



Lambeth Transport Strategy

Local Implementation Plan

Consultation Draft

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1. Introduction and preparing a LIP¹

Introduction²

This draft Local Implementation Plan (LIP) has been prepared, and is being consulted on, alongside Lambeth's Transport Strategy. The Transport Strategy sets out our ambitions for transport over the coming 20 years. This LIP complements the Transport Strategy and provides additional detail.

The LIP is in three parts. The first explains what a LIP is, how it is approved and what our statutory duties are. The second part provides; background on the borough, our transport objectives and a discussion of the local challenges and opportunities in realising the nine outcomes of the Mayor's Transport Strategy (MTS) within Lambeth. The third part contains a three-year programme of investment alongside local targets and delivery indicators so progress towards achieving these can be monitored. The programme of investment sets out how the borough will use the annual LIP grant Transport for London (TfL) provides to us, alongside other funding streams, to deliver the MTS outcomes.

The LIP is a statutory document, prepared under Section 145 of the GLA Act. All London boroughs must produce one in response to the MTS, published in March 2018. In order for this LIP to meet the statutory requirements placed upon it, some elements of the Transport Strategy are repeated here. The statutory requirements for a LIP are explained in the footnotes.

The current MTS is London's third. Whenever a new MTS is written it triggers the need for London boroughs to produce a LIP in response to it. Consequently this is Lambeth's third LIP. The LIP identifies how the London Borough of Lambeth will work towards achieving the MTS goals of:

- Healthy streets and healthy people
- A good public transport experience
- New homes and jobs

The overarching aim of the MTS is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today. This LIP outlines Lambeth Council's local priorities and targets that we have set to assist with achieving this aim. These targets recognise that central, inner and outer London areas require different targets to reflect their differing attributes.

¹ Requirement R1: No response required in LIP submission. It is a requirement for the borough to provide a response to every Mandatory Requirement.

² Requirement R2: Boroughs are required to include in their LIP an explanation of the statutory background of the LIP process.

The LIP must; set out how we propose to deliver the MTS within Lambeth, contribute to other local and sub-regional goals, include a programme of investment and delivery proposals for the period 2019/20 - 2021/22, include the targets and outcomes the borough are seeking to achieve and include a more detailed delivery plan for the financial year 2019/20. This draft LIP has been developed in accordance with guidance TfL has provided for borough officers.

The LIP covers the same period as the MTS, up until 2041. It takes account of other relevant Mayoral and local policies that are concerned with transport. This includes transport elements of the draft New London Plan. This document also outlines how the Council will work with TfL to assist with delivering the outcomes, policies and proposals of the MTS.

Local approval process³

The London Borough of Lambeth's [Constitution](#) sets out how the council operates and how decisions are made. The constitution was approved by a meeting of the full council on 23 May 2018. Under the terms of the constitution all executive decision-making is the responsibility of the ten member Cabinet.

Elected Members provided direction to borough officers during the development of the Draft LIP. The Cabinet considered the Draft LIP and approved it for public consultation on the 15 October 2018.

Following the public consultation, any required changes to the LIP will be made under delegated authority under the supervision of the Cabinet Member for Environment and Clean Air.

Statutory consultation⁴

The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate

³ Requirement R3: The boroughs are required to outline the democratic processes taken to approve the submission of the LIP at a borough level.

⁴ Requirement R4: Boroughs are required to provide evidence to show that all statutory consultees and any other organisations/groups have been engaged with during the formal statutory consultation period. They must also demonstrate how the views of their consultees have been taken into account.

- Any other body or person required to be consulted by the direction of the Mayor

This Draft LIP is being consulted on from 22 October 2018 to 17 December 2018. The consultation appears on the borough's website, and is available for any member of the public to respond. The Final LIP will contain a summary of responses received and an appendix providing a more detailed breakdown of comments received.

Statutory duties⁵

The borough has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP.

The borough is complying with its statutory duties and has commissioned a Strategic Environmental Assessment (SEA) and, as recommended, completed an Equality Impact Assessment (EQIA) on the proposals contained in its LIP. The LIP Outcomes and programmes have been assessed for both purposes. Any necessary changes to the draft LIP that these assessments identify, along with changes made in response to the consultation submissions, will be incorporated into a final version, which will be approved at senior councillor level.

The SEA Scoping Report, the SEA itself, a non-technical summary of the SEA, and a draft of the EQIA will be made available on the borough's website for consultation.

LIP approval⁶

This draft LIP was submitted to TfL on 22 October 2018, along with other statutory consultees, as part of the public consultation process. A final LIP will be written, taking account of consultation responses, and presented to TfL for approval ahead of it becoming effective in April 2019.

⁵ Requirement R5: There is a requirement to undertake a Strategic Environmental Assessment and it is recommended that an Equalities Impact Assessment is also done (which addresses the borough's Public Sector Equality Duty). The boroughs are required to consider whether it is appropriate for the LIP to be assessed against other matters, for example crime and disorder, health, economic and business issues, air quality and climate change.

⁶ Requirement R6: Boroughs must meet all of the following requirements for the submission of their LIP set out below under the following headings: a. Name of document b. Submitting the document to TfL c. Submission milestones.

2. Borough Transport Objectives

Introduction

This chapter sets out the local context for Lambeth's third LIP. It covers the borough's detailed interpretation of MTS policies at a spatial level, relevant local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key frameworks against which the borough plans and delivers local services.

Underpinning the LIP is an evidence base assessing the borough's current and future transport issues and needs. It is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

Local context⁷

Lambeth is an inner London borough, situated between Wandsworth to the west, Southwark to the east and with a northern boundary on the Thames. It covers an area of approximately ten and a half square miles, including Waterloo and the South Bank, Vauxhall, the Oval, Kennington, Stockwell, Clapham, Brixton, Loughborough Junction, Herne Hill, Streatham, Tulse Hill, West Norwood, Gipsy Hill and Upper Norwood. The urban character of the borough varies. The north has a mix of central London activities, the central area is primarily urban, while the south of the borough is more suburban in character.

Transport & Health

Public transport infrastructure in the borough is generally good for non-disabled people but less good for those with disabilities or specific access needs. There are 14 mainline rail stations evenly spread throughout the borough and nine underground stations, which are predominantly in the north. The extension of the Northern line to Battersea is under construction and will see a new station opened at Nine Elms in 2020. We consider accessibility to be poor at 8 of the 14 rail stations

⁷ Requirement No R7: Boroughs are required to set out the local context including the geographical, demographic and other characteristics of their boroughs, cross-referencing existing policy and context documents as appropriate. Alternatively, please provide web-link(s) to a borough document that contains this information and reference the section and page numbers where this information can be found.

and, of the nine underground stations only Brixton and Vauxhall are fully step free, along with the Jubilee line at Waterloo.

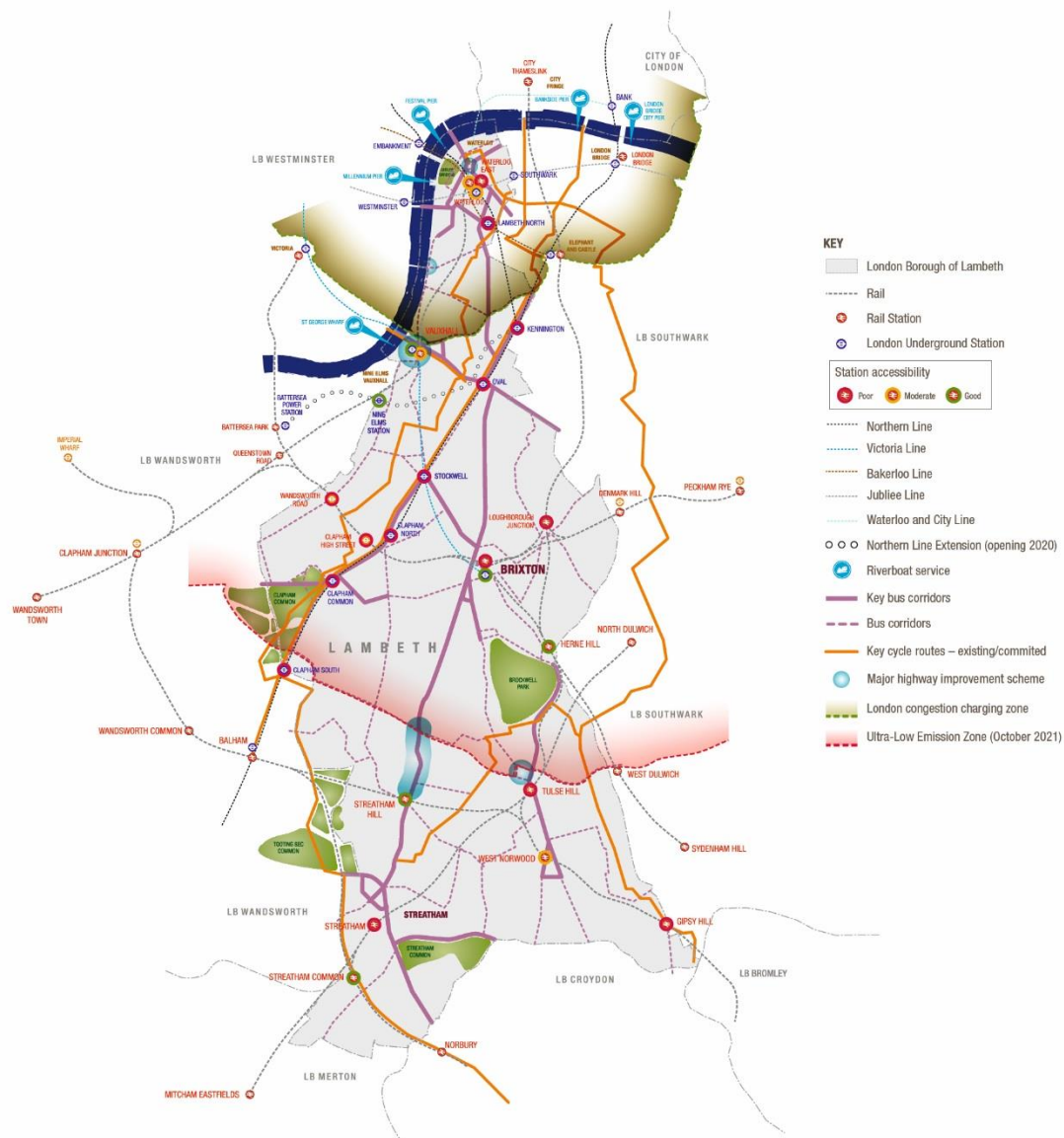


Figure 1: Lambeth Transport Infrastructure

There are many bus routes in the borough, with major interchanges at Waterloo, Vauxhall and Brixton. Public transport accessibility is generally good in north and central Lambeth, with high frequency tube services providing good connectivity. There are also two Thames Clipper stations in the north of the borough. Public transport services in Streatham and Norwood comprise solely of rail and bus services. The low frequency rail services and a lack of east/west services mean that people in the south of the borough are more car dependent.

The proportion of households with no car or van increased from 51 per cent in 2001 to 58 per cent in 2011¹¹ but the number of cars owned in the borough has risen

slightly since the census⁸. There is not a simple correlation between public transport accessibility levels in the borough and rates of car ownership, with affluence likely to also be a factor. Traffic congestion, and the associated impact on people's health remains a major issue.

In peak hours overcrowding is an issue on parts of the bus, rail and underground network. Waterloo bound trains arriving into Vauxhall in the am peak do so over capacity and on the underground network it is the Northern line which has the most severe capacity issues. Our evidence shows that overcrowding affects northbound bus journeys to Brixton and Vauxhall in the am peak, along with routes crossing northbound over the Thames (Future Baseline Report Part 2). Bus routes are focused on the main north-south radial roads into central London, and there are a lack of east-west services. Investment is needed to improve conditions for passengers, to make stations fully accessible for all users, and to enable the planned increases in resident and working population.

Lambeth has a low live-and-work ratio: only 15 per cent of the 136,000 Lambeth residents in employment live and work in the borough. 87,000 people commute into the borough and 116,000 commute out, giving a net outflow of 29,000. 30 per cent of borough residents commute to Westminster or the City of London, 8 per cent to Southwark, 7 per cent to Camden and 6 per cent to Wandsworth¹¹.

The quality and quantity of dedicated cycle routes in the borough has increased over the last 10 years. 17% of the population is within 400m of the strategic cycling network⁸. Access to cycling has been made easier with bike hire having been extended to Brixton and the provision of secure on-street cycle parking. There has been growth in the number of trips made by bike over the past 3 years, when dedicated monitoring of cycle rates began. Walking made up 34% of trips in 2016 but more detailed understanding of walking within the borough is hampered by a lack of detailed data.

The whole borough is within an Air Quality Management Area in relation to a breach of nitrogen dioxide (annual mean and hourly mean) and particulate matters (daily mean and annual mean) objectives as specified in the Air Quality Regulations 2000. Road traffic continues to be the primary cause of air pollution. Vehicle pollutants of greatest concern are nitrogen dioxide and fine particles (PM10). Carbon monoxide

⁸ LIP MTS Outcomes Borough Data Pack

and volatile organic compounds such as benzene and 1,3-butadiene are also of potential concern, as is ozone.

Conditions that contribute to Lambeth's lower (when compared with England) life expectancy include circulatory diseases such as coronary heart disease and stroke; cancer, especially lung cancer; respiratory diseases such as chronic obstructive pulmonary disease; digestive diseases such as cirrhosis of the liver; suicide and violence; infectious and parasitic diseases and mental health and behavioural disorders⁹

Though there has been a significant reduction in most priority crimes, Lambeth is considered a high crime area. It has the sixth highest crime rate in London and has the second highest rate for violence with injury, sexual crime and drugs offences, and the third highest number of anti-social behaviour calls to the police. Crime reduction and public safety is among the top concerns of Lambeth residents⁹.

Population, Demographics & Housing

In common with the rest of inner London, Lambeth's population has grown rapidly in recent years, expanding from a quarter of a million in the 1990s to 303,100 in 2011. The Greater London Authority (GLA) estimate that the population will grow to over 378,000 by 2041¹⁰. Lambeth is among the most densely populated areas in the country, with over 11,300 people per square kilometre. Current household composition includes a high proportion of lone parent households with dependent children. One person households, in particular, are projected to increase.

Lambeth is a largely residential borough. There are many long term residents; around 80 per cent of the population has been resident in Lambeth for over two years and 50 per cent over five years, but population turnover, or 'churn', is high and is currently estimated at 22-24 per cent every year⁹.

Lambeth has a more ethnically diverse population than the rest of the capital. During the early post World War II period the borough became known as an important focus for the Black Caribbean population. New job-seeking immigrants continue to settle in Lambeth. The largest group between 2002 and 2011 was from Poland, followed by African countries and Australia and New Zealand. More recently, Lambeth has seen significant levels of international migrants from EU countries, especially from Spain,

⁹ [State of the Borough Report 2016](#)

¹⁰ [GLA 2016-based Demographic Projections, Housing-led Model Variant](#)

Italy and Portugal¹⁰. The proportion of white British people in Lambeth decreased from 50 per cent to 39 per cent between 2001 and 2011¹².

Lambeth has a relatively young age profile compared to both the whole country and other areas of London. A growing number of residents are aged between 20 and 44 and this group now represents over half of the population. Only 8 per cent of people are aged 65 or over, a proportion that has been reducing¹¹. Lambeth's age profile is projected to remain relatively young.

Lambeth combines areas of affluence with areas of severe poverty and deprivation. Deprivation is spread throughout the borough but is particularly concentrated in Coldharbour and Vassall wards in Brixton, and in parts of Knight's Hill ward in the south of the borough. The most affluent areas include the Thames-side part of Bishops ward, parts of Clapham and the Dulwich border area of Thurlow Park. Thirteen of Lambeth's super-output areas are in the top 10 per cent, nationally, which has risen since 2012 when only eight areas were in this range⁹.

Lambeth's housing stock is typical of inner London, with a large proportion of flats - 73 per cent in total. About two-thirds of these are purpose built and one-third are conversions. A correspondingly small proportion, 26 per cent of the stock, are houses¹². Around 67 per cent of households live in rented accommodation (both social and private rented) and 33 per cent own their own home, similar to other inner London boroughs. 17 per cent of households rented from the council in 2016, down from 29 per cent in 2001. The proportion of private renters increased from 18 per cent to 33 per cent during this period⁹.

The average house price in Lambeth in July 2017 was £553,312, which is slightly higher than the average for London but more than double the national average¹¹. The average monthly private rent for a two-bedroom property in Lambeth in January 2017 was £1,447, slightly higher than the average rent in London.

The borough's Strategic Housing Market Assessment¹¹ has calculated that average rents in Lambeth equate to 56% of average household income, highlighting that the private rented sector is unaffordable to many residents. Accordingly, the need for

¹¹ [Lambeth Strategic Housing Market Assessment 2017](#)

¹² [Census 2011](#)

affordable housing in Lambeth is high and there are over 23,000 households on the waiting list for affordable housing¹³.

Employment, Education & Business

The business base in Lambeth, compared with other inner London boroughs, is relatively small. The number of new businesses being created in the borough has increased significantly however, with 1,445 small business enterprises in the borough. Following the national trend, self-employment and part-time working have both increased in Lambeth and 35,000 Lambeth residents are estimated to be self-employed¹⁴. Larger employers are clustered in the north of the borough around South Bank/Waterloo and Vauxhall. Both areas are part of the central activities zone and will see a large increase in employment space.

Unemployment has fallen dramatically in Lambeth since 2010 and is lower than both the London and national rate. BME residents and those aged over 50 are more likely to be unemployed¹³. However, the proportion of Lambeth residents claiming out-of-work benefits remains significantly above the London and national averages. By far the largest group of out-of-work benefits claimants are claiming for health reasons, with 13,510 Lambeth residents on Employment Support Allowance or Incapacity Benefits in May 2015¹³.

Lambeth has five nursery schools, 65 primary schools and 19 secondary schools. There are also five special schools, two pupil referral units and five colleges. There has been a significant expansion programme of schools in Lambeth to meet increased needs for school places. From 2012, an additional 25.7 forms of entry have been provided at the primary level and 13.5 forms of entry have been provided at the secondary level. In addition, 450 extra additional sixth form places have been provided and 165 additional Special Education Needs and Disabilities (SEND) places have been added.

¹³ [Lambeth Housing Strategy, 2017](#)

¹⁴ Lambeth Investment and Opportunity Strategy 2015

Changing the transport mix

Challenges and opportunities¹⁵

The over-arching aim of the MTS, which would help achieve many of the nine Mayoral outcomes, is to increase the proportion of trips made by public transport, walking and cycling. These three modes combined, currently make up 63% of trips in London. The aim is for them to account for 80% by 2041. The scenario this LIP is planning for is the one outlined in the 2018 MTS; that by 2041 there will be 10.5m people living in London and 6.7m jobs based in the capital.

The projected growth of Lambeth's population results in an estimated increase of trips originating in the borough from approximately 680,000 trips today to 800,000 in 2041. The average number of trips made per-person per-day has been relatively stable for decades and the assumption made to produce the above projections is that this will not change significantly in future. In London the trip rate has actually declined slightly over the past decade to stand at 2.22 trips per-person per-day¹⁶. Accommodating this projected growth on the transport network will itself be a major challenge.

78% of trips originating within Lambeth are already made by public transport, walking and cycling¹⁷. Lambeth will have to set more ambitious mode-share targets than the London average, in recognition that as an inner London borough access to public transport is better here than in outer London. The Lambeth target is therefore for 85% of trips originating within the borough to be made by public transport, walking and cycling by 2041. Of the 800,000 daily trips originating in the borough in 2041 681,000 of these will need to be by public transport, walking & cycling for an 85% mode share target to be met.

There are some long term transport trends that could help to achieve the above objective. Lambeth's population profile is young and the proportion of young people learning to drive is lower than in earlier generations. It may also be the case that in future a greater proportion of mobility will be consumed as a service, ordered when

¹⁵ Requirement R8: Boroughs are required to identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.

¹⁶ Travel in London, Report 10

¹⁷ London Travel Demand Survey (LTDS 2013/14 to 2015/16)

needed, and the mode chosen according to best fit the user's needs. The current dominant model for having access to a car is through ownership and we know that once people own a car a high proportion of their trips are then by car. Where people access cars on a pay-as-you-go model they tend to use them much less and only when necessary.

Key to changing the transport mix in Lambeth will be improved public transport provision. The Northern Line Extension will open in 2020, improving the public transport offer in the north of the borough and enabling car-free lifestyles. However it is in southern areas of the borough where connectivity by public transport is weakest, and improvements are needed to provide an attractive alternative to the car.

