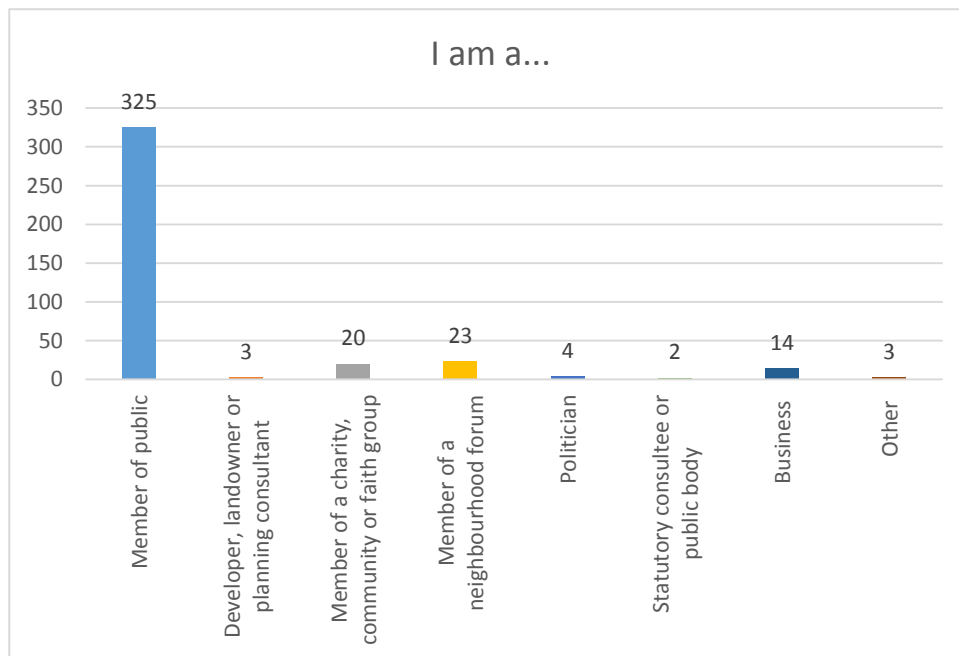


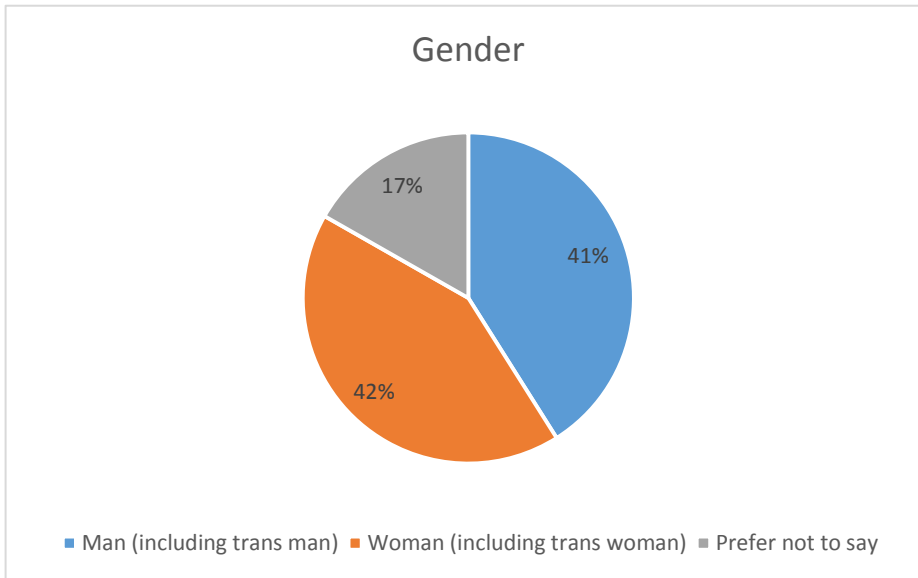
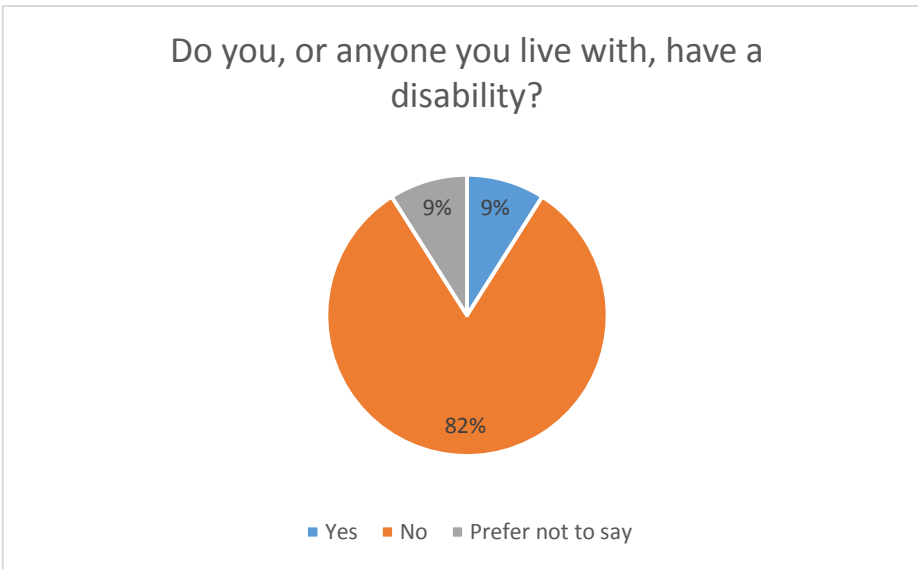
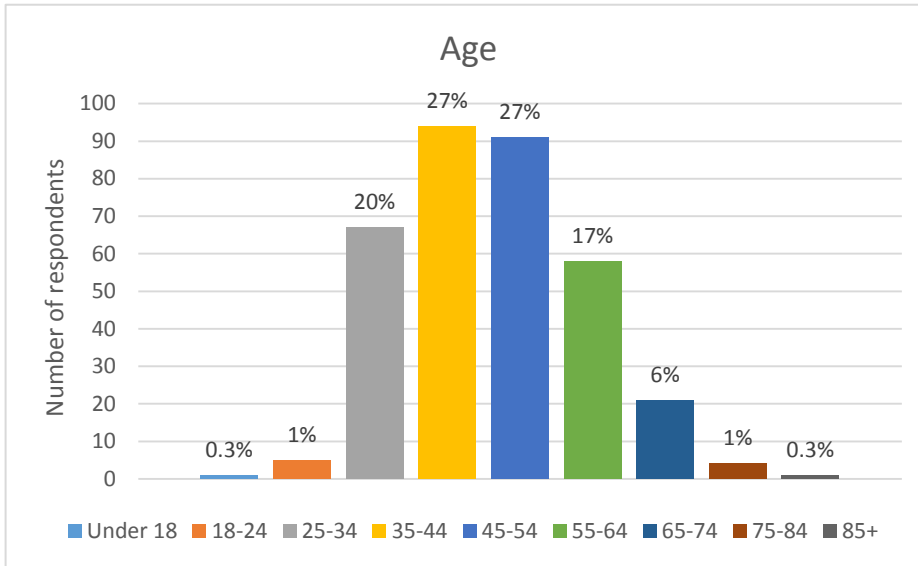
3.12. Transport

