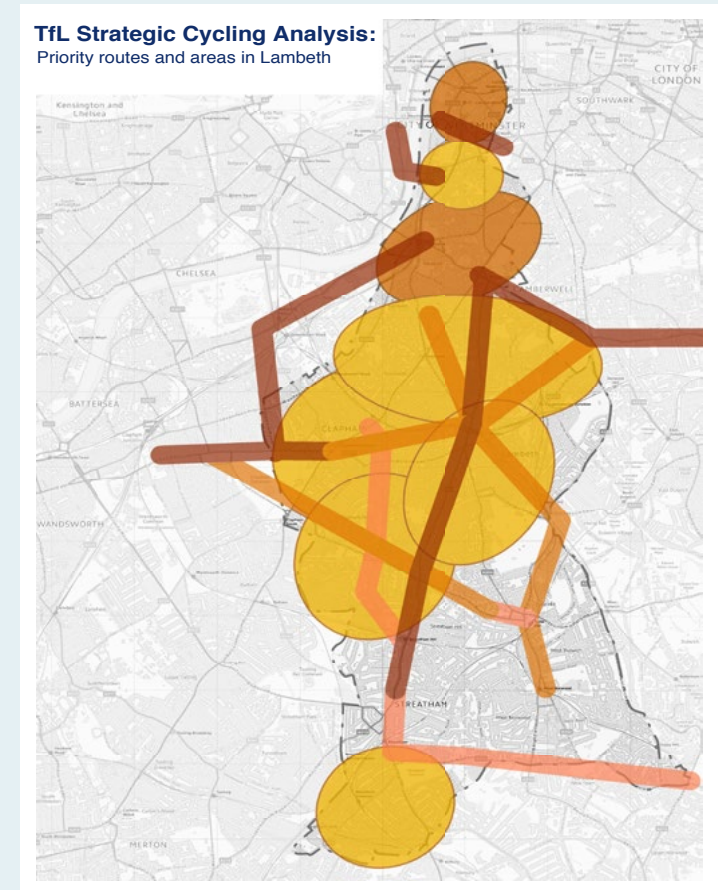
The Streatham to Oval Cycleway, is one of 25 routes identified by TfL as having the highest potential demand for cycling in London and fills the ‘spinal gap’ you told us about during our Healthy Routes consultation.

While various options have been considered, the A23 most closely follows the desire line for the route and we are now working with TfL to better understand what changes are needed to provide safer walking and cycling and cleaner air on this major corridor.

The project will be challenging, particularly in Brixton town centre, and is likely to require measures to manage demand for private car trips across a broad area in order to prioritise the movement of people and goods in the most efficient, sustainable way.

Priority connections

Priority Areas



residential street or a main road or a combination of both. And critically motor traffic levels are low, or on busier roads there is dedicated space that is not shared with general traffic.

How do we deliver healthy routes?

We propose two main approaches.

Neighbourhood approach

Firstly, we want to make our neighbourhoods better for walking and cycling as this is where many shorter trips are made. If we can do this more children will walk and cycle to school, fewer people will make short trips by car and lower motor traffic levels will improve accessibility, safety, air quality and create more liveable places. The main tool to achieve this is through motor traffic reduction.

In some places we have a problem with 'rat running' as drivers cut through residential areas to avoid congestion on main roads. If we can 'filter' through motor traffic out of these areas, without causing significant impacts elsewhere, then we can deliver 'healthy neighbourhoods'. To complement improvements within local areas, we have also identified the need for new crossings and junction improvements at key locations that will link neighbourhoods together, allowing people to get across busy roads that form a barrier to walking and cycling.



Figure 13:
**Lambeth Healthy
Route Network**



Interactive map

Rollover to enlarge

- Existing Routes
- Lambeth Delivery
- Partnership Delivery

Strategic approach

As well as creating better conditions for walking and cycling for neighbourhood level trips, we need to enable longer, more direct trips by cycle and focus on key areas of high footfall for public realm improvements to promote walking.

TfL has identified the key demand routes for cycling in London and we have used this data to plan a new strategic cycling network in Lambeth. The high demand routes we have identified are complemented by a number of connector routes that fill in gaps in the network. Where these routes are on main roads they will be fully segregated wherever possible.

We have identified key walking destinations as Waterloo, Vauxhall, Brixton and Streatham and we are already working closely with TfL to deliver transformative improvements in these areas. We will continue to invest in the public realm of all our town centres.

Prioritisation

Our Healthy Routes Plan is ambitious and is intended to be implemented over the lifetime of this Strategy. As well as ‘big ticket’ projects delivered over the longer term we propose many smaller changes that can be delivered more quickly. We will need to prioritise interventions and take advantage of existing projects and programmes and opportunities as they arise.

For neighbourhoods, we propose to look first at areas that meet the following criteria:

- There is a high number of school pupils in the area
- Air quality is a particular issue
- We have evidence that ‘rat running’ is an issue
- There is evidence of road safety issues, and
- The area is part of our Healthy Route Network.