Long term plans for improved suburban rail services (The South London Metro) would dramatically improve public transport in the south of the borough where it is most needed. The South London Metro could improve capacity of services into central London in the am peak by 125,000 and capacity for orbital journeys by 38,000. Crossrail 2 also has the potential to benefit those living in the south western part of the borough and relieve congestion on the Victoria and Northern lines, where station control measures might otherwise be needed at peak times due to the number of passengers.

Improved bus services offer the most immediate way of creating better public transport services. TfL is reviewing services in order to reduce excess bus capacity in central London and redistribute it to outer London.

Cycling is a viable alternative for shorter trips currently made by car or public transport and has the advantage that it is often the quickest option for these journeys. TfL has undertaken research into factors that deter people who don't currently cycle from taking it up. The most significant factor that is consistently cited is fear of the danger posed by other road users. Providing conditions for people to cycle to overcome this barrier is a key challenge. Figure 1, above, shows the existing and committed cycle routes in the borough. Cycle Super Highway 7, running through the borough from Clapham Common to central London is largely unsegregated and suffers from a high rate of collisions. Reducing the road danger on this route, along with new high quality infrastructure is required to overcome this challenge. TfL has committed to creating three quietway routes within Lambeth and we will work with them to deliver these and other priorities such as the Oval to Streatham future route.

Analysis by TfL into the potential for new cycling trips shows that Lambeth is a borough where a lot of short trips could be switched to cycling. Figure 2 below shows that areas adjacent to Cycle Superhighway 7, the north of the borough and along the route of the A23 are where most potential exists. Only a small fraction of this

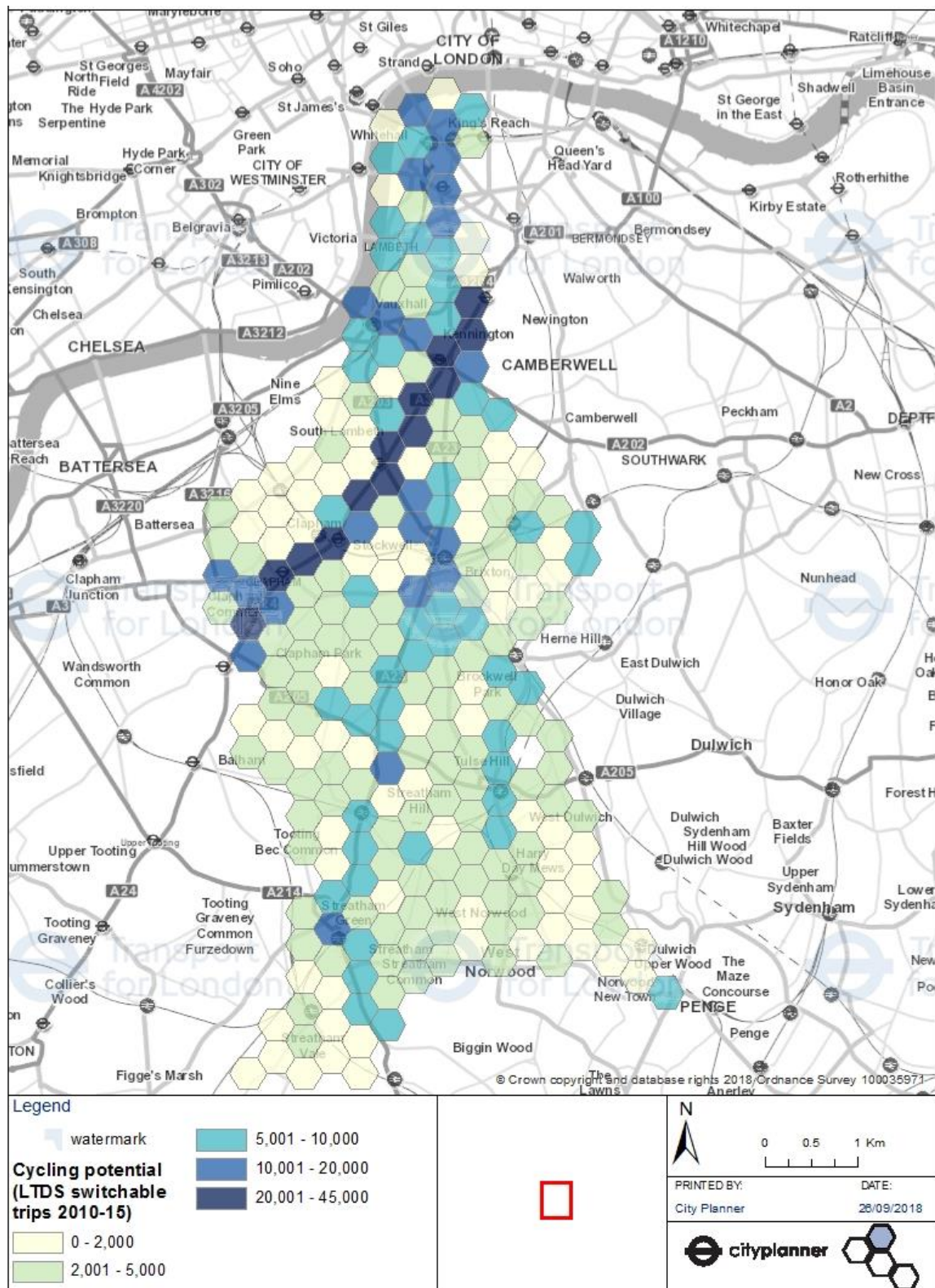


Figure 2: Number of trips with potential to be switched to cycling

potential needs to be realised for us to achieve our targets on changing the transport mix. TfL has also undertaken the same analysis for walking, as shown in figure 3.

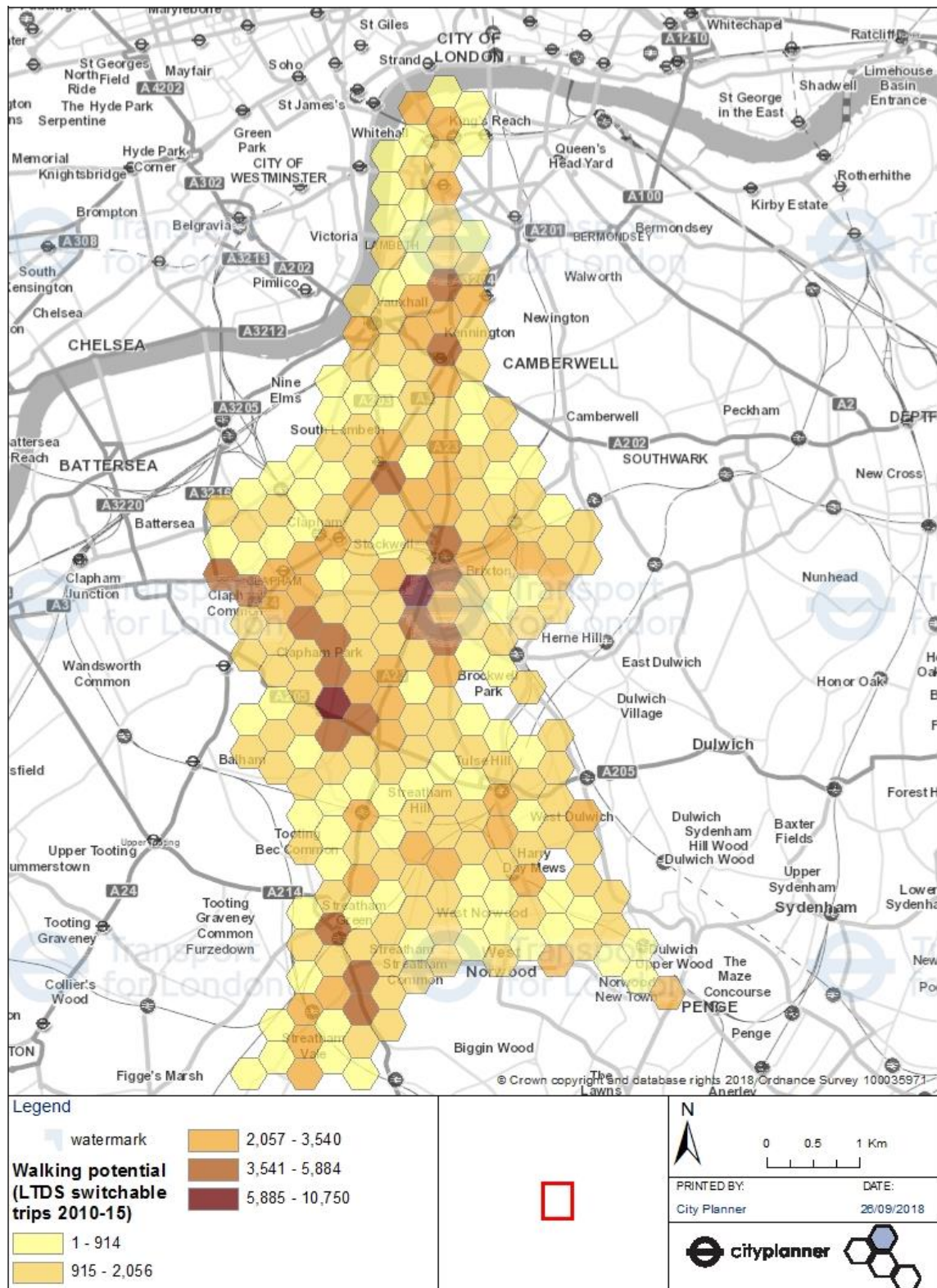


Figure 3: Number of trips with potential to be switched to walking

The areas with the highest potential to switch trips to walking are around Brixton town centre, Streatham High Road and Clapham Park. Brixton is where the borough is working to secure funds to create a Liveable Neighbourhood, which will aim to deliver a public realm much better suited to walking and cycling.

Borough objectives¹⁸

The borough's transport objectives, as set out in our Transport Strategy, are reproduced in tables 1-4 below. The objectives have been developed in accordance with four guiding principles.

Growing	Support new homes, jobs and investment through improved transport infrastructure and services
Inclusive	Make our transport network more inclusive and accessible
Efficient	Make our transport network efficient, allowing people to make quick and reliable journeys
Healthy	Focus on people rather than traffic and enable people to live healthier, more enjoyable lives

The objectives are strategic and have associated priority actions. The Delivery Plan, in part three of this LIP gives further detail on the actions that will be undertaken in the coming three years to achieve the objectives.

The tables below have been arranged around the four guiding principles and have been divided into two parts. The first shows the borough's strategic objectives, setting out the change we want to see over the lifetime of the strategy and informing our Infrastructure Delivery Plan. The second is focussed on priority actions which informs our 3 year LIP Delivery Plan.

¹⁸ Requirement R10: Boroughs are required to set objectives that explicitly assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share.

TABLE 1: Strategic Outcomes & Priority Actions for growth

Strategic Outcomes	Success Criteria	Where
A radical overhaul of rail services delivers a high frequency metro style service at our stations	Services are frequent enough 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 new trips in the borough are made on foot, by cycle or using public transport and the impact of development related traffic is minimised.	Low / no car parking in new developments and other policies to reduce traffic generation. Construction and freight safety and mitigation measures. Extended CPZ coverage. Increased bus capacity and coverage.	Focus on growth 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.	Waterloo, Vauxhall, Brixton, Streatham

Priority Actions	Outputs	Where
We will support the Mayor of London in lobbying for rail devolution while working with industry stakeholders to deliver service enhancements.	Input to franchise process and route consultations e.g. promote additional services from Clapham High Street and Wandsworth Road, improved station facilities, including cycle parking. Investigate potential and impacts of new interchange at Streatham Common.	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 and investigate options for an additional Overground station in the borough.	Access improvements at Waterloo secured through adjacent developments. Promote plans for refurbishment of Brixton Rail station Feasibility work on Overground interchange at Loughborough Junction.	Focus on growth areas
We will use our Planning Authority powers to secure car free development and improvements to the transport network.	Little or no car parking in new developments, public realm improvements, enhanced bus services, improvements for walking and cycling. Adoption of revised Local Plan by 2020.	Focus on growth areas
We will require development to prioritise safety and environmental protection during construction and protect local streets from development related traffic.	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. Requirement to use the safest vehicles, including the Mayor's Direct Vision Standard, during construction and in any council procurement.	Focus on growth areas
We will work with TfL to deliver major improvements at Vauxhall Cross, Waterloo IMAX, Lambeth Bridge, Streatham Hill and Tulse Hill gyratory and identify and promote further improvements across Lambeth.	Delivery of schemes: <ul style="list-style-type: none"> Vauxhall Cross 2020, Waterloo IMAX 2020 Lambeth Bridge 2020 Streatham Hill 2020 Tulse Hill 2021 Investment secured at other key locations.	Borough wide

Table 2: Strategic Outcomes & Priority Actions for inclusivity

Strategic Outcomes	Success Criteria	Where
The transport network in Lambeth is accessible to all.	<p>Inequalities have been addressed through measures proven to improve physical access for those with a range of disabilities, including step free access to stations and highway improvements. Participation across transport modes is representative of our diverse community.</p> <p>Prioritise stations which will have greatest impact on gap between step free/full network travel times and areas of high footfall.</p>	Borough-wide
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.	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 high deprivation areas

Priority Actions	Outputs	Where
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 Streetscape Design Guidance by 2019.	Borough wide
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 by 2019 and prepare further schemes for future funding rounds. Prioritise stations which will have greatest impact on step free/full network gap and where funding is available.	Borough wide
We will review the pedestrian environment adjacent to public transport hub and deliver improvements.	Improved access and quality of space around stations and stops.	Borough wide
We will prioritise car parking for disabled people, recognising the critical role cars will continue to play to enable mobility for people for whom walking, cycling or public transport are not available options.	Adoption of disabled car parking standards for non-residential uses in excess of London Plan standards by 2020.	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 by 2022.	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. Extension of cycle hire to south of borough by 2021	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 by 2021, subject to DfT approval.	Borough wide
We will create and deliver innovative schemes and training programmes to promote walking and cycling for the whole community and reach out to disadvantaged groups.	Training and education programmes delivered to target groups, including schools. Wider programme of activities to 'near market' groups.	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 Routes Plan.	Borough wide

Table 3: Strategic Outcomes & Priority Actions for efficiency

Strategic Outcomes	Success Criteria	Where
Traffic levels have fallen significantly across the whole borough.	Lower traffic levels and falls in car ownership. Introduction of 'low traffic neighbourhoods' across the borough. Work with TfL and other boroughs to identify measures to deter through traffic.	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 parking stress and street space required for car parking. Prioritisation of alternative kerbside uses, such as shared vehicles, cycle parking, green and social space. Appropriate agreements with new mobility providers to ensure that access is regulated and the cost of maintaining streets is captured.	Borough wide

Priority Actions	Outputs	Where
We will connect our neighbourhoods with low / no traffic routes for walking and cycling to give people a real alternative to short car trips.	Delivery of neighbourhood cycle routes, including the Streatham to Peckham Quietway by 2021. Delivery of new walking and cycling links between neighbourhoods, with new crossings, junction improvements and traffic reduction measures. Top 10 priority locations by 2022.	Borough wide
We will work with the Mayor, TfL and other boroughs to investigate options to reduce traffic passing through Lambeth.	Review of traffic management on the A23 focussing on Brixton town centre by 2020.	A23 corridor
We will design and develop a comprehensive network of strategic cycle corridors as part of our Healthy Routes Plan.	Delivery of Cycle Future Route 15 (A23) by 2022 and other strategic cycle routes.	Borough wide
We will work with TfL to deliver journey time improvements for bus passengers in Lambeth and seek better east-west bus connections in the south of the borough.	Improved journey times. Bus priority measures implemented on A3036 Wandsworth Road, A23 corridor and A2217 Coldharbour Lane by 2021. Advance case for new east-west bus route in south Lambeth as part of bus network review.	Strategic bus corridors

We will trial innovative measures to reduce the impacts of freight trips in Lambeth.	Trial of 'virtual' loading bays and promotion of cycle freight by 2021 in existing scheme areas e.g. Brixton Liveable Neighbourhood, and focus on growth areas. Consolidation / minimisation of development related freight trips secured through the planning process.	Growth areas
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.	Implementation of new and amended CPZs based on demand. CPZ consultations to seek views on alternative kerbside uses and also capture views of non-car owners.	Borough wide
We will 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.	New car club services confirmed by 2019. Cycle hire permit scheme agreed by 2019. Trials of other emerging services / technologies.	Borough wide

Table 4: Strategic Outcomes & Priority Actions for health

Strategic Outcomes	Success Criteria	Where
Air Quality across Lambeth is well within safe limits, with a transport network that is zero emissions and resilient to the impacts of climate change.	Introduction of ULEZ, traffic reduction, take up of electric vehicles, clean bus fleet. Mode shift to active travel.	Borough wide
All of our neighbourhoods, schools and town centres are connected by 'healthy routes' that enable walking and cycling in a low / no traffic environment.	Road closures and traffic management changes at key locations. New crossings and junction improvements. Children from 12 years old making independent journeys by foot and cycle is normal.	Borough wide
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 incidences of crime, better enforcement of existing rules to reduce road danger, improved design and condition of streets and public spaces.	Borough wide

Priority Actions	Outputs	Where
We will enable a shift to low and zero emissions vehicles by providing easy access to on-street EV charge points across the borough, and lead the way by purchasing vehicles for the council fleet that are clean and safe.	Rollout of 200 EV charge points by 2022	Borough wide
We will set differential parking charges to incentivise the uptake of low and zero emissions vehicles.	Implementation of variable parking charges.	Borough wide
We will support the Mayor to deliver a Low Emissions Zone covering the whole of Lambeth	Implementation of the expanded ULEZ by 2021	Borough wide
We will deliver Low Emissions Neighbourhoods projects in our Air Quality Focus Areas.	Implementation of LEN in Brixton and other priority locations	Air Quality Focus Areas
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 enable walking and cycling to school, particularly where car use is high, to reduce traffic, tackle health issues and improve air quality.	Walking bus initiatives, cycling initiatives, school road closures and educational campaigns.	Borough wide
We will review Lambeth's Road Network Classification and de-classify local streets that should not be considered through routes.	Completion of review and declassification complete 2019.	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.	Scheme implementation by 2021, measurable increase in walk and cycle trips. Low traffic neighbourhoods prioritising areas with high density of schools.	Brixton and other neighbourhoods
We will co-ordinate our highway maintenance programme with area enhancement schemes and ensure that routine maintenance delivers accessibility improvements.	Delivery of small scale accessibility improvements, e.g. dropped kerbs, and de-cluttering as part of maintenance programme.	Borough wide
We will work with TfL, local police and communities to reduce the risk to young people and adults of violence on our transport network	Measurable reduction in incidents related to the transport network. Identification and targeting of the highest risk areas in the transport system. Establishment of agreed safe areas for young people in those areas to be safer from violence. Support for transport staff to intervene where safe in an incident and de-escalate appropriately. Building out crime as part of the wider regeneration plans and in the physical design of our transport hubs.	Focus on priority areas
Work with government authorities and the police to assess our crowded places and vulnerable locations to improve security.	Detailed risk assessments of priority locations. Where appropriate, implementation of effective countermeasures to improve safety and security in these areas. Incorporate countermeasures into existing schemes and programmes	Focus on priority areas
We will reduce 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

Mayor's Transport Strategy outcomes^{19 20}

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

Challenges and opportunities

A large proportion of people do not do the recommended amount of daily activity. The MTS wants all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day, by 2041. This will include trip stages - walking as part of a longer journey on public transport - and journeys taken on foot or by bike. The scale of the challenge can be seen by looking at obesity rates in children. About 23 per cent of Lambeth children in their reception year and 39.4 per cent of children in Year 6 were overweight or obese in 2015-16²¹. Over the past 10 years the trend has been slightly downwards, with fewer obese children, but Lambeth remains above the average for England and London.

42% of Lambeth residents currently report that they did the recommended two periods of walking or cycling for 10 minutes the previous day. This is based on interviews conducted as part of the London Travel Demand Survey (LTDS 2014/15 - 2016/17). The mayoral target is that by 2041, 70% of Lambeth residents will be able to say they did 20 minutes of active travel the previous day. It is a challenging target which will require a large shift in habits and attitudes.

Increased physical activity will form part of the solution to the obesity crisis. We will work to improve the walkability of the environment, create better conditions for cycling and reduce the dominance of motor transport. Cycling and walking priorities have been identified by analysis of current conditions, referral to TfL's Strategic Cycling Analysis and through a public consultation. Using this information we have identified a Healthy Route Network for the borough.

¹⁹ Requirement R9: Boroughs are required to set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals.