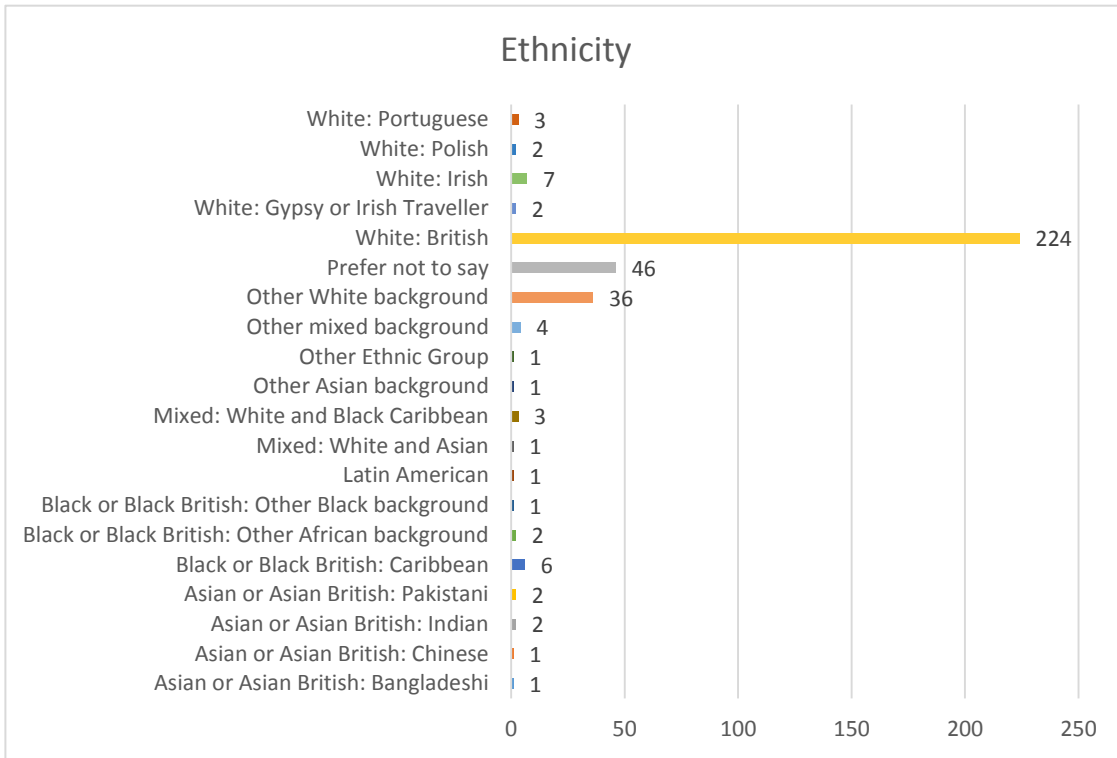
In response to the 'Improving air quality' survey, 346 responses were received. A total of 10 written responses, including statutory consultees, was received.

Survey responses

- The majority of respondents for the survey identified as being members of the public. The second largest group were members of a neighbourhood forum followed by members of a charity, community or faith group. It should be noted that some respondents identified as belonging to more than one category.
- Just over half of respondents identified as being aged 35-54. Less than 2% of respondents identified as being under the age of 25.
- 9% of respondents said they had or lived with someone who had a disability.
- 41% of respondents identified as being a man and 42% a woman. The remaining respondents preferred not to say.
- The majority of survey responses came from respondents who identified as being White British. The second largest group preferred not to say followed by respondents with another White background. Seven respondents identified as being White: Irish and six respondents identified as being Black or British: Caribbean.



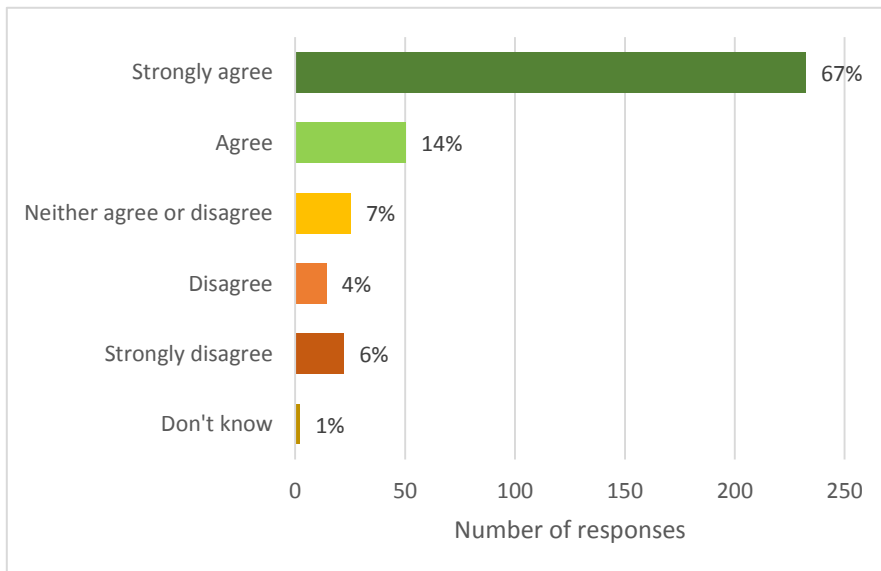




1. Our long term objective should be to encourage more people to walk, cycle and use public transport rather than travel by car. To what extent do you agree or disagree with this statement?

Survey responses

A total of 345 participants responded to this question. The majority of respondents agreed or strongly agreed with the objective to encourage more people to walk, cycle and use public transport rather than travel by car (81%). 10% disagree or strongly disagree. The remaining 8% of respondents neither agreed nor disagreed or said they did not know.



The majority of the respondents agreed or strongly agreed with the objective to encourage more people to walk, cycle and use public transport rather than travel by car. 84 respondents stated that car use has significant impacts on human health, quality of life, wellbeing and the environment and argued:

- The encouragement of alternative modes of transport can reduce harmful air pollution, traffic congestion, noise and road accidents.
- The physical exercise involved in walking and cycling can have great benefits to human health.
- Car owners are the minority of the population and the cost created to the society from the negative impacts of car traffic is disproportional.
- The car is an inefficient mode of transport in terms of urban space utilisation and creates less attractive communities while it is dangerous for vulnerable road users.

Four respondents stated that there is a need for safer cycle routes and dedicated cycle lanes. One respondent suggested that there should be a reference to Thames River Bus services as part of public transport whereas another one that car clubs should be promoted. Another respondent suggested that car travel to public transport stations should be discouraged especially in areas where there is frequent bus service e.g. Streatham High Road.

An individual who neither agreed nor disagreed stated that car use is beneficial for the government since it creates income and that money can be spent on other areas. Respondents who disagreed or strongly disagreed suggested that the increase in electric vehicles could potentially reduce traffic, air pollution and parking demand. Other respondents who disagreed or strongly disagreed argued that travel is a personal choice. However, one respondent felt that car travel should be discouraged for school trips whilst another suggested that more police are needed on the street to increase security levels whilst walking.

19 respondents stated that car trips are often necessary and that people with restricted mobility and vulnerable users should be considered including those who are disabled, elderly or ill. It was also stated that car trips are necessary for specific activities such as carrying heavy goods, shopping or traveling with children or when the weather conditions are bad.

14 respondents argued that public transport is currently not efficient and often overcrowded and that some parts of the borough are not adequately served. They argued that the objective should be supported by reliable and fast public transport with greater capacity or even new forms of public transport like tram services. In particular, an individual stated that West Norwood and Streatham need the support of the tube, Overground, or Crossrail 2 similarly to the north of the borough. It was argued that Crossrail 2 should be fully supported to relieve pressure on the Northern line whereas Southern Rail is unreliable as well as 417 and 315 bus services.