We will also consider prioritising areas where there are external factors that will affect local roads and where we need to respond to this. For example, where we know a major highway

scheme or large development will result in significant disruption and increased pressure on local communities.

We will also prioritise interventions that improve access and remove barriers for our residents who live on housing estates.

Brixton Liveable Neighbourhood will be the flagship project for our Healthy Routes Plan.

For strategic routes, we will work with TfL to complete Cycleway 5, and deliver Cycleway 7 as well as the new Peckham to Streatham Cycleway. The Streatham to Oval Cycleway will begin implementation from Streatham Hill to the South Circular in 2020/21. Significant elements of the rest of the network will be delivered by other planned schemes, such as at Vauxhall Gyratory and Lambeth Bridge South. The outline programme for delivery of the network is included in the TSIP.

6.0 Road Danger Reduction

Delivering 'Vision Zero' for safety on our roads is a key objective of this Strategy.

Vision Zero asserts that no death on our roads is inevitable or acceptable. In recent years the number of people killed or seriously injured (KSI) on our roads has begun to rise again, after many years of decline, and the people most affected are 'vulnerable' road users – people walking and cycling and riding motorcycles. Nine out of 10 KSIs are from these groups. Lambeth has been a pioneer of the principles of Road Danger Reduction – tackling road danger at source, rather than just promoting coping strategies for people most at risk, and actively prioritising walking and cycling over general traffic.

Delivering our Healthy Route Network will address many locations where road casualties are happening, but we will also need to invest at other locations across the borough in order to make our roads safe for everyone. A targeted approach is required, with locations with the highest number of casualties/greatest collision risk treated first. Details of our approach to road danger reduction will be included in the TSIP.



7.0 Delivering the Transport Strategy

Lambeth has long been at the forefront of innovation and excellence in public realm design and walking and cycling initiatives. Many of the schemes and projects we have delivered are now to be found replicated across London and further afield. From the humble bike hangar which Lambeth first developed, to our pioneering neighbourhood enhancement programme, to major public realm schemes in our town centres and ground breaking work on cycling with equalities groups, we have led the way. We now want to build on this success in the years to come.

The Transport Strategy Implementation Plan (TSIP) prepared alongside this Strategy sets out how we will implement the key objectives and initiatives it contains. The TSIP is a process rather than a fixed point and will be updated on a regular basis. The first iteration of the TSIP includes projects and initiatives that are already planned, or are under consideration. Details and timescales are provided wherever possible. In some areas, further analysis is required and the TSIP undertakes to carry out this work, with the outputs to be published when available. The TSIP represents the practical enactment of the Transport Strategy, implementing the objectives

we have confirmed with the community through an extensive consultation process. Community engagement is on-going and will be essential given the very significant changes we expect will be required to deliver key objectives, not least around the issue of tackling climate change.

The outcomes, outputs and actions identified in this Strategy are expected to be implemented over the short, medium and longer term covering the next 20 years. Large scale transport infrastructure projects are notorious for their extended timescales and we will need to work together with the Mayor and government to make these happen. But there's a lot we can do in the shorter term to deliver real change, with targeted improvements to our streets and public spaces to make them safer, more accessible and with less motor traffic. We will also continue to work with schools and the wider community to deliver innovative educational and training programmes to give more people the skills and confidence to walk, cycle and use public transport.

Development in our borough has a major role to play in delivering our Strategy. We will expect and require new developments to deliver our

objectives, not only through embedding car free lifestyles for new residents, but by helping improve our transport network for everyone. This is in all our interests – infrastructure is required to support growth, and growth is required to support improved infrastructure for everyone. Securing the Northern Line Extension is a good example of this approach. We are already using developer contributions to help deliver our highways delivery programme and some of the major schemes identified in this Strategy, and this is particularly important in building financial resilience in the face of reduced public sector funding.

We will continue to invest in maintaining and improving our streets from existing budgets and funding streams and seek new sources of income. The Mayor and Transport for London also have a key role to play in providing funding towards delivering major highway improvements and public realm schemes, such as those at Waterloo, Vauxhall and Streatham Hill, and delivering strategic cycling routes. We believe this Strategy demonstrates our commitment to the Mayor's objectives and will help us make the case for continued investment in Lambeth.

Sitting alongside this Strategy is our new Local Implementation Plan and Local Plan Review. The LIP includes a three-year delivery plan showing how we intend to invest the grant we receive from the Mayor in order to deliver his and our transport objectives. The TSIP includes a summary of the projects we will deliver in 2020/21 using LIP funding.

We have also identified priority transport projects which will support growth in our updated Infrastructure Delivery Plan, which forms part of our Local Plan and should be read alongside this Strategy.

Finally, we are committed to monitoring the implementation of this Strategy and the outcomes it delivers. We will do so as part of our Annual Monitoring Report (AMR), including reviewing performance against the delivery indicators set out in our Local Implementation Plan and supplemented by additional indicators as set out in the TSIP. This Transport Strategy will be reviewed after five years and in line with future reviews of the Lambeth Local Plan.

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