²⁰ Requirement R11: Boroughs are required to identify a set of locally specific LIP objectives that contribute to achieving the nine outcomes of the Mayor's Transport Strategy, and the relevant policies and proposals.

²¹ The Health of Children and Young People in Lambeth, [Annual Report 2016/17](#)



Figure 13:
**Lambeth Healthy
Route Network**



Interactive map
Click on the dots to see
further details

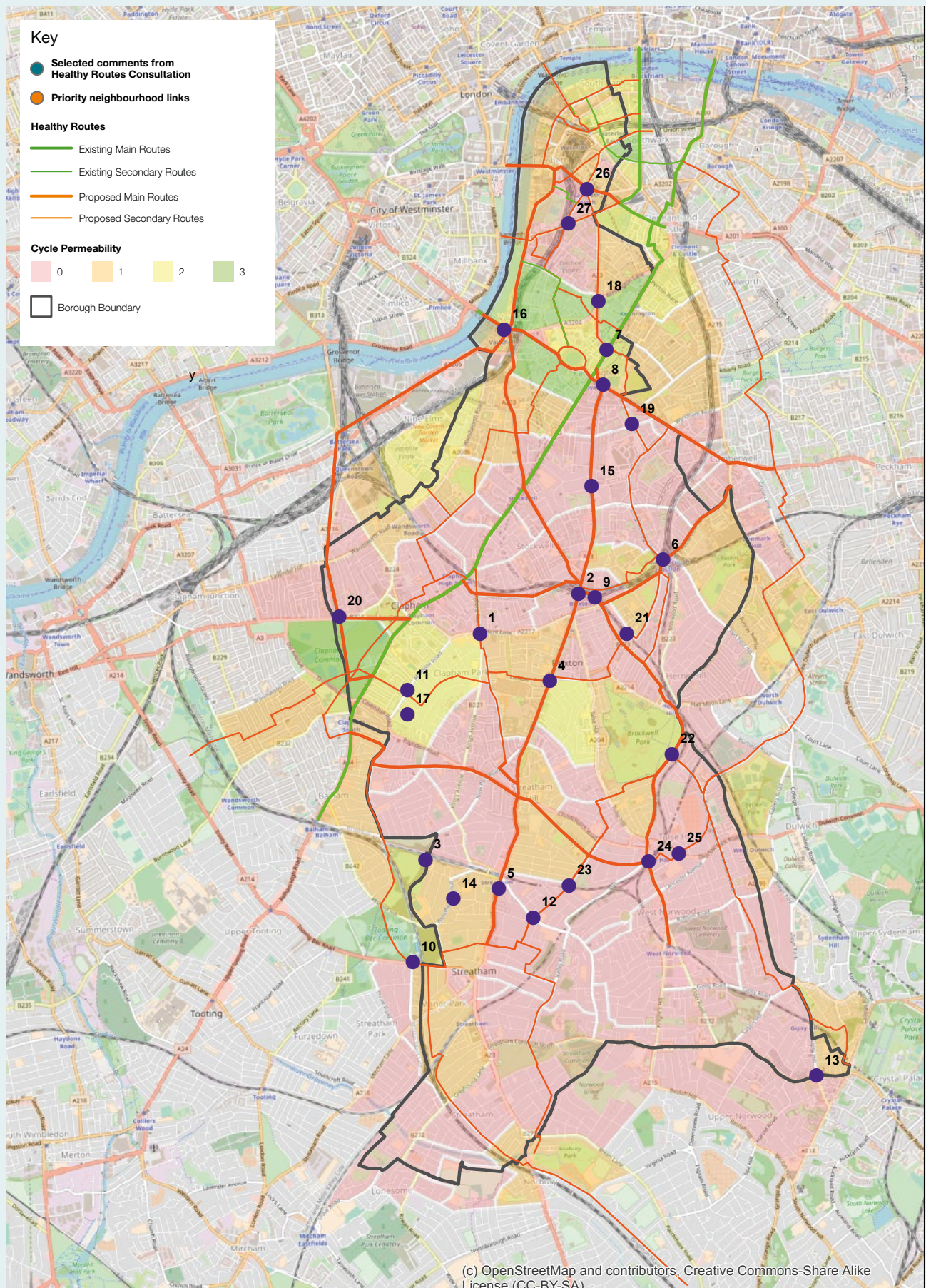


Figure 4: Lambeth Healthy Routes Map

TABLE 5 – Healthy Route Network: Comments from Healthy Routes consultation and Priority neighbourhood links

Ref. Number on Fig. 4, above	Location & Issue raised	Borough action	No of people supporting comment
1	Crossroad of Acre Lane with Kings Ave and Bedford Rd – dangerous for cycling	Review design of junction as a priority.	22
2	Brixton Town Centre – dangerous for cycling	Include in scope of Brixton Liveable Neighbourhood bid and lobby TfL for early delivery of Oval to Streatham cycle route	21
3	Tooting Bec Common – allow cycling on east side under railway	Outside of borough boundary. Have passed comments to Wandsworth to action.	20
4	Brixton Water Lane junction with Brixton Hill – difficult crossing for cyclists on a good cycle route	Include as a healthy route and review design of junction as a priority.	15
5	Streatham High Rd – dangerous for cycling	Support TfL highway improvements and designs for segregated cycle tracks	15
6	Coldharbour Lane & Loughborough Junction. Dangerous for cycling	Review design of junction.	14
7	Junction of A3 with A23 – request for more dedicated cycle phase on lights at junctions.	Pass on comments to TfL who are responsible for these roads and will lobby TfL for early delivery of Oval to Streatham cycle route.	14
8	Brixton Rd and A203 junction – dangerous for cycling	Pass on comments to TfL who are responsible for these roads and will lobby TfL for early delivery of Oval to Streatham cycle route.	14
-	Herne Hill – Half Moon Lane/Norwood Road/Dulwich Road	Review design of junction with LB Southwark.	13
-	Lyham Rd – speeding vehicles	Include as a healthy route and review traffic conditions.	13
9	Atlantic Rd – conditions need to be better for pedestrians and cyclists	Include in scope of Brixton Liveable Neighbourhood bid.	9
10	A214/ Aldrington Rd – no green pedestrian phase on traffic lights	We will raise these issues with LB Wandsworth who control these roads.	9
11	Abbeville Rd – shops would benefit from pedestrianisation	We will work with local communities to consider measures to deter 'rat running' in residential neighbourhoods.	8
12	Junction of Leigham Court Rd, Leigham Ave and Mount Nod Rd – improve pedestrian crossing	This junction will be improved for both walking and cycling as part of the	7

		proposed Peckham to Streatham Quietway.	
13	A214/Gypsy Hill crossroads – pedestrian lights not on all four arms of junction	Include in borough wide review of pedestrian provision at signalised crossings in 2019 in consultation with LB Croydon.	7
14	Woodfield Ave, Mt Ephraim Road – dangerous crossing for children	Review impact of recent improvements through school travel plan programme.	6
15	Brixton Rd junction with Lorn Rd & Mostyn Rd – new crossing for pedestrians	Lobby TfL for review of junction with a view to introduce better pedestrian crossing facilities	6
16	Vauxhall Bridge – area outside Pret a Manger is dangerous for pedestrians as cycle and pedestrian areas are unclear	Vauxhall Bridge is controlled by TfL. Improvements are planned as part of the removal of the Vauxhall gyratory.	6
17	Bonneville Gardens - double parking and inconsiderate driving during school drop off/pick up times & unsafe to cross surrounding roads: Rodenhurst Rd, Elms Crescent and Clarence Ave.	We will consider Bonneville Gardens for inclusion in our school timed road closure programme in 2019/20.	11
18	Kenning Lane junction with Kennington Rd, Cleaver St, Sancroft St – Improve cycle permeability and dangerous crossing for pedestrians	Lobby TfL to review pedestrian crossing and include Cleaver St/ Sancroft St on next phase of two way cycling streets	6
Priority neighbourhood links			
19	Patmos Rd/ Lothian Rd area	Priority area for making one way roads, two way for cyclists	
20	Cedars Rd/ A3 junction	Priority crossing for review and pedestrian/cyclist improvements	
21	Somerleyton Passage	Priority for pedestrian and cycling improvements	
22	Norwood Rd, by junction with Rosendale Rd	Convert existing crossing of Norwood Rd so that cyclists can use it too	
23	Hillside Passage	Public Realm improvements and allow cycling	
24	Norwood Road/ Leigham Vale	Review junction to see what pedestrian and cyclist improvements are possible	
25	Lovelace Rd/ Elmcourt Rd	Review junction with south circular to see what pedestrian and cyclist improvements are possible	
26	Baylis Rd/ Waterloo Rd junction	Deliver improvements for pedestrian and cyclists.	
27	Baylis Rd/ Westminster Bridge Rd junction	Improvements for pedestrians and cyclists	

We will deliver a combination of; strategic routes, where people will either be segregated from motor traffic or the routes will be on genuinely low traffic streets, and neighbourhood improvements. Our priorities for delivering strategic routes are largely determined by TfL's strategic cycling review. Our immediate priorities are the delivery, or completion, of committed routes and development of top priority routes in the borough. The below routes will help the borough deliver on the commitment to create 10 miles of new cycle routes by 2022:

- Quietway 5: Waterloo to Norbury
- Quietway 7: Elephant & Castle to Crystal Palace
- Streatham to Peckham Quietway
- Streatham Hill to Oval – Future Cycling Route

Once cycle trips are broken down to the neighbourhood level and disaggregated to quite small numbers on each road it no longer makes sense to provide dedicated cycle infrastructure. Instead our approach will be to ensure that traffic speeds and volumes are such that a typical twelve year old would be confident of cycling on the road.

We will also concentrate on providing links across busy roads and connecting up neighbourhood blocks so short local trips are easier on foot and by bike. We have used feedback from an interactive website consultation to help us prioritise these links.

The borough has previously committed to introduce two way cycling on all one way streets. We will continue to do this as part of creating permeable neighbourhoods for cyclists. The healthy routes consultation, carried out in the autumn of 2017, provided us with a list of potential schemes, to benefit cyclists and walkers. These are shown on figure 4, the Healthy Routes map. All were either well supported by respondents or judged to be quick wins. The top comments from the healthy routes consultation can be viewed in the appendices to the LIP.

Walking improvements will be concentrated on growth areas and our major town centres; Waterloo, Vauxhall, Brixton and Streatham. A review of walking conditions outside of the borough's rail and underground stations will also be undertaken to identify improvements to be delivered as part of the three-year programme.

The borough will use TfL's Healthy Streets approach to assess how well street designs we develop will help in achieving this outcome. There already exist within Lambeth exemplars of streets that have been re-designed so that they score highly on the healthy streets checklist. The borough has also introduced 186 cycle hangars, creating over 1,000 secure, weatherproof and convenient spaces for residents to park their bikes. By 2022 the borough will have added another 1,000 bike hangar

spaces. The borough also recently funded the expansion of London's bike hire scheme to Brixton, to increase the availability of bikes for short trips. The borough will push for the increased coverage of bike hire schemes across Lambeth.



Figure 5: Van Gough Walk has been redesigned to provide spaces for play and relaxation

Opportunities exist to increase walking in the short term in the areas of the borough undergoing the greatest amount of re-development and change. In Vauxhall, where the gyratory will be removed, and Waterloo, where a new public space will be created by removing the Imax roundabout, there is a significant amount of mixed use office and residential development which will be car free.

There is a greater challenge to get people active outside of dense urban areas. Everywhere is walking distance, if you have the time. But for people travelling to work, school or to other appointments time isn't a luxury they have and their choice of transport will often be the one that gets them to their destination the quickest. Not having enough time is cited by 24% of people as the reason why they don't walk. Traffic volume and speed is cited by 21% of people and personal security by 20%.²²

The borough will also continue to support schools to develop and implement school travel plans. A key focus for the borough will be on getting more children to travel actively to school. We will fund cycle training and develop park and stride schemes

²² [TfL Walking Action Plan](#)

so that even pupils who live too far to walk all the way can build active travel into their day.

Borough Objectives

All of our neighbourhoods, schools and town centres are connected by 'healthy routes' that enable walking and cycling in a low/no traffic environment.

We will enable walking and cycling to school, particularly where car use is high, to reduce traffic, tackle health issues and improve air quality.

Road closures and traffic management changes at key locations. New crossings and junction improvements. Children from 12 years old making independent journeys by foot and cycle is normal.

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.

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

Challenges and opportunities

From 2005 to 2016 there was a significant reduction in the number of people killed or seriously injured (KSI) on London's roads. Over the same time period the number of total casualties, the vast majority of which are made up of slight casualties, has remained fairly constant, although there has been an upward trend over the past 5 years. These wider London trends are mirrored in Lambeth's casualty figures.

The average number of KSIs per year in Lambeth from 2005-09 was 176. Using this as a baseline, the number of KSIs on roads within Lambeth had dropped 44% by 2015, with 99 KSIs recorded. Over the same period there was an upward trend in slight casualties. From a 2005-09 average of 1,058 slight casualties per year, this had risen 32% by 2015. These trends are illustrated in the graphs below.

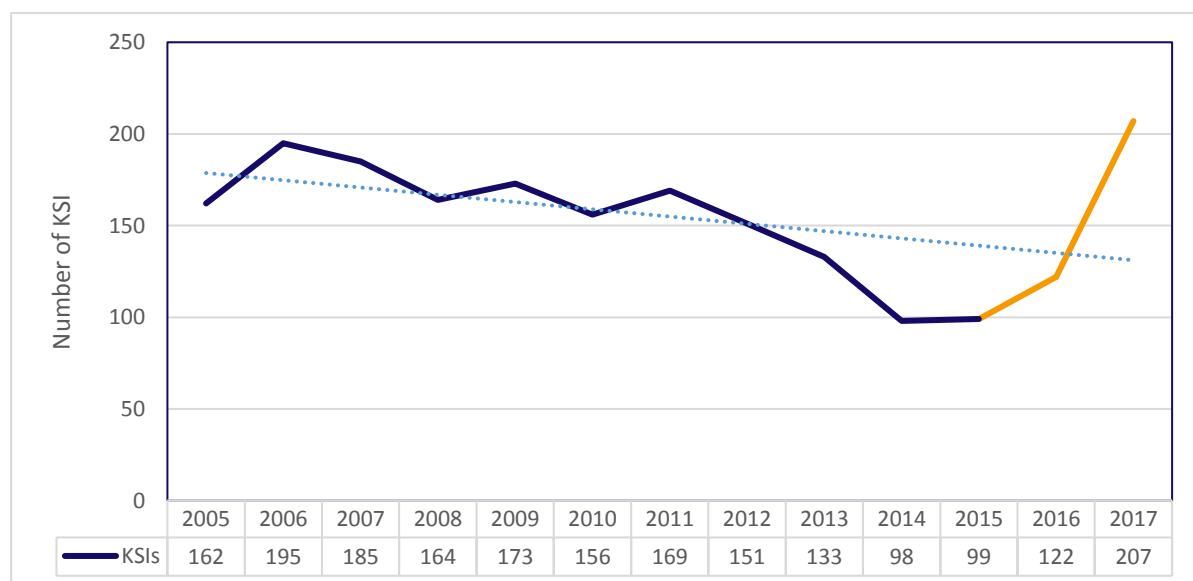


Figure 6: Number of recorded KSI's on all roads within Lambeth

While casualty data exists up until 2017, 2015 is the last year where data can be directly compared with that of previous years. From October 2016 onwards there was a change in how casualty data is recorded. The result of this change is that more injuries are categorised as serious, rather than slight. TfL is working with the DfT to calibrate the two data sets so that accurate comparisons can be made between them. The graphs above include the 2016 and 2017 data, highlighted in orange, but it must be stressed that no conclusions on trends can be drawn from this until the work to calibrate it has been completed. It should also be noted that the above analysis relates to absolute numbers of recorded collisions only. It does not take into account

changes in participation across different modes so as to derive changes in risk / collision rates by user group.

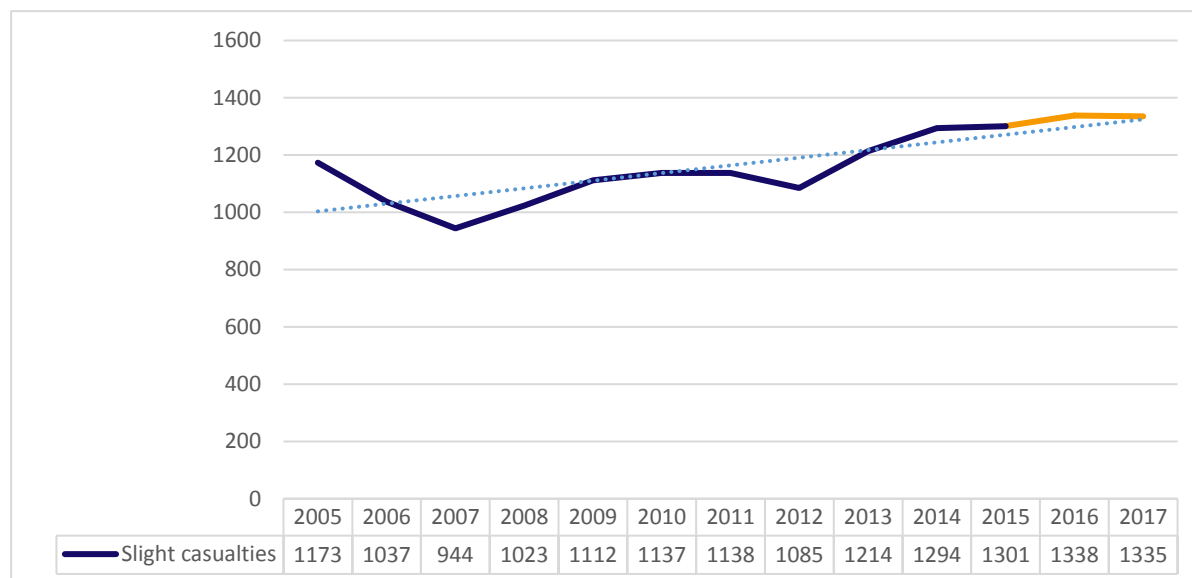


Figure 7: Number of recorded slight casualties on all roads within Lambeth

Many of the casualty reductions of the past decade were the result of fewer people travelling in cars being injured. Consequently those classified as vulnerable road users (pedestrians, cyclists and motorcyclists) now make up a higher proportion of KSIs. In 2008 vulnerable road users made up 72% of KSIs, but in 2017 they made up 95%, as illustrated in table 6.

TABLE 6 – Proportion of KSI that are made up of vulnerable road users (VRU)										
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
All KSI	164	173	156	169	151	133	98	99	122	207
Pedestrians	53	51	50	56	55	55	22	41	47	65
Cyclists	26	33	37	41	42	41	38	15	28	50
Motorcyclists	39	49	34	46	37	17	31	28	32	73
All VRU	118	133	121	143	134	113	91	84	107	188
Per cent of KSI which are VRU	72%	77%	77%	85%	89%	85%	93%	85%	88%	91%

The main challenge facing us is to improve conditions for these vulnerable road users in order to reduce the high casualty rates they suffer from. Reducing KSIs at the same rate achieved in the recent past is likely to be more difficult. It will require a different approach and measures which address the issues vulnerable road users face. These measures will include; increasing the amount of road-space and priority given to vulnerable road users, rolling out safer vehicle designs and changing the attitudes of those who pose the most danger on our roads as to what constitutes safe behaviour.

The aspiration within the MTS is to eliminate all deaths on London's roads by 2041 in line with the Vision Zero principle that no death is inevitable or acceptable. Advances in technology, such as self-driving vehicles, offer the potential for dramatic reductions in the casualty rate but not until the 2030's, when widespread adoption of this technology is more probable. Our immediate focus is on reducing casualties in the coming 5 years. The short-term target in the MTS is for a 65% reduction in KSIs from the 2005-09 baseline by 2022. To achieve this reduction TfL advocate focusing on four areas: Safe Speeds, Safe Street Design, Safe Vehicles and Safe People²³.