Written responses

Loughborough Junction Action Group and Loughborough Junction Neighbourhood Planning Forum are concerned that many of the pavements in Loughborough Junction are not conducive to safe walking and support any policies on widening of footpaths to be strengthened.

Statutory consultees

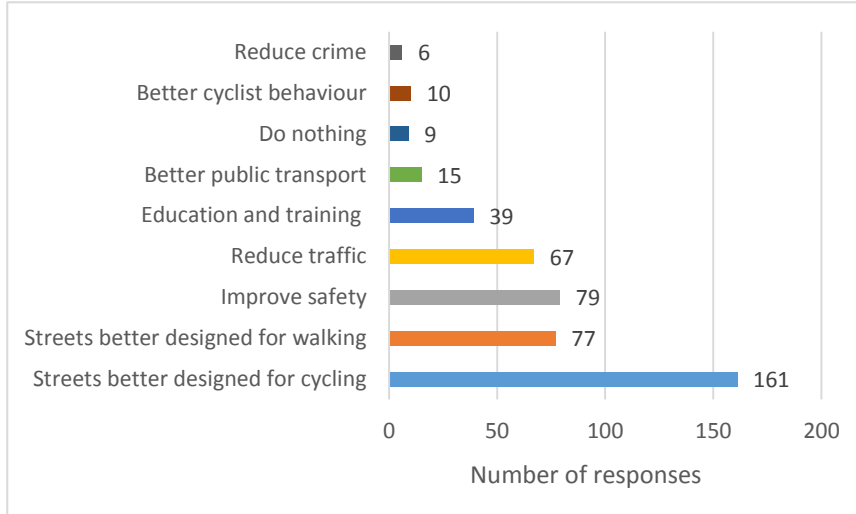
TfL Borough Planning supports Lambeth's long term objective to promote sustainable travel and encourage walking, cycling and the use of public transport. Increasing the safety and perception of sustainable travel and London's roads is vital in meeting these objectives and TfL welcomes policies, along with future projects to improve this. As identified in the surveys, it is also essential that the transport infrastructure/networks are developed and upgraded to accommodate the growth and additional demand.

TfL Commercial Development supports the long term objective, which accords with the Mayor's Draft Transport Strategy and Draft London Plan. By promoting the sustainable, mixed-use development of its sites, including those at or adjacent to transport infrastructure, TfL has a key role to play in helping the borough meet this objective.

2. We need to make walking and cycling as safe as possible so that no-one is put off because our streets are inaccessible or feel unsafe. What do we need to do to encourage more people to walk and cycle?

Survey responses

308 respondents commented on what more needed to be done to encourage more people to walk and cycle. The most frequently mentioned topics are shown below.



The most supported actions were better designed streets for pedestrians and cyclists, improved safety and reducing traffic. Traffic reduction measures included:

- Closing residential streets to through traffic.
- Reducing parking availability.
- Reducing road capacity for private motor vehicles.
- Charging to make driving less attractive.

The following suggestions were made in relation to better designed streets for cycling:

- 65 respondents wanted segregated cycle lanes.
- 30 respondents wanted cycle lanes without specifying segregation.
- 29 respondents wanted more and/or better cycle parking.
- 26 respondents wanted better infrastructure without specifying what.
- 21 respondents supported more Quietways or backstreet routes.
- 2 respondents wanted local routes, rather than strategic ones to central London.

The following suggestions were made in relation to better designed streets for pedestrians:

- 20 respondents suggested better or more frequent and longer crossing points.
- 19 respondents wanted better maintenance or quality of footways.
- 9 respondents wanted wider pavements.
- 13 respondents suggested better lighting.
- 6 respondents suggested a reduction in street clutter.
- 19 respondents wanted better pedestrian environments more generally.

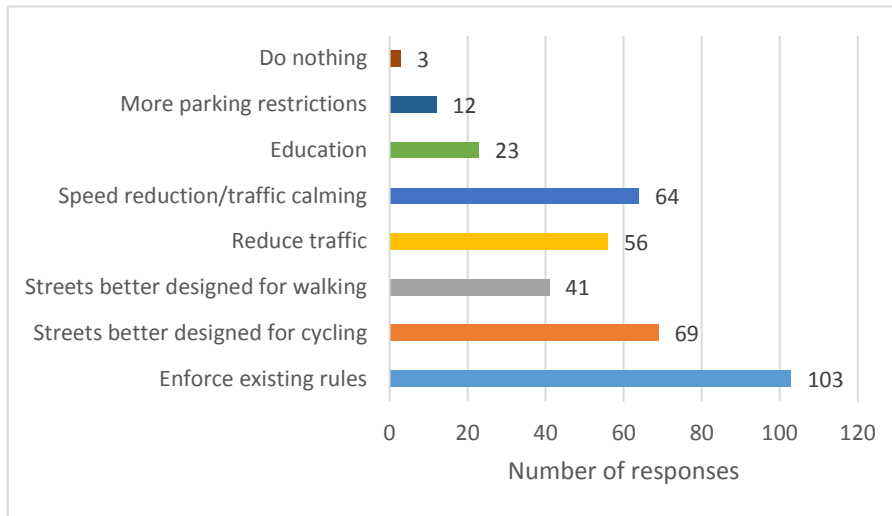
Statutory consultees

TfL Commercial Development set out that the Mayor's Draft Transport Strategy sets out the 'healthy streets' approach to reducing car dependency and increasing active and sustainable travel, particularly Chapter 3. TfL will work closely with the borough to support implementation of the 'healthy streets' approach.

3. What more can we do to reduce road danger in the borough?

Survey responses

A total of 287 respondents outlined different points of view regarding the reduction of road danger in the borough. The most popular suggestion was enforcing existing rules followed by streets better designed for cycling and speed reduction/traffic calming.



Reducing speed was the most commonly referenced issue, through the better enforcement of existing rules or traffic calming measures. People also echoed the views given in the previous question that reducing traffic and better street design was needed to road reduce road danger in order to get more people walking and cycling.

Respondents often cited the high level of through traffic and 23 respondents argued the need to reduce rat running or ensure that minor residential roads were for access only. Four comments referenced emissions charging or higher motoring costs needed to affect this change.

23 respondents argued for better education for drivers, cyclists and pedestrians. 11 respondents wanted greater parking restrictions, with four respondents CPZs. On the other hand, one respondent wanted to increase the amount of free parking.

In terms of enforcing existing rules, the following suggestions were made:

- 83 respondents wanted speed limits enforced.
- 31 respondents specified they wanted enforcement of 20mph limits.
- 23 respondents wanted more speed cameras or to enforce red lights.
- 9 respondents wanted enforcement against illegal cycling.
- 4 respondents wanted better policing of pedestrian behaviour at crossings.
- 4 respondents were concerned with scooter and motorbike behaviour.
- 4 respondents referenced enforcement of mobile phone use.
- 1 respondent wanted enforcement against drug/drink driving.
- 12 respondents wanted better enforcement of traffic rules generally.

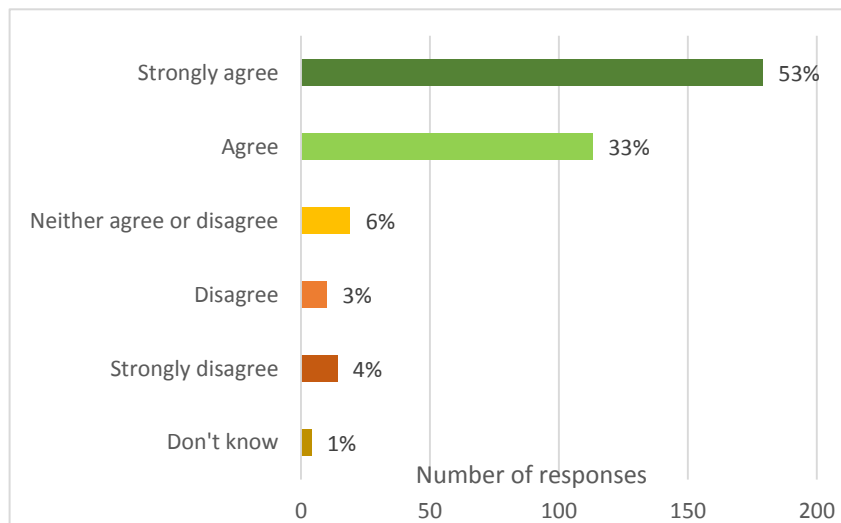
4. The council does not control public transport in Lambeth, but we work closely with Transport for London and other partners to influence future provision. The key public transport improvements we have identified as important in future are as follows:

- Increasing capacity on the Northern Line Kennington Loop
- Enhancements to Thameslink services
- Crossrail 2
- Capacity improvements at Waterloo and Vauxhall station
- Improved interchanges including better access for walking and cycling
- Improved east-west orbital routes
- Better integration of rail services in the Streatham area
- Metro style 'turn up and go' services at Lambeth rail stations
- Train lengthening and additional stops at Lambeth rail stations on services into London termini
- Improvements to facilities and step free access at Lambeth stations
- Increased service frequency on underground lines
- Improvements to bus services with new services in growth areas and where connectivity is poor
- Introduction of low emissions buses on all routes

To what extent do you agree or disagree that these should be the priorities for public transport in Lambeth?

Survey responses

Of 339 participants, 53% strongly agreed that these should be the priorities for public transport in Lambeth. 33% agreed and 7% either strongly disagreed or disagreed. 6% neither agreed nor disagreed and the remaining 1% did not know.



The majority of the respondents either agreed or strongly agreed with the suggested key public transport improvements stating that these interventions can reduce air pollution, encourage cycling and walking, discourage car use and support a more safe and sustainable community. It was suggested that projects should be prioritised based on improvements in access, reliability, integration and capacity given the increasing housing, population and congested network. Many respondents argued that south Lambeth, in particular Streatham, should be better served by public transport including additional tube service, more efficient rail service and more frequent bus service.

In particular for Streatham area, a respondent suggested to extend the tube in Streatham while another one suggested to introduce Crossrail 2 in the area. An individual stated that there is a need for better integration between Streatham train stations whilst another respondent suggested that Streatham should be better connected to the Overground and to Croydon area.

In terms of bus services, respondents made the following suggestions:

- More frequent routes between east and west of the borough.
- Buses serving the South Circular route.
- Better connectivity between Streatham and Catford, Norwood, Dulwich, Wandsworth Town centre.
- Better bus services around Camberwell Green and Vauxhall.
- Keeping bus lanes clear to achieve faster services.

Regarding rail services the following issues were identified by respondents:

- Three individuals stated that Southern rail service is unreliable including delays and disruptions.
- Two argued that Thameslink service is poor.
- Four respondents suggested prioritising improvements at the Overground service which should be better integrated including better connection between Clapham High Street and Denmark Hill overground stations.
- Some respondents stated that the Northern Line stretch between Balham and Clapham North is busy and that there is a need to increase capacity especially south of Kennington.
- The Victoria line should be extended to the south.
- Clapham Common, Clapham North, Loughborough Junction, Oval and Vauxhall stations are overcrowded in the morning and difficult to access.
- Four respondents stressed the importance of step free access to stations.
- A better fee structure is needed as rail is much more expensive than other modes of public transport.

Some respondents argued that focus should be given to walking and cycling including safe and dedicated cycle paths with safer access to public transport and safer junctions. Furthermore, alternative fuels and low emission vehicles supporting clean public transport were considered as important by three respondents.

Of the respondents who neither agreed nor disagreed or didn't know, the following suggestions were made:

- The bus service to Brixton and from Croydon is inadequate and that better service should be provide from Mitcham to Streatham.
- Train services from Balham to Streatham and Norbury is inadequate and trains should run more frequently in Streatham.
- Brixton should be added to the Overground service.
- Cycling should be prioritised together with a reduction in car use.
- A new Cycle Superhighway should be implemented.
- Improvements to river services, specifically better piers, better integration and promotion should be considered.

Of the respondents who disagreed or strongly disagreed with the public transport priorities, the following suggestions were made:

- Priority should be given to Southern rail.
- Crossrail 2 or a tube extension to Streatham should be prioritised.
- There should be improvements to frequencies of existing rail services.
- Opening of Brixton East and connection of Loughborough Junction to the Overground.
- Need to establish reliable rail services and monitor disruptions.
- The number of buses on the road should be decreased.
- There are safety concerns whilst travelling by rail.
- Cycling strategy and protected cycle lanes.
- Car users and the provision of parking spaces should be considered.

5. Are there any other improvements that you think are important?

Survey responses

174 respondents answered this question and many raised similar issues raised in Question 4.

Many respondents stressed the importance of step free access to public transport, with respondents arguing that patients of St Thomas' and Kings College hospitals should be able to use public transport too. It was also argued that the existing rail infrastructure should be more efficient, reliable with better timetables and integration among different modes. Two respondents argued that access to rail should be free for children and another two that cost of public transport should be reduced. An individual suggested to provide free public transport to all Londoners.

In relation to Streatham, one respondent argued that rail service in Streatham Hill station should be improved in terms of frequency, capacity and accessibility. Another one stated that accessibility of Streatham Common by Streatham Road is poor.

11 respondents suggested an additional Overground stop in Brixton or Loughborough Junction whilst another respondent suggested an Overground station in Streatham. In terms of new rail services, other suggestions included:

- Streatham should be served better either by the tube or Crossrail 2.
- Re-opening of Camberwell Station.
- A new station between Loughborough Junction and Elephant and Castle.
- Tube service to Clapham Junction.
- A Thameslink station in Borough Road.
- Include Oval station in the Northern line extension.
- Improvements to Southern Rail services.
- More frequent Thameslink services.

In terms of car traffic many respondents argued that traffic conditions should be improved around Brixton station, with improved safety for pedestrians and cyclists. One respondent suggested that part of Brixton Road should be pedestrianized. Two respondents argued that vehicle traffic in local streets such as Lyham Road and Kingswood Road should be restricted. Other suggestions included:

- Discouraging vehicle use near schools during the school run.
- Enforcing speed limits up to 20mph.
- Penalising bad driving behaviour of car drivers and provide driving behaviour training to bus drivers.
- Creating car free routes.
- Improving access to Gatwick.
- Decreasing the amount of through traffic.
- Delivery companies should be required to organise deliveries more effectively.

Regarding bus services many respondents stated that reliability should be improved. This included imposing penalties to unreliable modes, giving advance notice regarding bus service disruptions and providing information at all bus stops. Two respondents argued that there should be additional bus stops. One individual suggested giving priority to buses and keeping bus lanes clear. Another respondent proposed the replacement of double decker buses with single decker buses according to demand. Two respondents stated that bus fleet should be only composed of electric vehicles. One respondent suggested introducing express bus services with less stops for particular high demand routes.

The following new bus routes and other improvements in current services were suggested:

- A bus route linking Brixton with Elephant and Castle via Knatchbull Road.
- Bus links among Kennington Cross and Victoria Station via Lambeth Bridge.
- Bus to Euston starting from Kennington Cross.