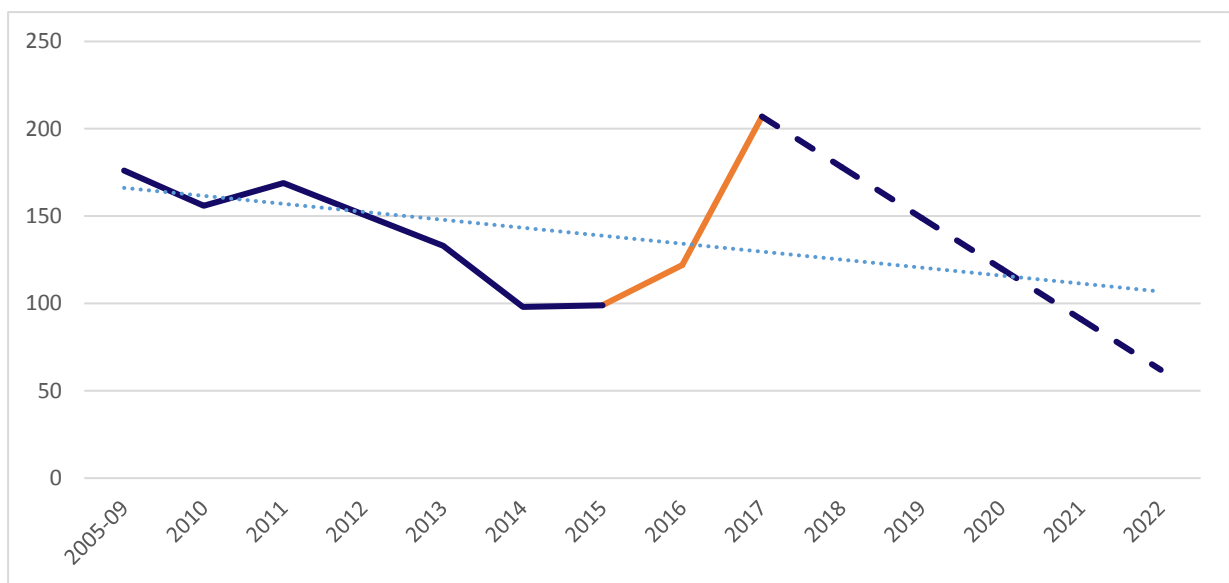


Figure 8 Projection of future KSI trend needed to meet Mayoral 2022 target within Lambeth

In 2015 exceeding the speed limit was cited as a contributory factor in 15% of fatal accidents in the UK. The borough has already implemented 20mph speed limits on the vast majority of roads under our control. TfL has committed to make all roads under its control in Lambeth, with the exception of the south circular, 20mph by 2024. The reduction of speed limits on TfL roads is an opportunity to reduce the frequency and severity of casualties, but to fully realise the benefits of 20mph speed limits there remains a significant compliance challenge.

On a national level, when driving in free-flowing conditions on roads without traffic calming, 83% of people exceeded 20mph limits, with 15% travelling over 30mph.

²³ [Vision Zero Action Plan](#)

There is relatively little variation in compliance depending on time of day²⁴. Public attitudes to road danger issues can be changed, as evidenced by attitudes to drink-driving, but it takes concerted programmes of campaigning and education over a sustained time period.

In Lambeth, prior to the introduction of 20mph limits on borough roads, speed surveys were carried out at 600 locations. These surveys were repeated seven months after the 20mph limit came into effect. Averaged across all locations, drivers were found to be travelling 0.8mph slower than they did before the 20mph limit was introduced. At 56 locations speeds were still in excess of 24mph²⁵. The council's priority is to focus on these roads and introduce traffic calming measures to achieve better compliance with the 20mph limit.

TABLE 7 – Speed surveys before and after implementation of 20mph limit		
Lambeth Speed Surveys	2015 – prior to 20mph limit	2017 – after 20mph limit
Number of locations where average speeds were below 20mph	362	430
Number of locations where average speeds were below 24mph	534	602
Number of locations where average speeds exceeded 24mph	74	54
Number of locations where average speeds exceeded 30mph	2	2

National guidance only recommends installing physical traffic calming on classified (“A” and “B” roads) as a last resort when all other efforts to reduce a poor road safety record have been exhausted. Nonetheless TfL is now considering such measures on the TLRN and we support this. The council will also pay for additional police resources to undertake enforcement action where physical traffic calming is not possible. We will also work with the police and local communities to raise awareness of the speed limit, through the Community Roadwatch initiative. Regulations imposed by the Secretary of State mean that none of the borough's roads meet the necessary criteria to allow new fixed safety cameras to be installed.

²⁴ [Speed Compliance Statistics 2016, Great Britain](#)

²⁵ 24mph is the threshold at which the Police Speed Enforcement Guidelines recommend that enforcement action be taken. These guidelines also state that 20mph speed limits should be self-enforcing through the physical layout of the street.

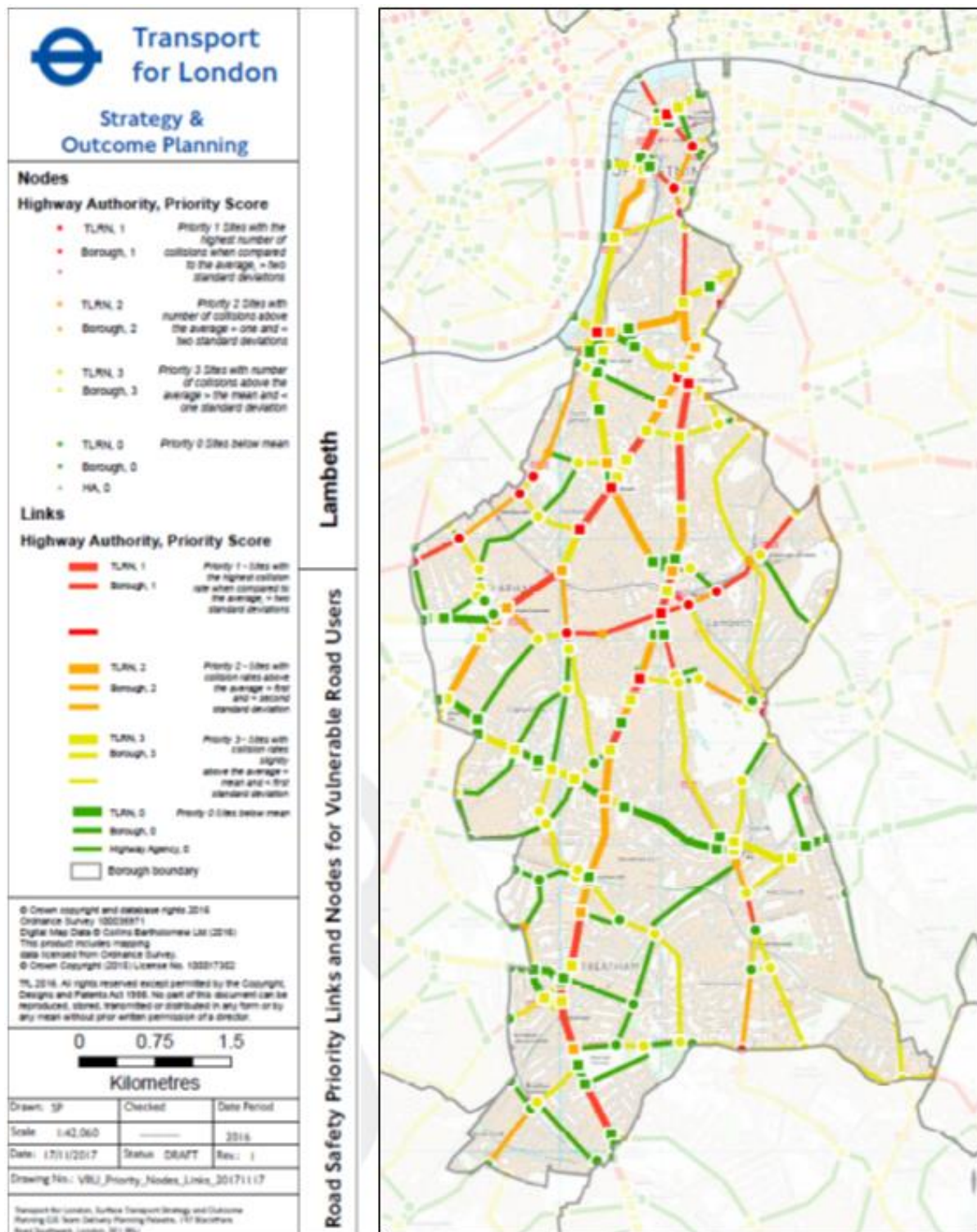


Figure 9: Priority links for collision reduction schemes

While physical traffic calming measures are challenging on A and B roads the borough is able to make more comprehensive changes to the design of streets to make them safer, where funding is available for this. Fig 9 above, shows where the

number of collisions are higher than the average. On-going analysis that looks at the relative risk on major corridors will be how the borough prioritises collision reduction schemes. The three year LIP delivery plan allocates funding for collision reduction street design schemes and introducing traffic calming to enforce better compliance with 20mph limits. However the high cost of implementing street re-design, or traffic calming measures, mean that the scale of interventions delivered over the next 5 years are unlikely to be sufficient to reduce casualties by 65% by 2022.

The borough has less direct control over safer vehicle design but will use the planning system to influence the safety standards of vehicles on the borough's roads. The review of the borough's Local Plan, will introduce a new requirement for CLOCs standards to be adopted as a condition of planning permission. We will also support TfL plans to improve HGV vehicle design, with council vehicles and those of our contractors expected to meet a high direct vision standard and be FORs accredited. This will tackle the known issue of poor visibility in HGVs meaning that they pose a high risk of causing pedestrian and cyclist fatalities. HGVs with the worst visibility from the cab could be banned from London as early as 2020 with a tightening of restrictions coming in 2024.

The three year delivery plan commits significant funds to fostering safe behaviours on our roads. Cycle training will be offered to all schools, alongside adult cycle training across the borough. In the 2017/18 academic year; 30 in-school road safety performances reached just under 3,500 children and young people, pedestrian training was given to over 2,000 7 & 8 year olds and around 2,000 5-7 year old children received scooter safety training. Over 750 vulnerable young people have taken part in a Lambeth Bus Day in the last two years, gaining the confidence and skills to travel safely and independently.

The borough promotes and funds free places on Bikesafe courses for motorcyclists who live, work or study in the borough and has also part funded Bikerdown courses in the borough for the past 2 years; Bikerdown is a first response safety course for riders set up in partnership with London Ambulance Service, Transport for London and the Metropolitan Police. Safer Urban Driving training, for our own fleet drivers, and others operating in the borough, has been a key tenet of our Road Danger Reduction approach, for a number of years.

Borough Objectives

We will:

Reduce road danger and KSIs through delivery of collision reduction schemes at priority locations.

Introduce traffic calming measures to ensure greater compliance with the 20mph limit, where non-compliance is a known issue.

Work with the police on the enforcement of traffic rules.

Reduction in KSIs and collision rates for vulnerable road users.

20mph on TfL roads and compliance by all vehicles including buses.

Lobby for powers to enforce speed limits and the introduction of stricter liability laws protecting vulnerable road users.

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

Challenges and opportunities

London's roads carry 80% of all trips made by people and 90% of goods. As outlined in the section on changing the transport mix, if London's population grows as anticipated there will be a growth in journeys, which will result in greater congestion on our roads unless we use our existing road network more efficiently; moving a greater number of people, more quickly, than currently. The Mayor's Transport Strategy does not advocate increasing road capacity by widening existing roads or a major programme of building a new ones.

Adding road capacity was the approach taken in the 1960's and 70's. Plans were produced to build a comprehensive network of urban motorways in London to increase capacity. This would have involved demolishing large tracts of the city, radically changing the urban fabric, and all at great cost. The cost, in combination with strong opposition to the plans, meant that very few of the urban motorways were ever built. This is why the south circular remains single lane in each direction for the majority of its length in Lambeth. Where additional capacity was added to the road network, the outcome tended to be that people made additional trips and the roads quickly became as congested as before. Since at least the turn of the century the focus of London's policy makers has largely been on using the existing road network more efficiently.

This LIP covers the period up until 2041. Technological advances such as autonomous and connected vehicles, currently in development, have great potential to improve use of road space. However these are not likely to start having a widespread impact until the late 2020's at the earliest. The benefits of technology tend to be overestimated in the short term and underestimated in the long term. The

borough will focus on proven ways of improving efficient use of our roads in the immediate term. Figure 10 shows where the stresses currently are on Lambeth's road Network.

One proven way of improving the efficient use of road space is by giving priority to the modes of transport that can move the most people, using the least amount of space. Buses and cycles use road space the most efficiently and cars the least, as they take up a relatively large amount of road space and are often only transporting one occupant. From 2000 to 2012 car use declined as a share of trips in London and public transport increased. Over that period bus priority was improved as miles of new bus lanes were built. See the section on Outcome 7 for details of how the borough will improve bus priority and Outcome 1 for cycling infrastructure.

Other initiatives, implemented in London since the turn of the century and which are designed to promote efficient use of road space, include the central London Congestion Charging Zone (CCZ), introduced in 2003, and the Lane Rental Charging Scheme, introduced in 2012. The principle behind both schemes is that by putting a cost on using road space, something which is typically free at the point of use, it will be used more efficiently and only the more important journeys will be made.

Both schemes operate in Lambeth with the CCZ applying in the northern part of Lambeth, from Vauxhall Bridge and all areas north of Kennington Lane (A3024). Over the period that the CCZ has been in operation the make-up of traffic in central London has changed dramatically. Private car trips into central London, at the times when the CCZ is in operation, have greatly reduced and instead the challenge now for the northern part of Lambeth is addressing congestion caused by the rise in the number of private hire and goods vehicles.

The Lane Rental Charging scheme is targeted at companies, typically utilities, occupying the road to carry out repairs or maintenance to their pipes or cables. The daily charge for using the road space varies. Locations that will have a big impact on traffic, such as Vauxhall Cross, attract the highest charges, whereas other less traffic sensitive areas attract lower charges. This provides a financial incentive for companies to complete works as quickly as possible, develop techniques that are less disruptive, and ultimately minimise the amount of time that important road space is unavailable for vehicles.

London's other existing road user charging schemes are focused on improving air quality but have significant potential to also improve how efficiently roads are used. The Low Emission Zone (LEZ) operates at the Greater London boundary and currently applies to large vehicles such as buses, coaches and trucks.

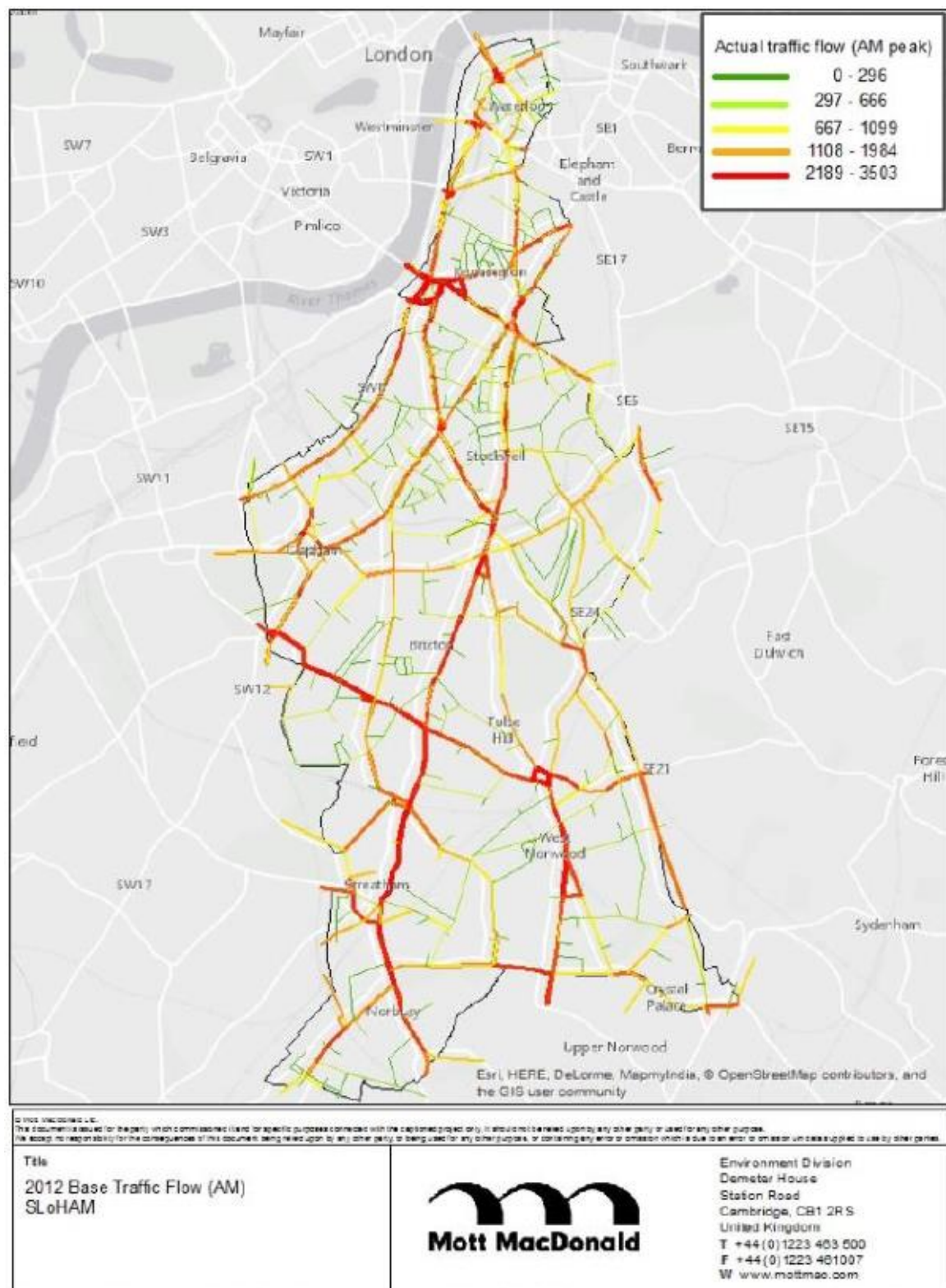


Figure 10: Traffic flow volumes on Lambeth's road network in the AM peak – 2012 baseline

The Ultra-Low Emission Zone (ULEZ) will come into effect in April 2019, will cover the same area as the CCZ and will apply to virtually all vehicles. In October 2021 it

will be expanded so it is bounded by the north and south circular roads so that the whole of central and northern Lambeth will be included within it. Lambeth's position is that the ULEZ, for all vehicles, should cover all of Lambeth and London. These charging schemes have potential to influence people's travel behaviour; causing a switch away from cars to other more efficient modes.

Lambeth has the power to introduce its own local road user charging schemes. However with the above mentioned schemes due to be implemented we will not look to develop our own in isolation. The borough's approach will seek to capitalise on the expansion of the ULEZ by promoting and making available alternative modes of transport. We will also continue to lobby for the extension of the ULEZ to the greater London boundary in order to address air quality issues that exist outside the south circular.

Part of our promotion of alternative modes of transport will include enabling the greater availability of car club vehicles and bike hire. For some journeys, those areas not easily reached by public transport or when people are transporting heavy goods, the car will be the only realistic option. Car clubs, which provide people with access to cars that are available to rent by the hour, mean that people do not have to own a car in order to have convenient access to one. They enable people who only occasionally need a car to relinquish car ownership. Once people no longer own a car they tend to only choose to travel by car when it's essential, switching to public transport and other modes for other trips. In addition to providing many parking bays for the use of car clubs the borough is working with Zipcar to trial a floating car club. Vehicles are issued with a permit that allows them to park in a range of parking bays across the borough, providing maximum flexibility for the user.

TfL's chosen indicators of success against this objective will be the number of cars registered in the borough. The MTS aims to have 250,000 fewer cars owned in London by 2041. From 2014-16 the average number of cars registered in the borough was 65,600. By 2041 we aim to have this decline slightly to 62,400, which will mean a much lower rate of ownership per household as the population increases.

Lambeth will also focus on how we can get greater efficiencies from the freight sector. The borough's Liveable Neighbourhood bid will include assessing the feasibility of rationalising freight trips to Brixton, micro-consolidation and virtual loading bays.

Borough Objectives

Traffic levels have fallen significantly across the whole borough.

We will connect our neighbourhoods with low / no traffic routes for walking and cycling to give people a real alternative to short car trips.

We will design and develop a comprehensive network of strategic cycle corridors as part of our Healthy Routes Plan.

Strategic roads prioritise the most space efficient modes (buses and cycles) for longer trips, and the movement of goods.

We will trial innovative measures to reduce the impacts of freight trips in Lambeth.

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.

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.

We will 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.

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

Challenges and opportunities

A major challenge Lambeth faces is around air quality. Air quality is worst in the north of the borough, which is more built up, and improves as you head south. The two main emissions of concern regarding air quality are nitrogen dioxide (NO₂) and particulate matter (PM).

The whole borough has been declared an Air Quality Management Area because recorded levels of NO₂ are above legal limits. PM is within legal limits but is hazardous to human health. A major source of both pollutants is road based transport and, in the case of NO₂, diesel engines in particular. This is illustrated in figure 11 above, which shows the situation as modelled in 2013. The highest concentrations of NO₂ occur by the borough's major roads.