- Increase the number of buses crossing the river to West London.
- Expand dedicated bus lanes to Camberwell New Road and remove delivery bays during peak hours.
- Retain Vauxhall Bus Station as it is.

Some respondents supported extending Tramlink, with suggestions of a north-south tram along Brixton Road, a tram to from Streatham to Brixton and tram links to Clapham Junction.

An individual stated that road space for cars should be reduced so there is more space for buses and pedestrians. Another one suggested the re-allocation of road space to more efficient modes, for example cycling, in areas like Streatham which are over-reliant on bus services.

14 respondents argued that there should be more protected and segregated cycle lanes. A respondent stressed the need for an extended cycle network to the south of the borough whereas another one stated that there should better connectivity. A couple of respondents argued that secure cycle parking and storage should be provided to businesses, residential areas and shopping areas. It was also frequently stated that there is a need for more cycle hire facilities and docking stations or even a dockless cycle hire scheme.

Many respondents mentioned that the integration of public transport and cycling and walking is needed, with more cycle parking or docking stations near public transport hubs, better signposting for pedestrians and better access by bike to public transport. A respondent stated that priority should be given to pedestrians and cyclists at traffic lights. Another one suggested to provide dedicated public transport for cyclists. Respondents argued that encouraging walking and cycling will increase capacity on the roads and infrastructure. Another respondent stated air pollution should be tackled and free pollution masks should be provided for those who cycle.

Nine respondents out of those who neither agreed or disagreed or didn't know to the proposed list of public transport priorities suggested further improvements. Respondents stressed the importance of being able to take a bike on the train whilst another argued that more frequent trains at West Norwood and Tulse Hill are needed due to increasing demand. Some suggested removing Vauxhall bus station whilst one respondent argued that a CPZ should not be implemented in south Lambeth.

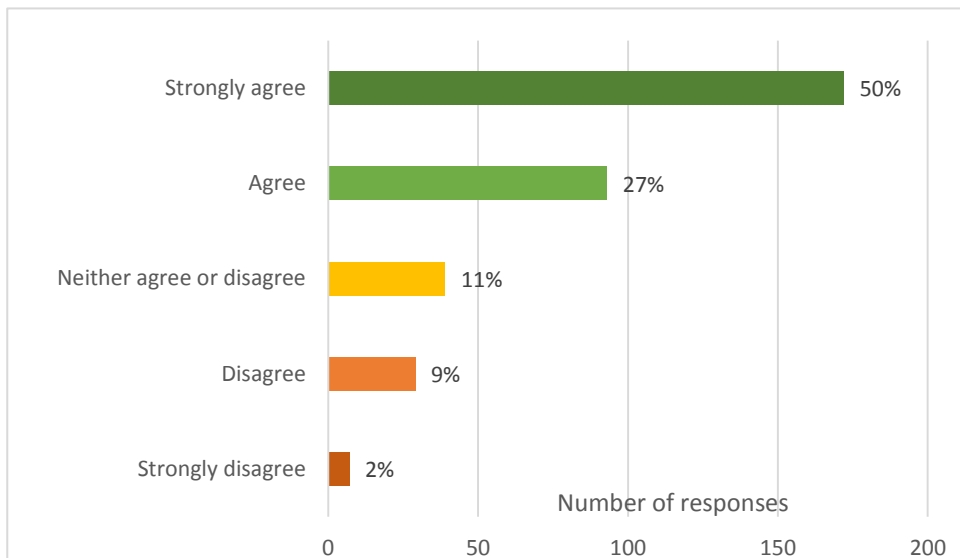
Written responses

Loughborough Junction Action Group and Loughborough Junction Neighbourhood Planning Forum argued that a number of sites close to Loughborough Junction station are likely to be developed over the next five years and this will require improvements to the local transport infrastructure. This includes improved access to the station by providing a lift and new stations on Thameslink and on the Overground. JLAG supports the conclusions of the feasibility study on the financial viability of building an Overground stop between Denmark Hill and Clapham High Street but would like to ensure there is a signed walking route directly from Loughborough Junction station. LJAG support the reopening of Camberwell station as an additional stop on Thameslink between Loughborough Junction and Elephant and Castle on south east trains between Denmark Hill and Elephant and Castle.

6. Bus journeys are affected by congestion and this is forecast to worsen when traffic levels increase. We should give more priority to buses by providing bus lanes for example. To what extent do you agree or disagree with this statement?

Survey responses

Of 341 respondents, 77% of respondents strongly agreed or agreed that more priority should be given to buses. 11% neither agreed nor disagreed and 11% strongly disagreed or disagreed.



Of the respondents who agreed or strongly agreed, many respondents argued that dedicated bus lanes can lead to better bus traffic flow, less congestion and air pollution leading to a more attractive bus service. It was also suggested that shorter and more reliable bus journeys as well as improved cycling and walking options can potentially reduce private car use. Two respondents referred to Walworth Road or Streatham as a successful example of giving priority to buses.

Respondents argued that the car is an inefficient mode of transport in terms of space and modes that carry more passengers and occupy comparatively less space should be prioritised. Two respondents pointed out that bus is often the mode used by less advantageous people whereas another one that bus is the cheapest public transport mode and these points should be taken into consideration. Some respondents suggested that bus lanes should be shared only with cyclists whilst others were concerned that bus traffic might conflict with cyclists and argued that walking and cycling paths should be separated from the rest of the traffic.

Respondents offered the following suggestions:

- Bus lane operating times should be extended and better regulated with additional enforcement.
- Smart traffic lights could give priority to buses and decrease journey times.
- Parking bays should be removed from bus lanes.
- Parking should not be allowed at any time on red route.
- A more comprehensive parking strategy is required for parking demand, especially for those carrying goods.
- Minimising bus stops in order to regulate bike and bus flows.
- Additional bus lane is required at Waterloo Bridge.
- Need for better street layout to regulate traffic flow.
- Alternative routes as opposed to additional bus lanes could be a solution.
- Need to improve traffic flow and congestion at existing bus lanes, for example in Brixton, at the junction from Kennington Road to Baylis Road and from Kennington Road to Westminster Bridge.
- Impose taxes on taxi services to incentivise people to use public transport instead.
- Educate people to use the car less and public transport more.

- Prevent deliveries at peak time.

Many respondents stated that cycling and walking should be considered at the same time and that the prioritisation of buses should not have any impact on the safety or space allocation for these modes. One respondent argued that giving priority to bus lanes shouldn't increase car traffic. Bus driver training to minimise conflicts with cyclists and bad car driving behaviour were issues mentioned by two respondents. Another respondent stated that cyclists slow buses down.

Of the respondents who neither agreed nor disagreed, two respondents argued that buses should not be prioritised over cycling or walking and another two argued that additional bus lanes should be accompanied with additional cycling infrastructure too. Two respondents stated that some bus trips should be replaced by walking or cycling instead which would then relieve congestion.

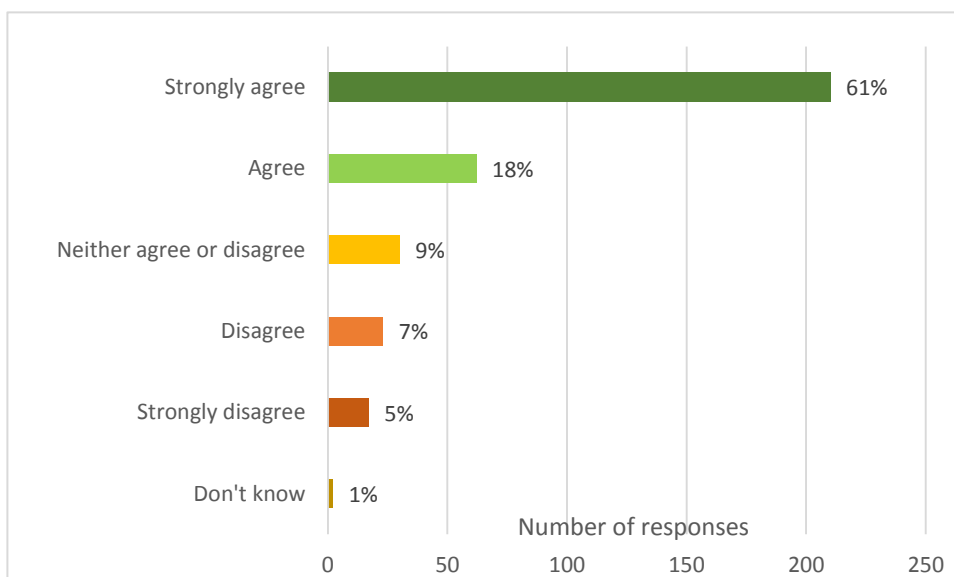
Seven respondents stated that there are already enough bus lanes and any additional would increase congestion. Two respondents suggested that bus services should be regulated instead by either more frequent service or fewer empty buses. Another individual suggested that some traffic could be diverted to alternative routes. Furthermore, an individual stated that buses cannot always cope with the demand and that additional public transport like tram services or extended tube lines is necessary in Brixton. In addition, a respondent argued that bus stops cause congestion.

Of the respondents who disagreed or strongly disagreed, some argued that cycling and walking should be prioritised over buses and encourage people to be more active. Six respondents suggested that buses add to congestion levels. Five respondents commented that there are enough bus lanes in the borough and priority has already been given to bus service. Three respondents stated that existing bus services should be regulated instead, making more efficient use of bus lanes and minimising empty buses. One respondent stated that public transport should be cheaper than car use whilst another suggested replacing buses on Streatham High Road by tube or tram instead. One individual stressed the choice of freedom in driving a car

7. We should consider measures to reduce overall traffic levels and, in particular, seek to protect local streets from 'rat running' traffic. To what extent do you agree or disagree with this statement?

Survey responses

The majority of 344 respondents strongly agreed or agreed that measures should be considered to reduce overall traffic levels and to protect local streets from 'rat running' traffic (79%). 9% neither agreed nor disagreed and 12% disagreed or strongly disagreed. The remaining 1% did not know.



Of the respondents who strongly agreed or agreed many argued that such measures will reduce traffic volume and speeds at residential streets providing a more safe and pleasant environment for children, pedestrians and cyclists. One respondent referred to New Park Road as a good example of that. Respondents frequently mentioned that car traffic passing through local streets is dangerous, increase levels of air pollution and noise and that drivers tend to drive aggressively with increased speeds.

It was stated that 'rat running traffic' causes problems to several local streets including Salford Road and Telford Avenue area, Chapel Road, Handforth Road, Crewdson Road, Rattray Road, Estreham Road, Tyers Street, Woodbourne Avenue, Natal Road, Denmark Road, Padfield Road, Fontaine Road, Dumbarton Road, Lyham Road and Valley Road.

Respondents suggested the following measures:

- Converting local streets into one-way streets.
- Better enforcement of speed limits.
- Two respondents suggested that only residents and visitors should be allowed to drive in local streets whilst another suggested that access should only be given to buses and delivery service vehicles.
- Two respondents suggested that only cyclists and pedestrians should be able to use local streets.
- Big vehicles should be prohibited.
- Bollards and speed bumps should be installed.

An extended congestion charge zone was suggested by two respondents. Another two proposed a borough wide CPZ and an individual suggested a CPZ in Streatham. Two respondents argued that car parking should be provided for free to residents or that parking should be only allowed for residents.

Some respondents were concerned that restricting traffic to local streets might increase traffic to main roads and that traffic might be simply displaced. Two respondents argued that car use should be discouraged overall and another two that traffic calming measures should be applied reducing overall traffic levels. A respondent specified that traffic calming measures should be applied around Loughborough Junction and Myatts Fields. Another one argued that a viable alternative to car use should be provided at the same time and that main routes should be friendly to drivers.

One respondent argued that residential streets should belong to people and not cars and that children should be able to walk, cycle and scoot to school safely. Another respondent argued that car use should be restricted for school journeys and that walking, scooting, cycling and public transport should be promoted instead. One respondent suggested dedicated school buses.

Of the respondents who neither agreed nor disagreed or didn't know, five argued that overall traffic and car use should be reduced by providing attractive alternatives to car use. Two respondents pointed out that consequences of such measures should be carefully considered since traffic on main roads may increase. One respondent suggested enforcing speed limits instead whilst another suggested the provision of free car parking.

Eight respondents who strongly disagreed or disagreed argued that restricting traffic in local streets would move traffic in main roads leading to additional congestion and air pollution. Seven respondents argued that roads should be used by everyone and that traffic should be allowed in every street to keep traffic flow smooth. Another three argued that local streets provide alternative and shorter routes. Two respondents stated that local streets should be free in order to enable free movement of emergency vehicles. An individual argued that a similar project around Loughborough Junction was not successful whilst another argued that 'rat running' traffic is not a problem.

The following suggestions were made:

- Viable alternatives to car use, with a better public transport service.
- Improved traffic conditions on main roads.
- Regulate traffic lights and minimise waiting times.
- Impose speed limits.

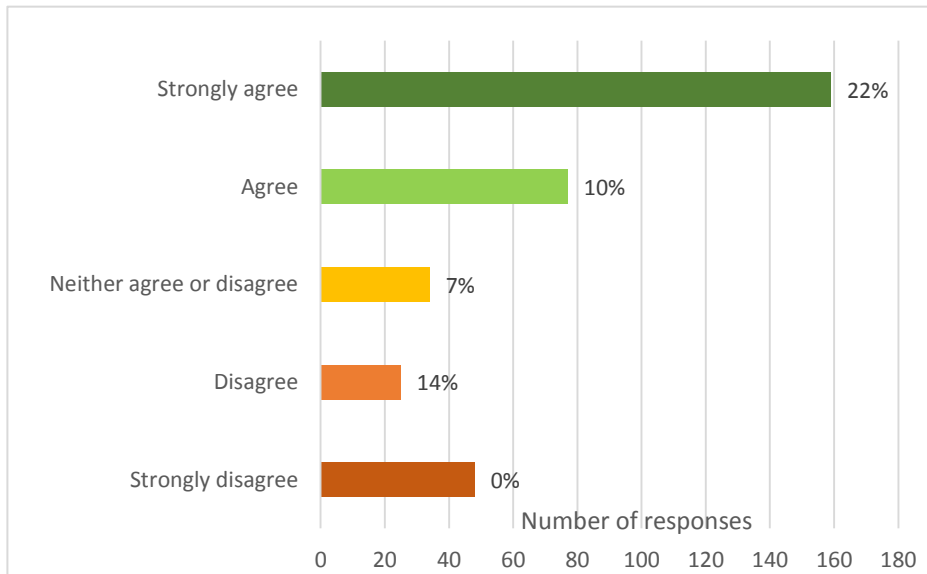
Statutory consultees

TfL Commercial Development agreed with considering measures to reduce overall traffic levels and stated that it will seek to include such measures within schemes on its sites within the borough.