We monitor and report annually on air quality, recording the annual average of emissions and incidents when the hourly mean average was above the legal limit. There are three monitoring stations, in Vauxhall, Brixton and Streatham. The annual average for 2017 shows that levels of NO₂ have decreased over the past four years, but are still exceeding the legal limit by a large margin at Brixton and Vauxhall. Brixton is also a location where the hourly average legal limit is breached. There can be no more than 18 occasions in a year when the hourly limit is breached. In 2014 there were 1,700 occasions and by 2017 this had fallen dramatically to 75.

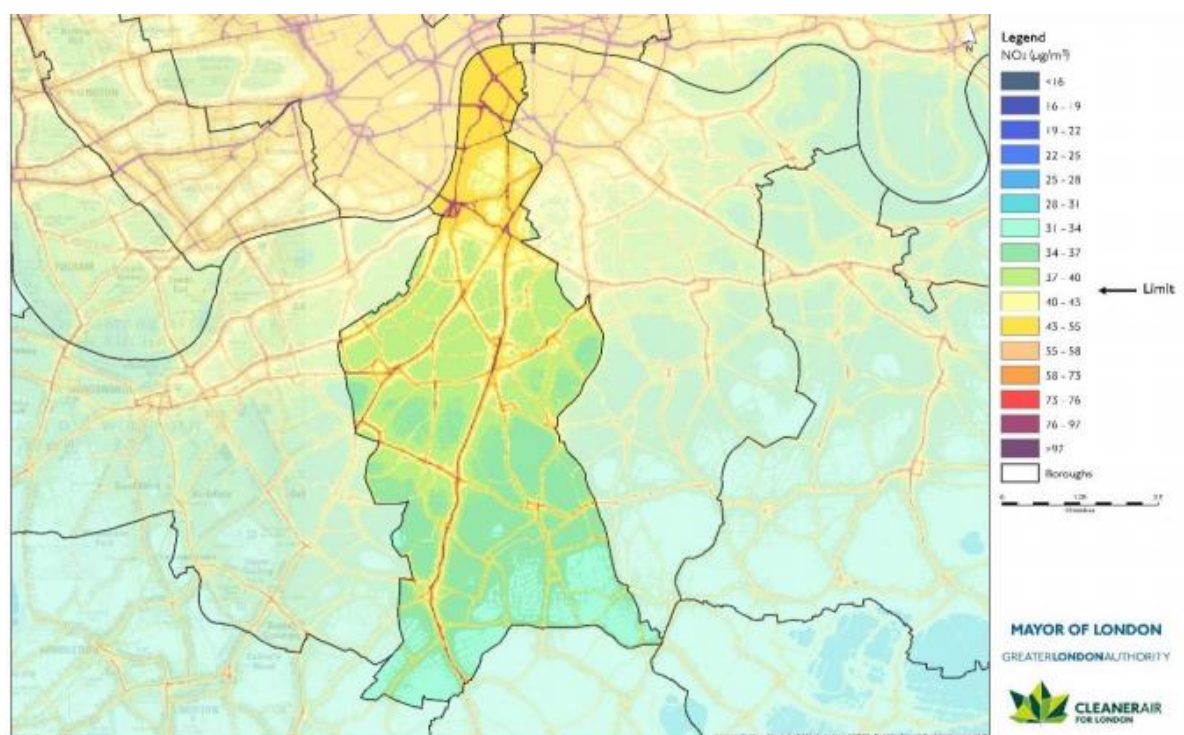


Figure 11: Annual Mean NO₂ concentrations 2013. Source LAEI 2013

At Vauxhall in particular, PM is also of concern, with the hourly average breaching legal limits in 2017 when it had been compliant the year before. This is attributed to high levels of construction locally. Figure 12 below shows that the levels of PM are overwhelmingly within the legal limit but there are some locations, associated with the road network, where PM levels are of concern.

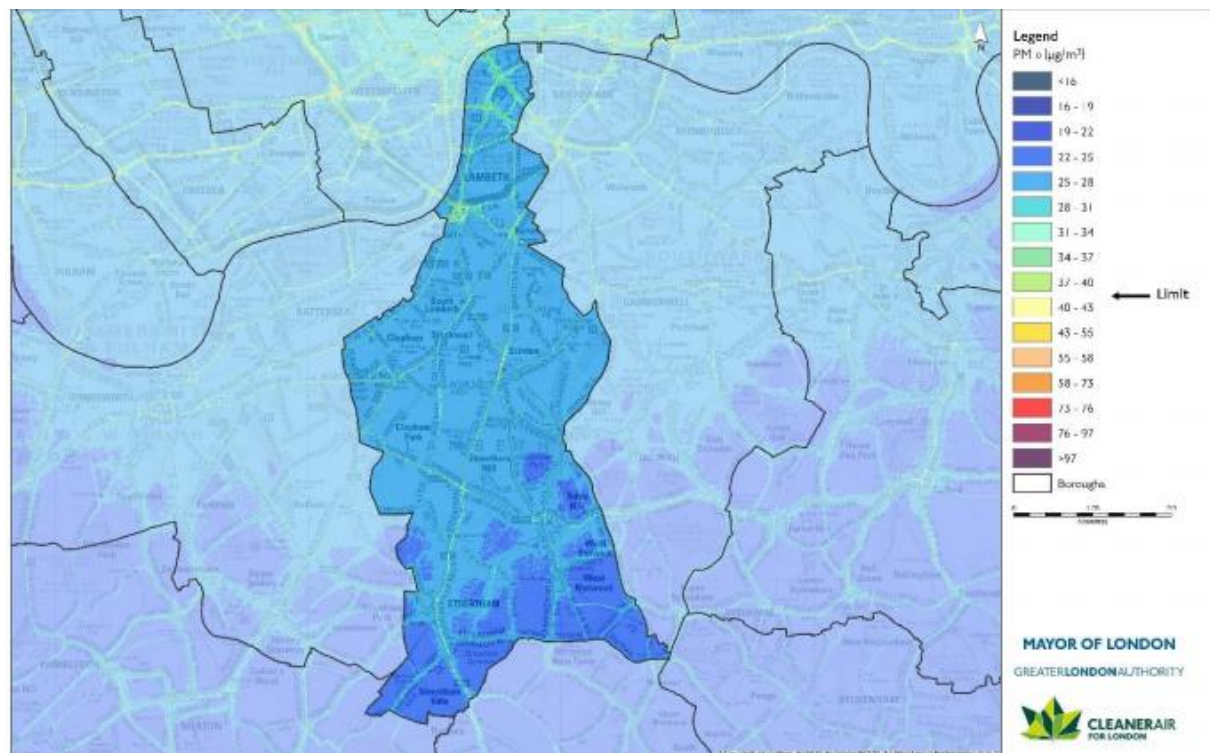


Figure 12: Annual Mean PM₁₀ concentrations 2013. Source LAEI 2013

The borough has five focus areas for air quality, where the levels of pollutants are particularly high. These are all associated with the road network: the A23 from Brixton to Streatham, Kennington Oval/Camberwell New Road (A202)/Kennington Park Road (A3), Vauxhall Cross, Clapham Road (A3), Herne Hill and Croxted Roads. Actions to improve air quality are concentrated on these focus areas, with buses that use the A23 being among the first to benefit from cleaner engines to create a clean bus corridor. This is one of the reasons for the dramatic fall in the number of occasions that the hourly limit for NO₂ was breached in Brixton. Figure 13 below summarises the air quality challenge that the borough faces. The borough will continue lobbying for more clean buses in the borough.

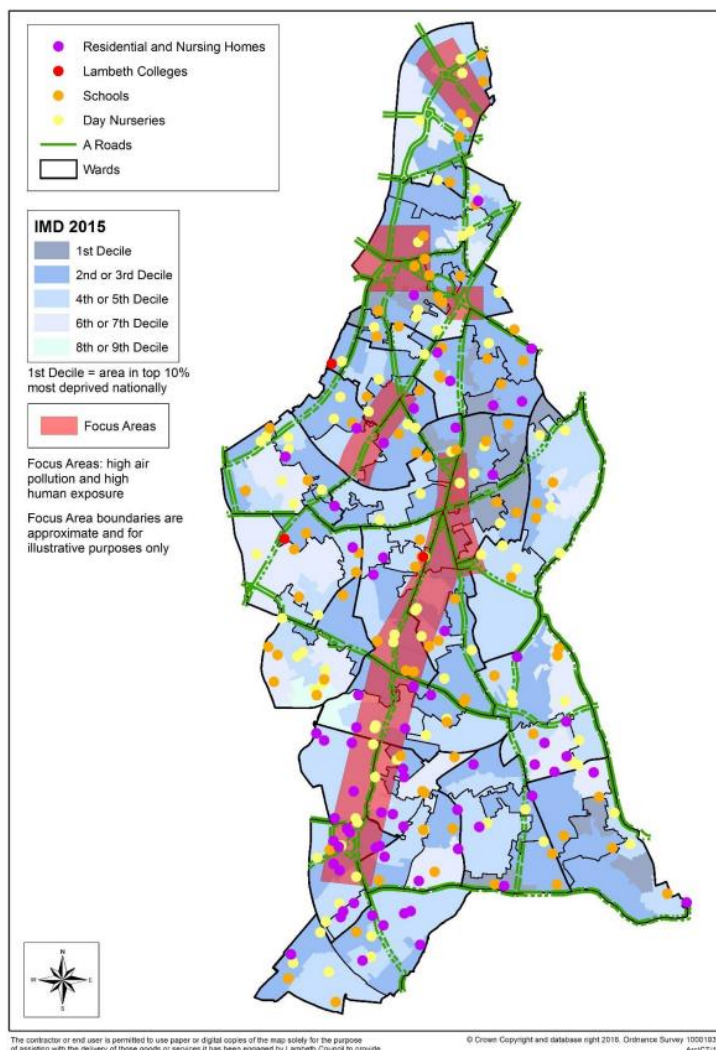


Figure 13: Lambeth Air Quality Focus Areas

In addition to local air pollution there is a need to both reduce emissions of greenhouse gasses from transport in the borough and mitigate against the impacts of climate change. In 2013 it was estimated that road transport in Lambeth produced 161,800 tonnes of CO₂. The challenge is to reduce this to 35,200 tonnes by 2041 so that the targets in the MTS can be met. This will require a wholesale switch away from fossil fuel powered vehicles to ones that are Ultra Low Emission. The borough will also need to ensure that the road network we control is resilient to flash flooding and other extreme weather.

Ensuring that the transport network is not contributing to excessive noise levels is a priority. As referenced in the MTS (proposal 48), the WHO

identifies noise as the second greatest cause of health problems after poor air quality. Traffic reduction and the switch away from fossil fuel powered vehicles will contribute to improvements in this area.

In the short term the introduction of the ULEZ and tightening of LEZ restrictions offer the best opportunity to improve air quality. The higher LEZ restrictions are due to come into effect in 2020. The ULEZ will be introduced in central London in April 2019 and on 25 October 2021 it will expand to include much of inner London with its new boundary at the north and south circular roads.

These measures should act as a catalyst to hasten the uptake of cleaner vehicles amongst residents and businesses. It will also be an opportunity to promote car club membership for those looking to dispose of older diesel vehicles which are infrequently used. The Mayor's desire for London to become a National Park City,

combined with the healthy streets approach, will afford opportunities for introducing more greening, through SUDS and planting additional street trees.

Borough Objectives

The borough's draft Transport Strategy proposes the following objectives to support London's streets being clean and green. Further detail on proposed measures can be found in the three year delivery plan:

Air Quality across Lambeth is well within safe limits, with a transport network that is zero emissions and resilient to the impacts of climate change.

We will improve air quality and create more attractive places by greening our streets. All schools on main roads to have green screens installed and 1000 additional street trees planted.

We will promote low and zero emissions vehicles by providing easy access to on-street EV charge points across the borough, and lead the way by purchasing vehicles for the council fleet that are clean and safe. 200 EV charge points installed on streets within the borough.

We will promote walking to school, particularly where car use is high, to reduce traffic, tackle health issues and improve air quality.

Outcome 5: Public transport will meet the needs of a growing London

Challenges and opportunities

In 2016 public transport made up 40% of all journeys in the borough. Bus accounted for 22%, tube 11% and rail trips 7%⁸. A significant proportion of daily trips are made up of work commutes. It is instructive to look in more detail at these journeys and at what mode people choose to take to work. If people feel that the best way of getting to work is by car then they will have to commit to own one. Once people own a car every other journey they make is much more likely to be made by car than other modes. This is because, while owning a car can be expensive, once purchased the cost per trip will nearly always be favourable compared to other modes. Using the car for every trip then becomes habitual. The overarching aim of the MTS is to reduce the amount of traffic on our roads so when looking at how to increase the number of journeys by public transport we need to consider how it can be made a more attractive option for car drivers.

There is considerable variation across the borough in how people travel to work. While fewer than 10% of journeys to work are made by car in the central and northern parts of the borough, nearly 20% of commutes in the south of the borough are by car. The breakdown of where commuter inflows and outflows are heading shows that it is largely orbital travel to the west, east and south where the opportunities lie. An improved public transport offer to these destinations has the potential to attract car drivers.

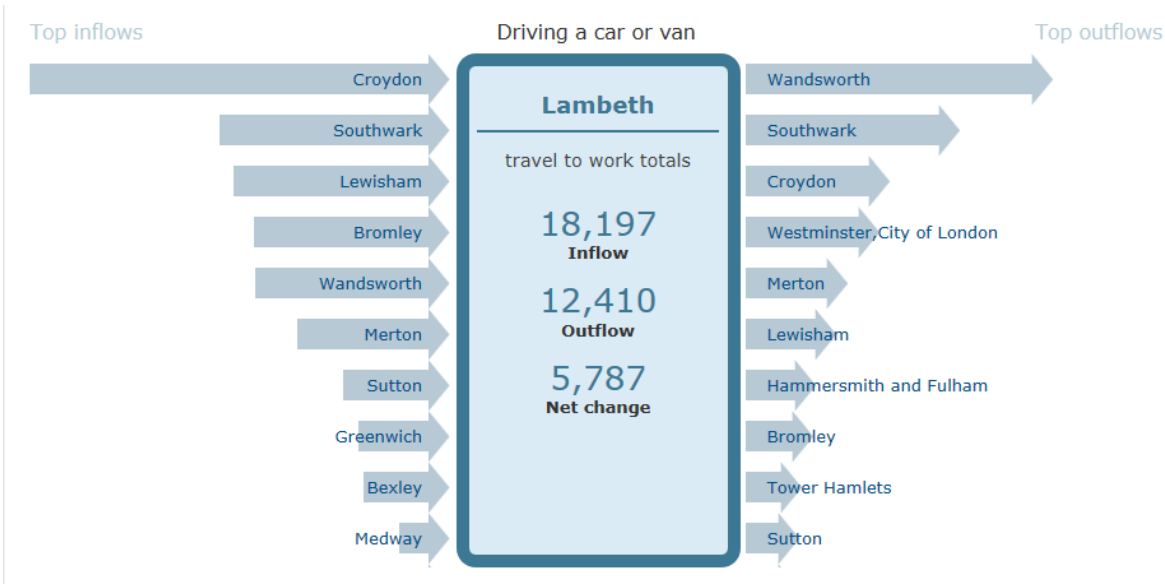


Figure 14: Car/Van commuting flows into and out of Lambeth. Source: [2011 Census – ONS](#)

Nearly 3,000 cars a day drive into Lambeth from Croydon, and nearly 1,000 head in the opposite direction. While developing the Transport Strategy stakeholders indicated that for commutes to Croydon driving was often the only viable option as it simply took too long by public transport. The MTS states that the Mayor will support boroughs wishing to introduce a Workplace Parking Levy (WPL). The borough’s main employment centres are in the north of the borough where commuting by car is not a problem and we would not look to introduce a WPL in isolation from other neighbouring boroughs. Where commuter parking is problematic we will support the extension of Controlled Parking Zones (CPZs) to prioritise resident parking and promote other uses of the kerbside.

Improvements to suburban rail services in London, such as the London Overground orbital route have shown how good quality public transport offer attracts customers. Clapham High Street station on the Overground orbital line has seen a dramatic growth in passenger numbers of nearly 1,000% over 10 years. TfL’s business case for devolving control of other suburban rail lines to be under the Mayor’s control highlights how people in Streatham choose to take bus services to access the high frequency Victoria Line at Brixton, rather than use closer rail stations with an

infrequent service. Delivery of a south London metro service on these suburban lines would be a big opportunity to increase mode share of public transport.

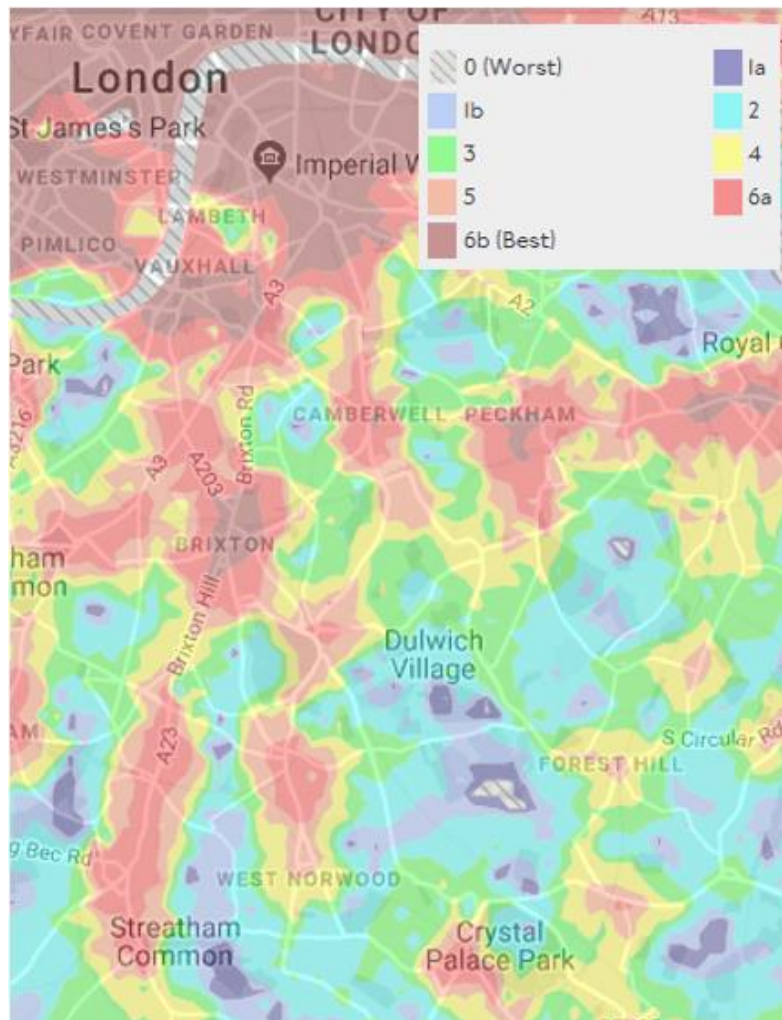


Figure 15: Public Transport Accessibility Levels

TfL has indicated that the general approach to bus services will be to reduce excess capacity in central London and redistribute this to inner and outer London. Realising the opportunity of suburban rail improvements will be a long term goal. In the short term bus services have the potential to improve the public transport offer in the south of the borough and on east/west journeys. The borough considers that having a good quality bus service on the south circular corridor is important. Trends in bus capacity and demand are dynamic and we will work with TfL to identify opportunities for services to meet demands on an on-going basis.

The indicator that TfL will be using to measure success for this outcome is whether more journeys originating in the borough are being made by public transport. The baseline is set at 306,000 trips per day by public transport, which was the average number taken between 2013/14 – 2015/16. The trend in Lambeth, and across London, has been for fewer journeys on public transport since that baseline was established.

Borough Objectives

We will support the Mayor of London in lobbying for rail devolution while working with industry stakeholders to deliver service enhancements.

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 and investigate options for an additional Overground station in the borough.

Strategic roads prioritise the most space efficient modes (buses and cycles) for longer trips, and the movement of goods.

We will work with TfL to deliver journey time improvements for bus passengers in Lambeth and seek better east–west bus connections in the south of the borough.

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

Challenges and opportunities

The borough is directly responsible for many of the bus stops in the borough and previous LIP funding has been used to ensure that the vast majority are now accessible; free from clutter and the pavement at a height which allows the bus to deploy its ramp. Accessibility at rail and tube stations is outside of the borough's direct control as is the affordability and safety of public transport, with fares and operation of the railways and buses largely set by the DfT or TfL. The borough will use its resources to lobby for accessibility and safety improvements.

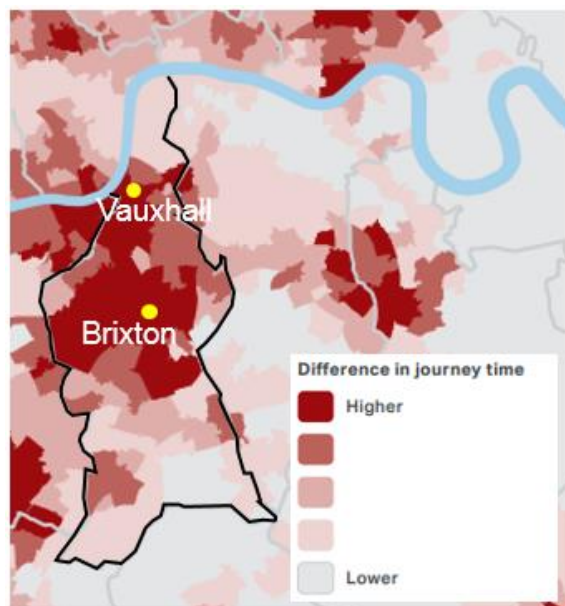


Figure 16: Journey time difference when using the full public transport network and the step free network in 2015

Figure 16 is reproduced from the MTS with selected stations added and it demonstrates the challenge facing the borough. Journeys originating in a large swathe of the borough take a lot longer when the traveller is restricted to using the step free network, rather than their nearest station. It shows how poor the step free provision is within Lambeth and the sharp contrast with the journey time difference in neighbouring Southwark.

TfL, in their December 2017 business plan, has committed to increase the proportion of step free stations on the tube network from 25% to 40% by 2021/22. The new Nine Elms station on the Northern Line extension will go some way to improving the step free access within the borough. TfL has

committed to undertake 50 detailed feasibility studies to inform their future accessibility programme. Lambeth will engage with TfL to understand what improvement Nine Elms will bring to the journey time difference and advocate for other stations in the borough to be made a priority.

The borough has reviewed rail station accessibility with the results shown in table 8 below. The DfT announced in July 2018 that Train Operating Companies (TOCs) will be able to bid for funding under the Access for All programme which will be delivered between 2019 -2024. Four stations within the borough have already had accessibility improvements funded by Access for All, with Streatham station already on the programme for 2019-24. The borough will engage with the TOCs to make the case for stations in Lambeth with poor accessibility and high usage so that they are given a high priority within the TOC bids.

TABLE 8 – Accessibility of Lambeth’s rail stations

Station	Passenger entries/exits	10 year growth entries/exits	Current accessibility	operator
Waterloo	99.4m	18%	Moderate	Network Rail
Vauxhall	22.5m	113%	Moderate*	South Western
Waterloo East	10.3m	63%	Poor	Southeastern
Herne Hill	2.9m	21%	Good*	Southeastern
Brixton	1.3m	111%	Poor	Southeastern
Streatham Common	4.1m	36%	Good*	Govia Thameslink
Streatham	2.7m	56%	Poor*	Govia Thameslink
Streatham Hill	2.2m	10%	Good*	Govia Thameslink
Tulse Hill	2.2m	47%	Poor	Govia Thameslink
West Norwood	1.9m	36%	Moderate	Govia Thameslink
Gipsy Hill	1.7m	6%	Poor	Govia Thameslink
Loughborough Jct	0.9m	-30%	Poor	Govia Thameslink
Clapham High St	2.1m	959%	Poor	London Overground
Wandsworth Rd	0.8m	382%	Poor	London Overground

** Access for All project completed or, for Streatham, planned. Source for passenger entries/exits: DfT 2016/17*

Borough Objectives

The transport network in Lambeth is accessible to all.

We will proactively develop designs to deliver step free access at key stations and work with industry stakeholders to promote these.

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.

We will work with TfL, local police and communities to reduce the risk to young people and adults of violence on our transport network

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

Challenges and opportunities

The pleasantness of journeys by public transport is largely outside the scope of the borough to deliver. We do however have a role to play in ensuring that the public realm outside stations and interchanges are attractive places to spend time. The borough will undertake a review of the pedestrian environment directly outside the borough's rail and underground stations to assess what improvements can be delivered under the Healthy Routes project.

The borough does have considerable influence on the speed and reliability of bus journeys, especially where the routes are on roads under our control. The MTS indicator to measure success against this outcome is bus speeds. The same system that provides real-time bus arrival can be used to monitor speeds on various parts of the road network. The MTS target is to increase bus speeds by an average of 5%-15% across London. Currently the average bus speed in Lambeth is 8.3mph.

Funding is available under TfL's bus priority programme to review the operation of existing bus lanes, junction layouts, signal timings and investigate the feasibility of creating new bus priority infrastructure. We will work with TfL to identify where infrastructure improvements to improve bus speed can be delivered.

The borough will also monitor the effectiveness of innovative schemes, such as that at Bank junction, where traffic is restricted to buses and cycles only between 7am – 7pm, to see if similar schemes would be suitable in Lambeth. Improving bus speeds is one of the four objectives for the trial scheme.

Borough Objectives

Strategic roads prioritise the most space efficient modes (buses and cycles) for longer trips, and the movement of goods.

We will work with TfL to deliver journey time improvements for bus passengers in Lambeth and seek better east–west bus connections in the south of the borough.

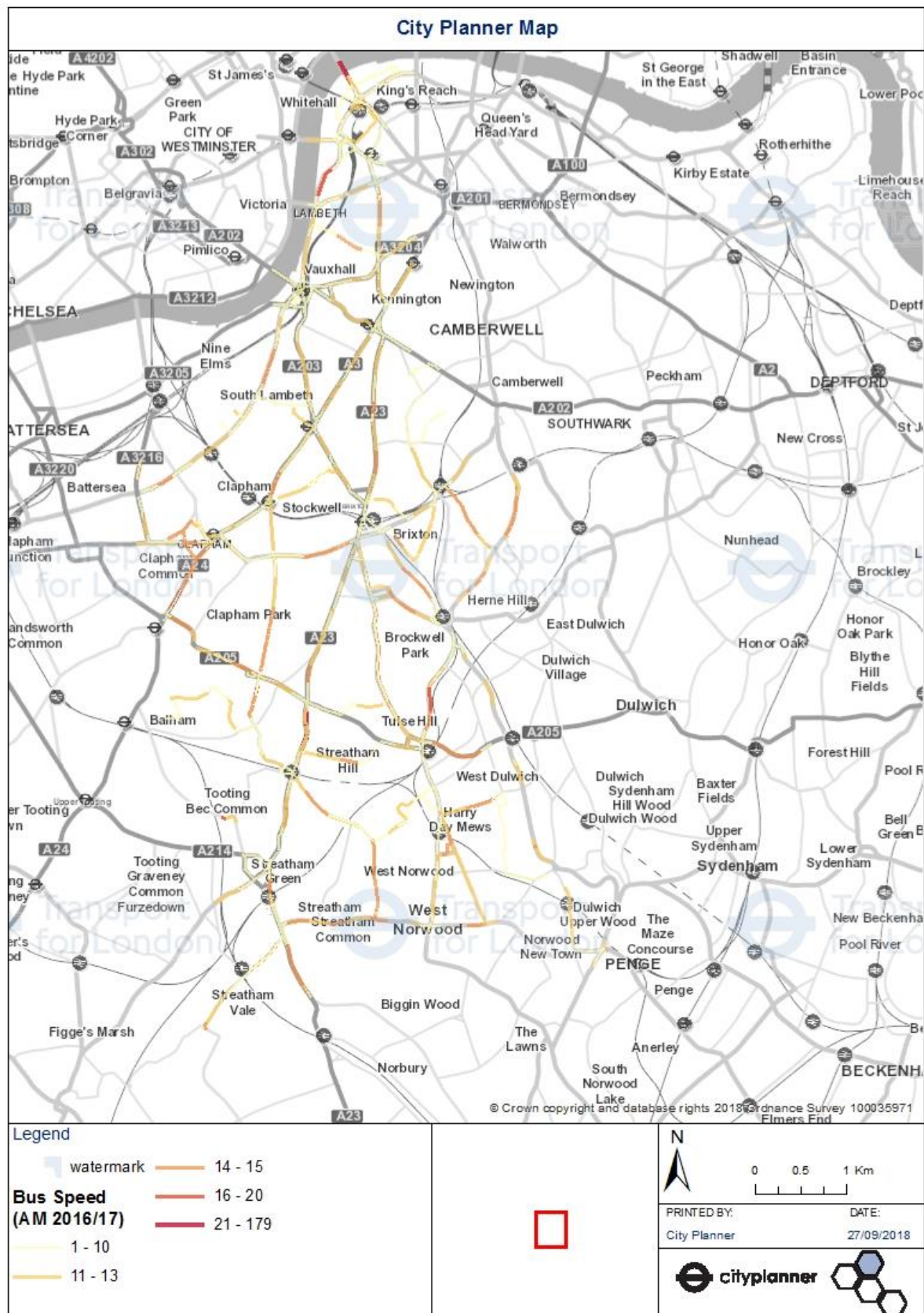


Figure 17: bus speeds in the am peak - 2016/17

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Challenges and opportunities

The way we shape and plan development in the borough will have a significant bearing on the transport network and will be critical in delivering our sustainable transport objectives. This LIP has been developed in parallel with proposed changes to Lambeth's Local Plan. The 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 review of the Local Plan we propose to complement these with local policies on car and cycle parking standards, as well as ensuring that development in the borough helps us deliver our Healthy Route Network.

Our evidence base tells us that if we don't take action to minimise traffic generation from new developments, the number of car trips will increase in the north of Lambeth, despite a projected significant decrease in mode share.

TABLE 9 – Trip generation for road traffic in Lambeth						
	Borough Centres	2011	2021	2026	2031	2036
North Lambeth	Waterloo	2,473	-1.2%	1.5%	4.8%	9.0%
	North Lambeth (excluding Waterloo)	2,119	0.7%	-4.8%	-1.7%	1.7%
Central Lambeth	Stockwell	9,790	4.1%	0.0%	2.2%	6.4%
	Brixton	15,643	-1.2%	-6.2%	-4.8%	-1.4%
	Clapham	11,757	1.5%	-2.4%	-1.1%	1.8%
South Lambeth	Streatham	13,811	-0.1%	-4.7%	-3.7%	-0.4%
	Norwood	12,613	-1.2%	-6.1%	-4.9%	-2.5%

Source: Lambeth Future Baseline Report, 2017 based on London Transportation Studies Model (2011)

Note: all percentage changes are representative of changes from the 2011 baseline figure

Seven of the 32 London Transportation Studies model zones are expected to experience an increase in car trips by 2026 (Waterloo, Waterloo East, Oval and Kennington, Kennington South, Vauxhall West, Streatham Hill and Streatham Hill South). The highest increase in future car trips is anticipated around the Vauxhall / Kennington and Oval areas where significant development is taking place.

Under these forecasts, whilst car mode share is likely to decline in some areas (notably in the southern section of the Borough), population and employment growth mean there will be an increase in the number of cars using the highway network in Lambeth, which is likely to result in increased congestion and constrain economic

growth. Continued efforts to support mode shift away from motorised highway modes, as well as measures to optimise the operation of the highway network, will be required to tackle these issues.

In response to these scenarios, Lambeth will both strengthen its planning policies in relation to car parking in new developments, going further than the London Plan standards in some cases, as well as implementing policies to increase the attractiveness of non-car modes. While the scale of projected growth poses a threat in terms of overall traffic levels, the same areas where growth is projected also have the highest existing and projected levels of walking and cycling and the borough's strategy is to maximise the potential of these modes.

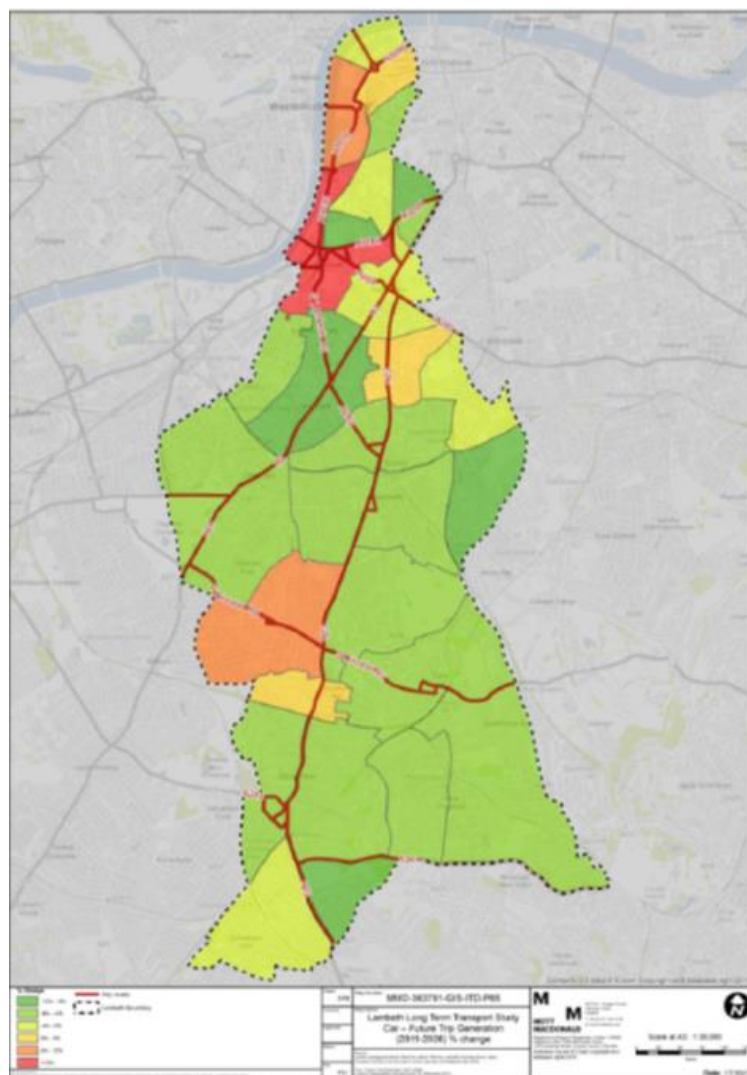


Figure 18: modelled increase in future trip generation, 2036

Lambeth proposes maximum car parking standards (residential development – per unit) are as follows:

Table 10: proposed car parking standards in new developments		
PTAL	Lambeth Local Plan Review	Draft New London Plan
4,5,6	Car free	Car free
3	0.25	0.25
2	0.25	0.5
0,1	0.5	0.75

Lambeth will also continue to secure Travel Plans for all major developments in the borough, with an enhanced monitoring function to ensure full implementation.

We have assessed walking, cycling and public transport provision in growth areas as part of the development of the borough's Transport Strategy and these are summarised as follows:

Table 11: walking, cycling & public transport provision in growth areas		
	North Lambeth	Central Lambeth
Walking	<p>Highest mode share (22.8%) for residents walking to work due to the close proximity to large employment areas in central London and the City</p> <p>Waterloo Station is a key generator of walking trips as 20 per cent of people leaving the station do so on foot.</p> <p>Southbank an exemplary attractive pedestrian environment.</p>	<p>Significantly lower walking mode share, only 7.2% of residents walking to work.</p> <p>This is likely due to the distance the central section of the borough is to large employment areas in central London, which makes walking unattractive.</p> <p>Improved public realm in Vauxhall, Brixton and Stockwell town/ neighbourhood centre. However, these areas are still heavily dominated by vehicular traffic.</p>
Cycling	<p>7.9 per cent of residents commute by cycle. A high proportion of cycle trips are to and from Waterloo station as commuters cycle from the station to complete the last leg of their journey.</p> <p>Cycling around Waterloo station is difficult during peak hours due to congestion and the volume of pedestrians crossing busy roads</p> <p>A shortage of cycle hire and cycle parking availability at the station particularly in the AM peak suggesting that additional cycles / parking are required.</p>	<p>Highest residents cycling to work mode share for commuting (9.1%) Cycling is more popular in areas with generally younger population with high incomes</p> <p>Lack of TfL cycle hire facility</p> <p>No major cycle infrastructure provision (Superhighway / Quietways) down the spine of the central area.</p> <p>Areas north east of Brixton have low cycle to work levels. These areas generally have low incomes and high ethnic minority population.</p>
Public Transport	<p>Lowest mode share (7.3%) for residents commuting by rail.</p> <p>Waterloo Station is the busiest in the UK by passenger usage with trains operating close to capacity in the AM peak.</p> <p>24 per cent residents travelling to work by Underground .</p> <p>Jubilee and Waterloo & City lines operating above total capacity at Waterloo Station</p> <p>Highest mode share (22%) for residents commuting by bus</p> <p>Long queues for bus passengers waiting for bus services at or around Waterloo Station.</p>	<p>8.9 per cent mode share for residents using rail for commuting.</p> <p>Trains generally operate at or close to capacity in AM peak.</p> <p>Poor interchange at Brixton with Underground services and no interchange with Overground services.</p> <p>Highest mode share of residents commuting by underground 38.2 per cent</p> <p>Victoria line trains operate at capacity from Vauxhall in AM peak</p> <p>Northern Line services operate over capacity at all Lambeth Stations making it difficult to board trains in the AM peak.</p>

		<p>19.8 per cent of mode share for residents commuting by bus</p> <p>Buses between Oval and Vauxhall along the A202 operate close to capacity</p> <p>In Oval bus routes along the A202 and A23 Brixton Road are operating close to capacity limits</p>
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A number of key interventions are planned in response in order to enable active, efficient and sustainable travel:

- A new 'City Square' and interchange space for Waterloo to create a vastly improved public space around the station
- Use the public realm to bring the different parts of Waterloo together and address pedestrian movement /connections
- Waterloo City Hub peninsularisation of IMAX roundabout
- Removal of Vauxhall gyratory and replacement with 2 way working (including new bus station)
- Safety and public realm improvements at Lambeth Bridge South
- Completion of the Central London Bike Grid
- Delivery of 'healthy routes', including Cycle Future Route 15 – Streatham to Oval
- Delivery of Brixton Liveable Neighbourhood
- Provision of EV charging infrastructure and Low Emissions Neighbourhoods
- Bus priority measures
- Freight consolidation measures
- Comprehensive training, education and promotional package to support walking, cycling and public transport usage
- Support for and promotion of 'metroisation' of rail services and step free access

Borough Objectives

The borough's draft Transport Strategy proposes the following objectives to manage demand for motor vehicular trips arising from new development and promote active, efficient, healthy modes:

The vast majority of new trips in the borough are made on foot, by cycle or using public transport and the impact of development related traffic is minimised;

We will use our Planning Authority powers to secure car free development and improvements to the transport network;

Little or no car parking in new developments, public realm improvements, enhanced bus services, improvements for walking and cycling. Adoption of revised Local Plan by 2020.

We will connect our neighbourhoods with low / no traffic routes for walking and cycling to give people a real alternative to short car trips.

We will trial innovative measures to reduce the impacts of freight trips in Lambeth.

Further detail on proposed measures can be found in the three year delivery plan.

The borough's proposed residential car parking standards are stricter than those proposed in the New London Plan in recognition of the fact that most households in the Lambeth do not have access to a car and that even in locations with relatively low PTAL scores, non-car modes are readily available for most people.

Outcome 9: Transport investment will unlock the delivery of new homes and jobs'

Challenges and opportunities

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 new 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.

The Mayor has identified that there is a housing crisis across London, as housing supply has not kept up with identified needs. The housing crisis is apparent in

Lambeth and demand for housing continues to increase, caused by factors such as population growth.

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 2041²⁶. The number of households in Lambeth is projected to grow from 143,655 in 2016 to 172,649 in 2036 with a population over 359,000²⁷. The Mayor, through the draft New London Plan, 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.

Affordability is a major challenge in Lambeth, where the entry level price for housing is very high in relation to average household income and average rents represent over half of a household's income. There are over 23,000 households on the waiting list for affordable housing in Lambeth.

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 our economy is expected to continue to grow.

The London Plan Opportunity Areas of Waterloo and Vauxhall present the most significant continued potential for commercial development and jobs growth in the borough, alongside their potential to provide new housing. Development in Vauxhall and Waterloo alone will see a large increase in employment space of 23,000 jobs, much of which will be in office based sectors.