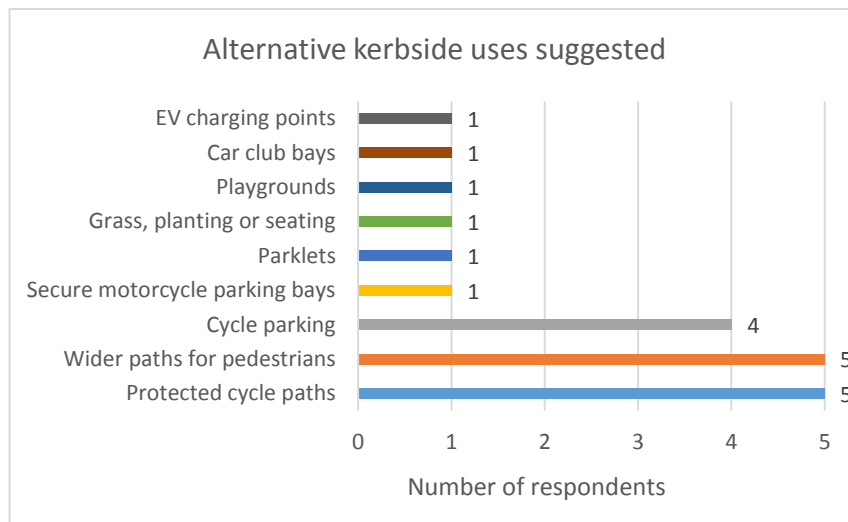
8. We should use parking controls to manage demand for parking, prioritising the needs of residents and protecting essential access. To what extent do you agree or disagree with this statement?

Survey responses

A total of 344 participants responded to this question. 88% strongly agreed or agreed that parking controls should be used to manage demand for parking, prioritising the needs of residents and protecting essential access. 10% neither agreed nor disagreed. 21% of respondents strongly disagreed or disagreed.



Of the respondents who either agreed or strongly agreed, many argued that parking spaces should be reduced to offer road spaces to other uses that would benefit the public. A range of alternative uses were suggested, with the most popular being protected cycle routes and wider pavements for pedestrians. Respondents argued that on-street parking creates more congestion and dangerous roads. It was felt that developments should be required to provide off-street parking, including cycle parking. Three respondents argued that there is a need to discourage car use whilst two respondents argued that car parking is a privilege and not a right. Two respondents stated that the needs of all should be accounted for and not only those who own a car. However, two respondents argued that car parking spaces for disabled residents should be secured.



Respondents identified areas that were seen to be busy in terms of available car parking spaces:

- Three respondents suggested a CPZ in Streatham especially around stations.
- A CPZ was suggested for Telford Park whereas Streatham High Road, Angles Road and Babington Road were referred to as very busy in terms of available parking spaces.
- Parking issues were highlighted in Railton Road where cars are being parked in double rows.
- Better enforcement of violations in residential areas like Southbank are needed.
- Park and ride commuters in Streatham Hill area create high demand for car parking which is not available during the day. The control of commuter parking around stations is needed.

Two respondents argued that there is a need for a borough wide CPZ whilst two other respondents suggested the introduction of short-stay parking zones to allow for shopping, socialising and carrying out business locally. One individual stated that traffic calming measures should be introduced.

Many respondents argued that parking charges should increase and argued:

- Car parking should not be free because it encourages car ownership and use.
- Diesel vehicles or households with a second car should be charged more.
- Visitors should be charged more than residents. Two respondents suggested that car parking should be free for residents.
- Car parking permits should be prohibited for residents of car-free developments.

Of the respondents who neither agreed or disagreed or said they did not know, three respondents argued that car parking should be allowed for shopping in the local area supporting local businesses. Two respondents stated that the focus should be on parking conditions around stations, minimising those who park and ride the tube. One respondent suggested changing parking times, for example at Brockwell Park, would reduce the amount of commuters parking around stations. Two respondents argued that there is a lack of enforcement of illegal parking in local areas.

Two respondents argued that residents should decide on parking control measures according to the needs and demand of different areas. One respondent suggested there is a need to focus on South Lambeth and specifically on Albert Carr Gardens, Streatham Hill Estate and Valley Road Estate that suffer from parking stress. Another individual suggested that underground or multi-storey car parks can reduce the amount of cars parked on street and an appropriate rate for residents should be then applied which might be different from the one for visitors. One respondent suggested providing one free car parking permit for each household paying council tax or a small reduction in the council tax for those not having a vehicle.

Four respondents argued that car ownership and car parking should be discouraged except for the disabled. One respondent argued that public transport, taxis and car club services can cover transport demand. However, one respondent argued that parking control measures will not necessarily reduce traffic while another one stated that no further controls are necessary.

Of the respondents who disagreed or strongly disagreed, four respondents argued that car parking should be free for residents. Four respondents suggested that visitors should be able to park for free. Seven respondents argued that the needs of tradesmen, businesses and local shops should be considered and that parking restrictions discourages shopping. An individual pointed out Streatham High Road as an area with potential negative impacts of parking controls. Four comments referred to the necessity of car parking for specific activities such as visits to health centres, post offices or when driving kids at school.

Five respondents stressed the need to account for low income families in case new charges apply as a result of parking restrictions. Another two argued that residents already pay council tax and shouldn't pay extra for parking a car. Seven respondents argued that there shouldn't be any control parking zones or restrictions, out of which five stated that Streatham should remain a free car parking area. Another two respondents stated that car parking should not be charged at all. An individual argued that a permit does not guarantee that a car parking space will be available.

Two individuals suggested limiting the duration of restricted parking periods, for example 30 minutes or 1 to 2 hours, referring to Weir Road in Balham being a successful example. It was stated that bike hangars are a good method to restrict parking supply. An individual argued that demand for disabled car parking spaces should be better regulated whilst another respondent argued that parking controls could limit access to car-sharing services. One respondent argued that parking controls should not be at the expense of those who cycle, walk or use car-sharing schemes whilst another argued that improvements to public transport should be implemented instead.

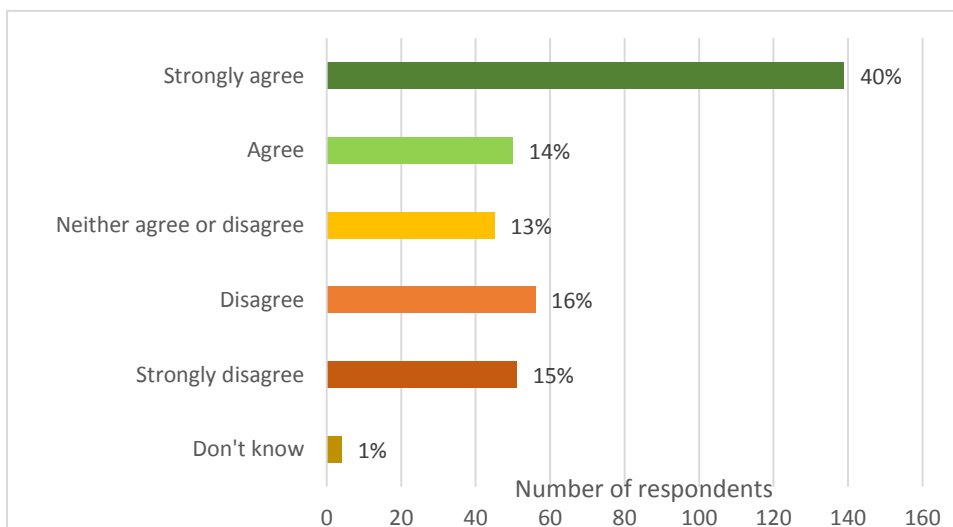
Statutory consultees

TfL Commercial Development set out that it will incorporate minimal car parking within schemes on its sites in accordance with the Draft London Plan (Policy T6) and the 'healthy streets' agenda.