Waterloo is a major office location, one of the capital's most successful tourist areas and an international centre for culture and the arts. Vauxhall is undergoing rapid change linked to the wider regeneration of Battersea/Nine Elms. Both areas can make an even greater contribution to the central London economy than they already do, if they are planned and managed effectively as part of the London Plan Central Activities Zone, in partnership with key stakeholders. For a summary of provision for walking, cycling and public transport in north Lambeth, refer to Outcome 8.

²⁶ Draft New London Plan, 2018

²⁷ Lambeth Strategic Housing Market Assessment (SHMA) 2017

Projected growth will be constrained unless the capacity of the public transport infrastructure servicing these areas also grows at a sufficient rate to meet the increased demand generated by new development. Although both areas are served by major transport interchanges, network capacity constraints cause significant problems at key locations. These are summarised²⁸ as:

- South West train services are heavily congested all the way through the borough up to Waterloo station. There is a slight drop after Vauxhall station where passengers interchange with underground services. However, services are still congested between Vauxhall and Waterloo
- South Eastern trains are also heavily congested through the Borough from Herne Hill station to Vauxhall
- Thameslink trains operate close to total capacity with no seating capacity on services running through Lambeth
- Northern Line services through Lambeth operate over total capacity (i.e. 4 people standing per square meter) in the AM peak throughout the Borough
- Both the Waterloo and City Line and Jubilee Line have one stop in Lambeth, at Waterloo; both are at capacity during peak hours and severely overcrowded
- During peak hours there is severe pedestrian congestion at bus stops in Waterloo serving central London destinations
- At Vauxhall the bus station is located within the gyratory; whilst providing a good interchange between public transport modes, the bus station is isolated and the canopy does not provide adequate protection from the elements
- Northbound buses along the A3036 Wandsworth Road are over capacity and with the VNEB developments demand for bus services is expected to increase significantly.

In terms of alternatives to public transport, walking has a high mode share in the north of the borough. The growth in cycling is constrained by a lack of high quality infrastructure: while the borough has seen 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. In order to attract investment and create better places, a significant uplift in the quality of streets and public spaces is required as well as major interventions to improve the quality and safety of the strategic road network.

²⁸ Lambeth Existing Baseline Report, 2017

Major developers will be expected to contribute to meeting the cost of increasing public transport capacity and improving provision for walking and cycling in order to mitigate the impact of their schemes. This will be alongside significant public sector investment. The new Nine Elms Station in Lambeth will bring the Northern line to the Vauxhall area, improve transport connections and open up a range of opportunities for the borough's residents and businesses that would not otherwise come forward. New bus services are planned to meet growing demand from the VNEB area.

Outside Opportunity Areas, growth is expected across the borough, notably in Brixton and Streatham. Growth in the south of the borough is likely to be constrained by the deficiencies of national rail services which do not provide the same level of service or reliability as the underground network.

As discussed under Outcome 8, policy measures are required to ensure that projected growth can take place in a sustainable manner that does not adversely impact the transport network or cause environmental damage. New development in growth areas is therefore expected to maximise opportunities to embed sustainable travel patterns for new residents and employees alike, by delivering car free schemes that are well integrated with an enhanced public transport network and that enable the delivery of improvements for people who walk and cycle.

Many of the schemes identified under Outcome 8 are key projects to facilitate growth in jobs and housing in Lambeth. In particular, the Vauxhall gyratory and IMAX roundabout scheme in Waterloo are critical enabling projects to release land for increased public space, jobs and housing as well as attracting investment to London and delivering a safer, more attractive environment for walking, cycling and public transport.

Borough Objectives

Supporting growth is one of the four key guiding principles of Lambeth's draft Transport Strategy which proposes the following objectives to unlock new homes and jobs:

A radical overhaul of rail services delivers a high frequency 'metro' style service at our rail stations.

We will support the Mayor of London in lobbying for rail devolution while working with industry stakeholders to deliver service enhancements.

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 and investigate options for an additional Overground station in the borough.

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.

We will work with TfL to deliver major improvements at Vauxhall Cross, Waterloo IMAX, Lambeth Bridge, Streatham Hill and Tulse Hill gyratory and identify and promote further improvements across Lambeth.

Further detail on proposed measures can be found in the three year delivery plan.

Other Mayoral Strategies²⁹

In formulating our LIP we have taken account of related Mayoral strategies as well as the MTS. A summary of key considerations from these strategies is provided below.

Table 12: Links to other Mayoral Strategies		
Strategy	Objective	Response
Environment	The Mayor aims for London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities.	Improving public health is a key objective of Lambeth's Transport Strategy. The main tool for improving air quality is traffic reduction and we will support measures to reduce traffic on strategic routes in Lambeth and protect our residents from the impacts of 'rat running' traffic. We also need to make existing traffic cleaner and we will support a network of charge points for electric vehicles. We will also mitigate the impact of poor air quality through our Clean Air Borough programme, for example with 'green screens' around our schools.
	The Mayor aims for London to be a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy.	Our Strategy supports a shift away from private car use as well as enabling low and zero emissions vehicles. By maximising the use of efficient modes of transport we can minimise the energy required to meet our mobility needs. We will promote walking and cycling as the cleanest, healthiest modes of transport. We will build resilience to climate change in our public realm schemes, for example through the use of sustainable urban drainage and increased tree coverage to provide shade and shelter.

²⁹ R12: Other Mayoral strategies are also relevant to LIPs, and boroughs should have regard to these as they are published.

	The Mayor aims to improve Londoners' quality of life by reducing the number of people adversely affected by noise and promoting more quiet and tranquil spaces.	The main tool for delivering quieter places is traffic reduction. We will work with local communities to reduce traffic levels in residential areas. We will design and implement high quality public realm schemes that enhance sense of place and provide relief from harsh urban environments. We will work with TfL to deliver major highway schemes that will reduce severance and create new public spaces such as at Vauxhall Cross and Waterloo IMAX.
Health Inequalities	Healthy Children	Our Strategy aims to allow children to travel safely, independently and in a healthy, active way. We will deliver Healthy Routes that are suitable for children to walk and cycle safely on. We will deliver cycle skills training in our schools and promote walking to school.
	Healthy minds	Our Strategy aims to reduce exclusion and allow everyone to benefit from walking, cycling and public transport. We will work with vulnerable children and adults to allow them to participate in the transport network through independent travel training and cycling using adapted cycles for vulnerable adults.
	Healthy places	Our Strategy aims to deliver a Healthy Route Network for the borough. We will work with local communities to reduce traffic levels in residential areas. We will invest in our town centres and growth areas. We will design public spaces that are safe and welcoming and promote active travel.
	Healthy communities	Our Strategy aims to work with the community to agree how to deliver a healthier borough. We will continue to do so through the Our Streets initiative and through outreach projects to marginalised groups, for example to make cycling a real option for under-represented groups.
Housing	The Mayor will work with councils and others to maximise the opportunities for new homes that major public transport infrastructure improvements present.	Our Strategy supports growth by supporting investment in improved public transport and prioritising the most efficient modes on our streets – walking, cycling and buses. We will work with TfL to deliver critical enabling projects at Vauxhall and Waterloo where there will be significant growth in housing and employment. We will support rail devolution and look for opportunities to capitalise on improved rail provision.
Economic Development	The Mayor will work with TfL, national government and other stakeholders to secure the investment in London's transport network needed to sustain London's competitiveness, and to make travel more affordable, ensuring all Londoners can access work and study opportunities	Our Strategy supports continued investment in London as the driver of the national economy. We support Crossrail 2 and rail devolution to allow the 'metroisation' of suburban rail services. We will promote the most affordable modes of transport, walking and cycling, and support measures to improve bus priority. We will work with TfL to deliver major place making schemes at Vauxhall and Waterloo to increase investment in Lambeth and London.

Culture	Assess how new transport projects will impact existing culture/heritage places and spaces.	Our Strategy seeks to create better places and improve access to opportunity for all. We will work with TfL and other stakeholders to ensure that London's cultural offer is supported, for example by working with local employers and cultural organisations to improve access to the South Bank. We will also incorporate public art into our streetscape improvement schemes.
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3. The Delivery Plan

Introduction

This chapter sets out Lambeth's Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22
- Long-term interventions
- Three year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

Linkages to the Mayor's Transport Strategy priorities³⁰

The Delivery Plan has been developed to align the borough's projects and programmes with the aims, outcomes and relevant proposals of the MTS. Table 13 below shows the 11 Delivery Plan projects, primarily funded by the annual LIP grant Lambeth receives from TfL, and which of the MTS outcomes they will contribute towards achieving.

³⁰ Requirement R13: Boroughs are required to outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy – including the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals – in preparing a Delivery Plan.

TABLE 13 - Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes

Project / Programme		MTS outcomes								
		Increasing walking, public transport & cycling mode share	1:-Active. Londoners will travel actively	2:- Safe. Streets will be safe & secure	3:-Efficient. Streets used more efficiently	4:- Clean & Green	5:- Connected Public Transport	6:- Accessible Public Transport	7:- Quality Public Transport	8 & 9 Sustainable Growth/Unlocking
	Corridors, Neighbourhoods & Supporting Measures									
1	Our Streets – local neighbourhood enhancements to tackle issues identified by local stakeholders with co-designed solutions	✓	✓	✓	✓	✓				✓
2	Healthy Routes – Targeted to improve key routes for walking and cycling as identified the Lambeth Healthy Routes Network	✓	✓	✓	✓	✓	✓	✓		✓
3	Sustainable Travel – Education, Training & Promotional initiatives to increase modal share, and broadening participation in healthy, active travel	✓	✓	✓	✓	✓		✓		
4	Road Danger Reduction (Safe Behaviours) – Education, Training & Promotional initiatives to improve road user behaviour and reduce casualties	✓	✓	✓	✓	✓				
5	Cycle Training – Offer of training to all schools and adult one-to-one training to enable more trips to be made by bike	✓	✓	✓	✓	✓				
6	Collision Reduction (Safe Streets) Collision analysis, scheme identification and design, and delivery of safer street layouts on major corridors		✓	✓			✓		✓	
7	Clean Air Borough – Management of Clean Air Borough status and delivery of mitigation measures; EV charge points, School green screens		✓			✓				✓
8	Public Realm/Pedestrian Improvements – Match funding for major public realm improvement schemes	✓	✓	✓	✓			✓		✓
9	Cycle Parking – Provision of secure, covered, on-carriageway cycle shelters and cycle parking at high demand locations	✓	✓	✓	✓					
10	Traffic Reduction – Investigation and implementation of neighbourhood traffic management measures such as HGV restrictions, filtered permeability etc	✓	✓	✓	✓	✓	✓		✓	
11	20mph compliance (Safe Speeds) - Targeted measures to re-design streets and improve compliance with 20mph speed limits	✓	✓	✓		✓				✓

TfL Business Plan³¹

TfL's latest Business Plan was approved on 5 December 2017 and covers the financial years from 2018/19 to 2022/23. The borough has considered the Mayor's aspiration to deliver the major projects contained in this plan, including major infrastructure associated with Growth Areas and Opportunity Areas, in developing and preparing the borough's programme of works (as outlined in the Delivery Plan). The following TfL projects in the Business Plan have implications for the borough.

Waterloo

Reconfiguration of the Waterloo Road / York Road / Stamford Street / Waterloo Bridge junction to allow for new open space, new bus station, new direct links from Waterloo station to South Bank. Critical enabling project to develop Waterloo as Business District and overcome historic issues of severance and poor public realm. Represents an investment of £25M by TfL and LBL. Construction is due to start in 2020.

Implications for borough

The work will transform the pedestrian environment, particularly on the important link from Waterloo Station to the Southbank cultural institutions and beyond. Cycling links will also be improved and conditions for bus boarders. Impacts on bus and general traffic journey times will be dependent on the final design but may need to be managed over a wider area.

Complementary works to be carried out by the borough

Nearby pedestrian and public realm improvements will also be carried out. The borough will secure developer contributions for complementary improved public realm projects at sites adjacent to the IMAX roundabout. The Shell Centre redevelopment is improving the public realm on Upper Ground and the redevelopment of Elizabeth House has the potential to greatly improve Victory Arch Square at the main entrance to Waterloo Station. Match funding from the LIP Delivery Plan is targeted at improvements on the Belvedere/Upper Ground spine route. An SPD was adopted in 2013 to identify priorities for the [Waterloo](#) area.

Vauxhall Cross

³¹ Requirement R14: When preparing their LIPs, boroughs are required to take into account the major projects and investment in all modes of transport, as well as the investment in the road network that may impact on their borough, as set out in the TfL Business Plan.

The Vauxhall gyratory is to be replaced with two-way working and construction of a new bus station, canopy and public square. This represents an investment of £50M with a funding package comprised of VNEB DIF monies and TfL funding. Scheme delivery is expected from 2020.

Implications for borough

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.

Complementary works to be carried out by the borough

S106/S278 delivery of public realm improvements in Vauxhall. Other potential complementary works include the 2 way cycle-street at Bondway/Miles Street and measures to reduce traffic in adjacent neighbourhoods.

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. £2.5M investment by TfL.

Implications for borough

Key collision reduction scheme and part of wider aspiration to improve the riverside route linking the VNEB area and Waterloo.

Streatham Hill

Delivery of public realm, walking and cycling improvements on the A23 Streatham Hill between Streatham Hill station and the South Circular. Represents an investment by TfL of £10M.

Implications for borough

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 (see below). Improvements will underpin economic development in the Streatham area.

Tulse Hill

Removal of the Tulse Hill gyratory and introduction of 2-way working with associated public realm improvements. Represents an investment of £5M by TfL.

Implications for borough

Conversion to two way working will provide a safer, more accessible pedestrian and cycle environment and reduce severance, supporting the local vision for the area. Complements TfL funded public realm improvements to West Norwood high street and Tulse Hill station approach.

Quietways / Bike Grid

Completion of Quietway 5 – Streatham to Waterloo. Key remaining elements are the section across Clapham Common (requires approval by Secretary of State) and junction improvements at Westminster Bridge Road as part of a significant regeneration programme in the area at Bayliss Road j/w Waterloo Road.

Quietway 7 – Crystal Palace to Elephant and Castle. Implementation expected from 2019.

Streatham to Peckham Quietway development and implementation – dates to be confirmed.

Implications for borough

Critical projects for the delivery of the borough's Healthy Routes Network.

Sources of funding³²

Table 14 below identifies potential funding sources for implementation of our LIP, including our funding allocation from TfL, contributions from the borough's own funds, and funding from other sources. The key source of funding is the borough's LIP grant allocation. Figures provided by TfL indicate that the borough will receive £2.376m per year, although this is subject to change and is dependent on TfL's financial position.

In addition to the annual LIP grant, the borough will also bid for other TfL funding made available to boroughs, including funds allocated through a competitive bidding

³² Requirement R15: Boroughs are required to identify all interventions that are intended to be wholly or partly funded using LIP funding in the borough's Programme of Investment. Boroughs should identify the proposed funding source for each of these interventions, ie how much is from LIP funding allocations and how much comes from other sources (for example, the council's own capital and revenue sources, Section 106/CIL contributions, or other sources of TfL/GLA funding, such as Growth Areas).

process. The borough will make bids to the following GLA/TfL funding streams: Good Growth, Liveable Neighbourhoods, Low Emissions Neighbourhoods.

The borough also uses its own resources and resources from developers to pursue local objectives and ensure that the road network remains in a safe and serviceable condition.

The sums available from developers via section 106 agreements for transport improvements are estimated at £800,000 per year

TABLE 14 – Potential funding for LIP delivery				
Funding source	2019/20	2020/21	2021/22	Total
	£k	£k	£k	£k
TfL/GLA funding				
LIP Formula funding –Corridors & Supporting Measures	£2,376k	£2,376k	£2,376k	£7,128k
Discretionary funding (See 3 Year Programme)	£300k	£1,300k	£4,050k	£5,650k
Strategic funding	£2,426k	£3,228k	£1,245k	£6,899k
GLA funding	0	500k	500k	£1,000k
Sub-total	£5,102k	£7,404k	£8,171k	£20,677
Borough funding				
Capital funding	1,000k	2,500k	1,000k	4,500k
Revenue funding	0	0	0	£0
Parking revenue	£5,000k	£5,000k	£5,000k	£15,000k
Workplace parking levy	0	0	0	0
Sub-total	6,000k	7,500k	6,000k	19,500k
Other sources of funding				
S106	£800k	£800k	£800k	£2,400k
CIL	£500k	£500k	£500k	£1,500k
European funding	0	0	0	0
Sub-total	£1,300k	£1,300k	£1,300k	£3,900k
Total	£12,402k	£16,204k	£15,471k	£44,077k

Long-Term interventions to 2041³³

In the medium to long-term the borough believes that a number of significant, but currently unfunded, investments will be required to ensure the economic and social

³³ Requirement R16: Boroughs are required to provide a list of potential schemes up until 2041, together with a short explanation of the reasons for their inclusion in the Delivery Plan.

vitality of the borough. These are shown in Table 15 below with indicative funding and provisional timescales.

TABLE 15 – Long-term interventions up to 2041				
Project	Approx. date	Cost est. to 2024	Likely funding sources	Comments
Orbital rail connections	2020-2041	£100m	Network Rail TfL CIL	Better orbital connections, platform lengthening and new platform/interchange in Brixton area
Brixton Mainline Station Upgrade	2020-2024	£10m	Network Rail CIL/s106	Refurbishment to provide step free access
Tulse Hill Station Access	2020-2024	tbc	Network Rail CIL/s106	step free access
Streatham Station Access	2019-2024	tbc	Network Rail CIL/s106	Step free access
Vauxhall Highway Improvements	2020-2024	£5m	TfL CIL	Improved access and environment adjacent to the Nine Elms and Vauxhall Opportunity Area
Waterloo Public Realm	2020-2024	£15m	TfL, LBL CIL/s106	Improvements to Spine route, Victory Arch Square, The Cut, etc.
Loughborough Jct Public Realm	2018-2022	£4m	CIL/s106 TfL & LIP	Public Realm, cycling and walking improvements
Brixton Liveable Neighbourhood	2019-2022	£7m	GLA/TfL CIL	Public Realm, cycling and walking improvements
Healthy Route Network	2018-2041	£17.5m	TfL LIP & CIL	Improvements for walking & cycling borough-wide
Low Traffic Neighbourhoods	2019-2041	£3m	TfL LIP & CIL	Area wide neighbourhood traffic reduction schemes
Bus Priority	2018-2041	£2m	TfL	Targeted interventions to improve bus speeds
Road Danger Reduction	2018-2022	£5m	S106/CIL	Measures to reinforce borough-wide 20mph
Legible London	2019	£81k	s106	Refresh of existing signs
Low Emissions Neighbourhoods	2019-2024	£4m	CIL, s106, LIP, Mayor's Air Quality Fund, Zero Carbon Fund	Brixton and other priority areas.
Secure cycle parking	2018-2022	£1.5m	TfL, CIL	Bike hangars, on-street visitor cycle parking, parking at transport interchanges.

Three-year indicative Programme of Investment³⁴

TABLE 16 Three-year indicative programme of investment, 2019/20 - 21/22			
London Borough of Lambeth	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
TfL Borough funding 2019/20 to 2021/22			
Local transport initiatives	£100,000	£100,000	£100,000
Corridor, Neighbourhoods & supporting measures	£2,276,000	£2,276,000	£2,276,000
Our Streets	£300,000	£175,000	£175,000
Healthy Routes	£175,000	£175,000	£175,000
Sustainable Travel	£175,000	£175,000	£175,000
Road Danger Reduction (Safe Behaviours)	£225,000	£225,000	£225,000
Cycle Training	£150,000	£150,000	£150,000
Collision Reduction (Safe Streets)	£290,000	£390,000	£390,000
Clean Air Borough	£275,000	£275,000	£275,000
Public Realm/Pedestrian Improvements	£116,000	£116,000	£116,000
Cycle Parking	£170,000	£170,000	£170,000
Traffic Reduction	£150,000	£175,000	£175,000
20mph compliance (Safe Speeds)	£250,000	£250,000	£250,000
Sub-total	£2,376,000	£2,376,000	£2,376,000
Discretionary funding	£300,000	£1,300,000	£4,050,000
Liveable Neighbourhoods	£250,000	£1,250,000	£3,500,000
Major Schemes	0	0	0
Principal road renewal	0	0	£500,000
Bridge strengthening	£50,000	£50,000	£50,000
Traffic signal modernisation	0	0	0
Strategic funding	£2,426,000	£3,228,000	£1,245,000
Bus Priority	£1,200,000	800,000	800,000
London cycle grid	£66,000	£1,000,000	£70,000
Quietways	£1,055,000	£1,293,000	£100,000
Crossrail complementary works	0	0	0
Mayor's Air Quality Fund	£25,000	£75,000	£75,000
Low Emission Neighbourhoods	£80,000	£120,000	£200,000
All TfL borough funding	£5,102,000	£7,204,000	£7,671,000

³⁴ Requirement R17: Boroughs are required to produce a costed and funded high-level indicative Programme of Investment that covers, by year, the three-year period 2019/20 to 2021/22.

Table 16, above, summarises the borough's proposals at a programme level for the use of TfL borough funding in the period 2019/20 – 2021/22.

Supporting commentary for the three-year programme³⁵

Lambeth's LIP Delivery Plan is the product of a structured methodology used to appraise and evaluate candidate projects that has been developed over the last 3 years. Initially, project ideas are generated through discussion with internal stakeholders, considering the council's Borough Plan objectives and other related priorities. In parallel, the transport evidence base is reviewed to identify issues and trends such as collision clusters or locations where high speeds have been recorded. Feedback from the public and key stakeholders is also considered. These two strands are then combined to identify correlations between policy priorities and available data.

Clusters of issues / opportunities are identified as potential projects – whether 'hard' or 'soft' measures, or a combination of both. This generates a 'long list' of projects for further evaluation. The candidate projects are then assessed using a form of multi-criteria analysis that scores each scheme against a range of priorities based on a combination of local and Mayoral priorities as well as other factors such as deliverability, value for money, synergies with existing programmes and so on. This results in a prioritised list of schemes to be considered for inclusion in the 3 year programme, phased to align with the funding allocation. Larger highway schemes are allocated funding for development in Year 1, with implementation in later years. This exercise was carried out for the preparation of Lambeth's Annual Spending Submission for 2018/19 and the LIP Delivery Plan is based on this analysis supplemented by a review of the latest data and policy priorities.

There are twelve projects within the three year programme. Nine projects, accounting for 75% of the LIP budget, are focused on physical interventions to the streetscape. The remaining three projects; Sustainable Travel, Cycle Training and Safer Behaviours are focused on education, training and promotional measures and account for approximately a quarter of the overall budget. Lambeth considers that 'supporting

³⁵ Requirement R18: Boroughs are required to provide supporting commentary on: a. How the three-year Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives c. How the delivery of the Mayor's priorities will be supported at a local level.

measures' such as these are essential to promote behaviour change and help deliver MTS outcomes.

The Sustainable Travel budget is focused on behaviour change - increasing the number of people who walk and cycle as a way of getting around. Lambeth has pioneered a range of projects in this area, including Car Free Day and supported rides and outreach work with marginalised communities.

Lambeth delivers more cycle training than any other borough and continues to prioritise this project. Much of the proposed cycle training allocation will be used to offer Bikeability Level 2 cycle training for our schools, which gives students the skills to cycle on low traffic roads. Some will also be used to fund training for children and adults who haven't yet learned how to ride a bike, or for those who want to achieve Bikeability Level 3 which will give them the skills to cycle on busier roads. Women and ethnic minorities are under-represented in London cycling and the borough will fund projects that address this imbalance.

The Safer Behaviour project is focused on evidence based campaigns and training with the aim of reducing the number of injuries on our roads as well as covering our work with schools. We will continue to run targeted campaigns, such as Powered 2 Wheeler safety education, work with vulnerable young people to enable them to use public transport safely and deliver a comprehensive school travel plan service across the borough.

The Safer Behaviour project, is complemented by the Collision Reduction project, which is used to re-design streets where casualty figures indicate that the safety record is poor. It is focused on the major corridors under the control of the borough. This is where the majority of casualties on Lambeth roads occur. Many casualties also occur on the TLRN and we work closely with TfL to address this issue alongside the LIP programme.

Almost all of the projects identified in the delivery plan have a role to play in reducing collision rates. The bulk of the Safe Speeds allocation will be used to introduce traffic calming features and the Traffic Reduction project will be used to tackle rat running and to create low-traffic neighbourhoods. Speed surveys will guide where the Safe Speeds budget should be focused. Traffic Reduction will be prioritised based on resident demand and empirical data.

Funding has been made available to enable delivery of other key local / MTS priorities around EV charge points and cycle parking. Lambeth has pledged to delivery 200 charge points and a further 1,000 bike hangar spaces by 2022.

Healthy Routes is our flagship programme to improve conditions for walking and cycling borough wide. As part of this we have committed to deliver 10 miles of cycle route by 2022 and the LIP allocation will help us develop and deliver schemes to

support this objective. The Traffic Reduction project is closely aligned with our Healthy Route Plan as it will enable us to work with local residents to deliver low traffic neighbourhoods where walking and cycling will become attractive to more people.

Our Streets is Lambeth's pioneering neighbourhood enhancement programme. Local communities are empowered to identify and prioritise improvements to the local area, such as traffic calming, planting and streetscape improvements that enable more walking and cycling.

Table 13 above includes analysis showing how each project relates to the outcomes of the MTS.

Risks to the delivery of the three-year programme³⁶

Table 17 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

³⁶ Requirement R19: Boroughs are required to include a concise section on risk assessment and mitigation in preparing and considering options for their Delivery Plan.

Table 17 - LIP Risk Assessment for three-year programme 2019/20-2021/22

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Further reductions in LIP funding & related financial constraints		Y		Develop contingency plans to identify highest priority projects. Scale proposed interventions to allow phased delivery. Identify and prioritise interventions that are low cost, high value. Prioritise funding for staff resources.	Scheme cancellations. Lack of capacity to deliver schemes.
Statutory / Legal					
Regulatory constraints affect project delivery			Y	Any departures from standard processes to be flagged at project inception. Early engagement with regulatory bodies and legal team.	Schemes not delivered / challenged. Delays to implementation and additional costs.
Third Party					
Third parties withhold consent / do not co-operate			Y	Work closely with key stakeholders, including TfL, throughout project development and delivery. Avoid reliance on 3 rd party consents.	Inability to delivery scheme components, delays and additional costs.
Public / Political					
Lack of consensus supporting projects		Y		Early engagement with key stakeholders, allowing projects to be shaped before significant resources are committed. Set out a clear basis for policies and projects in the borough's Transport Strategy.	Schemes delayed or cancelled.
Programme & Delivery					
Projects are not delivered in a timely and efficient way			Y	Programme Management ensures that projects are adequately scoped and resourced and that key milestones are identified and regularly reviewed with risk reporting throughout.	Delays to project delivery.

Annual programme of schemes and initiatives³⁷

The annual programme of schemes has been completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually.

Supporting commentary for the annual programme³⁸

Our annual Programme of Investment has been derived using a structured methodology as described in the commentary on the three year programme above. We provide a summary of each proposed project below.

Our Streets

Our Streets is the latest phase of the Neighbourhood Enhancement Programme, developed to totally change the process of undertaking consultation on street improvements. Rather than producing a scheme and then asking people their opinions, through Our Streets, traffic engineers and consultation officers approach the community and ask them what they would like to see changed in their area.

Our Streets has been running since 2013 across different wards:

- Phase 1 (from 2013): Oval, Vassal, Coldharbour/Herne Hill, Ferndale, Larkhall and Clapham Town
- Phase 2 (from 2015): St Leonard's, Streatham South, Streatham Wells and Thornton.
- Phase 3 (from 2017): Gipsy Hill, Knight's Hill, Streatham Hill and Thurlow Park.

The main focus of Our Streets is on speed limits and traffic calming; parking and loading arrangements; crossing points; car clubs; cycling facilities; public

³⁷ Requirement R20: Boroughs are required to provide a detailed and costed programme of schemes and initiatives for the first year of the plan, with the programme to be updated in subsequent years. Boroughs should submit their Programme of Investment using Proforma A (as shown at Part three – Appendix F). Proformas will need to be uploaded to the Borough Portal.

³⁸ Requirement R21: Boroughs are required to provide supporting commentary on: a. How the annual Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL's Business Plan and investment programme) in delivering the borough's LIP objectives c. How the delivery of the Mayor's priorities will be supported at a local level

realm improvements; seating; bins; greenery; signage and removal of street clutter.

Healthy Routes

Our flagship programme for walking and cycling. 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 residential street or a main road or a combination of both. *And critically traffic levels are low, or on busier roads there is dedicated space that is not shared with general traffic.*

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 traffic out of these areas, without causing adverse 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.

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.

In 2019/20 we will focus on the delivery of high priority neighbourhood links – removing barriers to walking and cycling between communities. We will also develop designs for new cycle routes. This project is closely linked with our Traffic Reduction programme which is discussed below.

Sustainable Travel

The Sustainable Travel allocation will be used to promote active, sustainable travel, providing routes into behaviour change for residents, students and workers in the borough. This includes bike markets in schools to allow for the efficient flow of second hand bikes to families that can't afford a new one for Bikeability training. Funding will be allocated to increasing participation of Try Before You Bike and specifically adapted cycles for those with mobility impairments. An ambitious Car Free Day will be held in 2019 to demonstrate Lambeth's commitment to active travel and Healthy Streets.

Safer Behaviours

This project covers both road safety education, promotion and training as well as our schools programme.

We will focus on safe behaviours through the provision of safer urban driver training, support for the council becoming FORS accredited and the procuring of further analysis to better our understanding of collisions in the borough. This will inform an expansion of a programme of campaigns and engagement focussed on drivers and riders which we hope will help to elicit behaviour change around speeding and other careless behaviours.

Our schools programme will facilitate safe, active and independent travel – including a wide offer of scooter, balance bike and pedestrian training, theatre in education performances for a range of ages – as well as more specific projects focussed on schools with high car use, low levels of active travel or schools in areas of poor area quality. This will include school streets - timed closures around schools - bespoke park and stride/clean air route maps for schools, walking and cycling buses, learn to ride training, competitions and events to highlight the benefits of active travel and deter car use, and the provision of cycle storage for schools where this is an impediment to active travel to school. A small amount of funding will also be set aside in the form of grants for STARS schools to fund active travel-related events and activities in school, in addition some funding will be available for small physical changes around schools to improve safety.

Cycle Training

In the last few years Lambeth has managed to sign up nearly all of the schools in the borough to Bikeability training for year 5 students. We will continue to offer training for this year group. Additionally, we have made contact with, and begun training in some secondary and some SEN schools and this will also continue in 2019/20. Lambeth has traditionally been one of the best boroughs at training individual adults and we will continue to build on these numbers. Also ensuring that the budget goes further we will continue to provide group training sessions for adults and for children in the school holidays. A portion of this budget will go to provide bespoke training on delivery of a Try Before You Bike bicycle ensuring lots more new and returning cyclists start making journeys actively and sustainably.

Collision reduction

We are concerned about the number of collisions occurring in Lambeth and will invest in highway improvements (alongside our education, training and publicity programme) to seek to reduce these. Vulnerable road users are particularly affected and measures will therefore focus on improvements for these groups. We have taken an evidence based approach to interventions and there are clear priority corridors based on collision data. These are main roads controlled by Lambeth, notably Wandsworth Road and the A2217 corridor (Acre Lane and Coldharbour Lane). We have already developed improvement plans for these corridors and LIP funding in 19/20 will enable us to deliver these. In parallel, we are working with TfL on major highway improvements on the TLRN that will deliver a safer environment and one that is more attractive for walking and cycling.

Clean air borough

Using the Mayor's template, we will carry out air quality audits at schools in the borough and help to deliver the recommendations, including creating green screens. We will increase our monitoring network by installing mobile devices, building on the work from the Mayor's C40 project; data will be disseminated to citizens and used to inform decisions in Lambeth such as areas to prioritise for our Highways Improvement Programme. Furthermore, we will begin to create Low Emission Neighbourhoods (LENs) in our Air Quality Focus Areas; in 2018 feasibility studies were completed with proposals for LENs. Funding will also support our engagement with communities most vulnerable to air pollution, such as our citizen science Love Lambeth Air project and to contribute towards AirTEXT.

This project also includes support for our roll-out of electric vehicle charge points and will help us reach our aim of delivering 200 charge points on Lambeth highway by 2022. We continue to work with TfL to enable the delivery of Rapid charge points on both TfL and Lambeth highway.

Public realm

This project focusses on providing development support towards the delivery of the 'South Bank Spine Route'. The objective is to deliver a high quality public realm scheme that will connect the London Eye and Jubilee Gardens in the West with Bernie Spain Gardens and the Blackfriars cluster in the East. It will improve accessibility to the major South Bank attractions, link parks and open spaces,

encourage new business to open along Belvedere Road and Upper Ground, further animating and enriching the neighbourhood. Key features of the scheme include:

- Increased tree planting and green infrastructure
- Enhanced street lighting to improve safety and reduce crime
- Creation of interesting spaces beneath Hungerford and Waterloo bridges and making these spaces safer
- Improvements for walking and cycling



Figure 19: designs for improvements on South Bank Spine

We are working with local employers to assist in bringing this scheme forward. LIP funding will be used to support design and feasibility work.

Cycle Parking

Lambeth pioneered the bike hangar in London and will continue to roll-out secure, on-street cycle parking across the borough in response to resident demand. Bike hangars are vital to enable those people without viable cycle storage at home to start cycling. We aim to deliver 1,000 additional hangar spaces by 2022. We will also continue to provide ‘Sheffield’ stand type parking at key destinations based on observed and expected demand. We continue to investigate the potential for ‘Cycle Hubs’ at key interchanges, notably in Brixton where we are working with TfL Property to deliver a hub alongside our proposed Liveable Neighbourhoods project for the area.



Figure 20: Cycle hangars

Traffic reduction

This project relates to the investigation of traffic issues, particularly affecting residential streets, and the development and implementation of traffic management measures in response to these. 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 traffic levels will improve accessibility, safety, air quality and create more liveable places. ‘Rat running’ is a significant concern for our residents and we aim to

deliver low traffic neighbourhoods as part of our Healthy Routes Plan. For neighbourhoods, we propose to look first at areas that meet the following criteria:

- There are one or more schools in the area
- Air quality is a particular issue
- We have evidence that ‘rat running’ is an issue, and
- There is evidence of road safety issues

Safe Speeds

We have implemented a 20mph speed limit on the vast majority of Lambeth controlled roads and average speeds have fallen in response. Nonetheless, we have identified a number of roads across the borough where speeds are still unacceptably high. Funding for this project in 2019/20 will allow us to continue to deliver targeted interventions, such as traffic calming, at key locations. We will prioritise roads where average speeds are above 24mph, where collisions have been recorded and where vulnerable road users are particularly exposed to these risks e.g. adjacent to schools. We will also use a small proportion of the funding to include the small number of roads that are not currently 20mph in our programme and to ensure roads that are included are compliant with enforcement requirements. We will work closely with the Police and local stakeholders in the delivery of these improvements and on enforcement campaigns.

Risk assessment for the annual programme³⁹

Table 18 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the annual programme. The risk register summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives.

³⁹ Requirement R22: Boroughs are required to identify any projects that have significant potential of risk within the planned programme of works and identify any mitigation measures for these high-risk projects.

TABLE 18 LIP Risk Assessment for annual programme - 2019/20

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Insufficient funding for scheme delivery			Y	Early review of potential costs with value engineering as necessary to adhere to budget.	Reduced scheme scope / reduced outputs
Statutory / Legal					
Regulatory constraints affect project delivery			Y	Early engagement with relevant stakeholders	Schemes not delivered / challenged.
Third Party					
Third parties withhold consent / do not co-operate			Y	Avoid reliance on 3 rd parties. Early engagement with TfL where the TLRN / Strategic Road Network is affected.	Inability to delivery scheme components, delays and additional costs.
Public / Political					
Lack of consensus supporting projects		Y		Early engagement with key stakeholders, allowing projects to be shaped before significant resources are committed.	Schemes delayed or cancelled.
Programme & Delivery					
Projects are not delivered in a timely and efficient way			Y	Programme Management ensures that projects are adequately scoped and resourced and that key milestones are identified and regularly reviewed with risk reporting throughout.	Delays to project delivery.

Of schemes included in the annual programme, specific risk is assessed below. Likelihood is scored on a scale of 1-4 and impact on a scale of 1, 2, 4, 8.

TABLE 19 Project specific Risk Assessment for annual programme - 2019/20					
Project	Specific risk factors	Likelihood	Impact	Score	Mitigation
Our Streets	Funding insufficient to meet community expectations	4	4	16	Seek match funding from the council's own resources and developer contributions.
Healthy Routes	Links crossing the TLRN are challenging to deliver	4	8	32	Work closely with TfL to identify scope for improvements to the TLRN and seek to integrate with existing programmes.
Sustainable Travel	None				
Road Danger Reduction (Safe Behaviours)	None				
Cycle Training	None				
Collision Reduction (Safe Streets)	Insufficient funding to address all issues	8	4	32	Target interventions where the biggest impact is achievable. Seek to co-ordinate and combine with complementary projects and funding schemes.
Clean Air Borough	None				

Public Realm/Pedestrian Improvements	Funding for project implementation is not available	4	2	8	Support local stakeholders to assemble a funding package, including advice on potential funding streams and guidance on applications.
Cycle Parking	None				
Traffic Reduction	Lack of support for area wide interventions	4	4	16	Work closely with local residents and stakeholders, setting clear priorities based on the council's Transport Strategy objectives.
20mph compliance (Safe Speeds)	Objections from emergency services for main road interventions	4	4	16	Early engagement with key stakeholders. Close working with TfL and the Police to explore enforcement options where physical measures are problematic.

Monitoring the delivery of the outcomes of the Mayor's Transport Strategy

Delivery indicators ⁴⁰

The borough will monitor and record the metrics for the delivery indicators set out in table 21 and report to TfL once a year in June using Proforma C. This will enable us to see what progress is being made towards the Mayor's transport objectives and give us an understanding of what impacts our actions are having.

Local targets ⁴¹

It is not a requirement for boroughs to set local targets but in addition to the delivery indicators we have chosen to set some local targets which we will also monitor and report on annually.

⁴⁰ Requirement R24: Boroughs are required to collect this information and submit it to TfL using Proforma C on at least an annual basis.

⁴¹ See LIP Guidance p.62, paragraph 3.33.

TABLE 20 – Local transport targets

Objective	Metric	Borough target	Target year	Additional commentary
Install over 200 new EV charging points	Number of charge points installed on the public highway within Lambeth available to the public	200	2022	Baseline data from March 2018 – 3 charge points.
Provide 1,000 additional cycle hanger spaces	Number of spaces in secure lockers available for hire in Lambeth	2116	2022	Baseline data from March 2018 – 1116 spaces (186 cycle hangers)
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	Schemes implemented from April 2018 to be reported at the end of each financial year.

TABLE 21 - Borough outcome indicator targets

Objective	Metric	Borough target	Target year	Additional commentary
Overarching mode share aim – changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	79% 85%	2022 2041	Baseline data from 2014/15-16/17 shows 77% of trips made by walking, cycling or PT.
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	46% 70%	2022 2041	Baseline data from 2014/15 to 16/17 shows that 42% of people in Lambeth do at least 20 minutes of active travel each day.
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	41% 95%	2022 2041	Baseline data shows 17% population was within 400m of strategic cycling network

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target).	88	2022	A 50% reduction on the 2005/09 baseline
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	63	2030	A 55% reduction on the 2010/14 baseline
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	714 608	2022 2041	A 15% reduction on the 2015 baseline by 2041
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A

Objective	Metric	Borough target	Target year	Additional commentary
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	65,000 62,000	2022 2041	Baseline of 65,603 but 2014-16 sees a rising trend of ownership. 66,980 cars owned in 2016.
Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2015/16.	138,200 35,200	2022 2041	Baseline of 161,800 tonnes in 2013. Targets based on TfL modelling of ULEZ, LEZ impacts
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013.	205 30	2022 2041	Baseline 690 tonnes in 2013. Targets based on TfL modelling of ULEZ, LEZ impacts
Reduced particulate emissions.	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013.	42 PM ₁₀ & 21 PM _{2.5} 24 PM ₁₀ & 12 PM _{2.5}	2022 2041	Baseline of 56 tonnes PM ₁₀ & 32 tonnes PM _{2.5} in 2013. Targets based on TfL modelling of ULEZ, LEZ impacts
A good public transport experience				

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 5: The public transport network will meet the needs of a growing London				
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	325,000 393,000	2022 2041	Baseline of 306,000 trips per day made by public transport in 2013/14 – 2015/16. Trend since has been for falling number of trips.
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference (in minutes) between total public transport network journey time and total step-free public transport network	6 minutes	2041	2015 baseline of a 14 minute average journey time difference
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	8.5mph 9.3mph	2022 2041	2015 baseline of 8.3mph.

Objective	Metric	Borough target	Target year	Additional commentary
New homes and jobs				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments				
Outcome 9: Transport investment will unlock the delivery of new homes and jobs				