9. New development in the borough should be car free except for disabled parking. To what extent do you agree or disagree with this statement?

Survey responses

A total of 345 participants responded to this question and just over half of respondents strongly agreed or agreed that new development in the borough should be car free except for disabled parking. 13% neither agreed nor disagreed and 31% strongly disagreed or disagreed.



Of the respondents who agreed or strongly agreed, 14 respondents argued that car free developments discourage car ownership and use and that there is not enough space to accommodate car parking on streets whereas the shift to alternative modes can reduce air pollution. Nine respondents stated that this measure should be accompanied with the provision of viable alternatives such as adequate cycle storage, cycle parking, car clubs or other car sharing schemes. In addition, four respondents argued that this measure should be supported by reliable, fast and accessible public transport and should be encouraged in areas with good PTAL.

Four respondents mentioned that car trips are necessary for families with children, shopping or visits to surgeries and that car parking should be considered for such cases. It was suggested that:

- Car parking should be prioritised for residents.
- Residents of car-free developments should not be allowed to have a car parking permit.
- Car owners should be charged the respective value of land occupied by a parked car.
- There should be less developments overall.
- The use of disabled parking permits should be monitored.

Of the respondents who neither agreed or disagreed or didn't know, five respondents argued that some people need a car including workers and families with children. A respondent suggested the creation of a new parking category addressed to families with children. It was suggested that car free developments need to consider factors such as PTAL or whether the development is within a CPZ area. Two respondents pointed out that there should then be a fair allocation of on-street parking among existing and new residents while another stated that the allocation of spaces to blue badge holders should be better monitored. Another two individuals argued that this measure should be supported by car-sharing schemes.

It was suggested that car parking should be underground and secure bike parking should also be provided. Respondents suggested that usage should be discouraged by increasing the cost of using and parking a car. Some respondents felt that the proposal is unrealistic and felt that the parking from visitors coming from outside of the borough was more of an important issue.

Of the respondents who disagreed or strongly disagreed, 20 argued that people need cars, especially families with children, elderly people and that car trips are necessary for work or shopping activities. Three respondents argued that the measure will not have the same effect across the population and that it will not be beneficial for everyone, with three respondents arguing that it will discourage young professionals and new businesses. Seven respondents argued that new developments should always provide adequate parking spaces and four argued that this measure should not be applied until improvements to public transport are implemented. Three argued it depends on the specific needs of an area and the level of access or quality of public transport.

It was suggested that whilst residents may own cars, they commute to work by public transport. It was also argued that people cannot solely rely on public transport and it is expensive to travel by train. Four respondents argued that car ownership is a personal right of choice, with two respondents arguing that car owners should not be punished given the lack of efficient public transport service in the borough, particularly as those who own cars pay tax for using the roads. Four respondents argued that the proposal was unrealistic.

Nine respondents argued that car free developments will have an impact on surrounding areas, increasing the stress of parking demand while reducing the availability for existing residents. An individual stated that restricting parking will not have a significant impact on reducing congestion given the small proportion of new developments. A respondent mentioned the upcoming electric vehicles whereas another one stated that new developments should be encouraged to set up electric car pools discouraging car ownership. An individual argued that new development should be discouraged overall.

A respondent suggested to invest more on enforcement or eco-friendly cars instead. Another one that car manufacturers should be penalised instead of car users. An individual stated that this measure should be supported with appropriate pricing, traffic calming measures, provision of public transport and better options for cyclists and pedestrians.

Statutory consultees

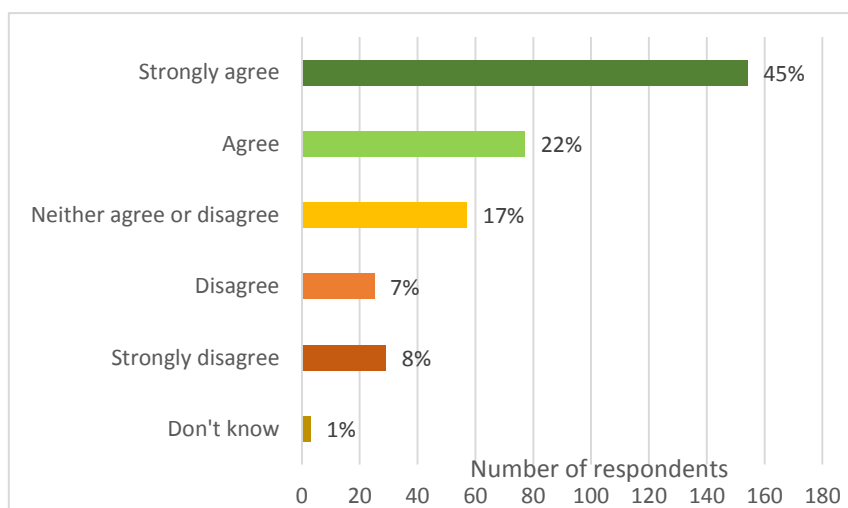
TfL Borough Planning supported the intention to deliver growth within good public transport access locations and the proposals for all developments within the borough to be car free with the exception of blue badge parking, which is in line with the Draft London Plan 2017. This will also help to reduce congestion and traffic levels along with the use of parking restrictions, as stated in the Transport Survey.

TfL Commercial Development stated this approach would accord with the Draft London Plan.

10. We should prioritise alternative uses of the kerbside such as car club bays, cycle parking and electric vehicle (EV) charging points on our streets, in response to user demand. To what extent do you agree or disagree with this statement?

Survey responses

A total of 345 participants responded to this question. 67% of respondents strongly agreed or agreed that alternative uses of the kerbside should be prioritised. 17% neither agreed nor disagreed and 15% strongly disagreed or disagreed. The remaining 1% did not know.

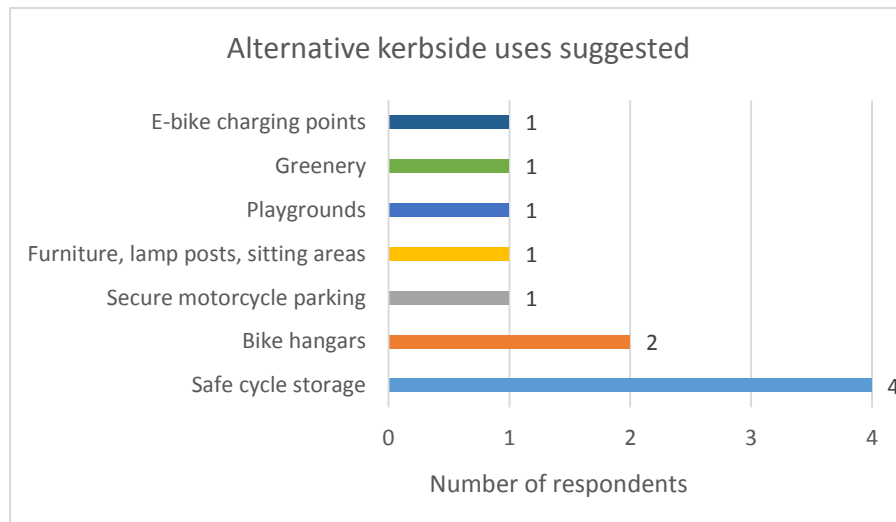


Of the respondents who strongly agreed or agreed, many stated that the suggested uses are more efficient in terms of road space utilisation. It was suggested that the approach can reduce car ownership and promotes more attractive neighbourhoods with reduced levels of local air pollution. It was commonly stated that alternatives to private cars should be encouraged.

Twelve respondents stated that cycle parking or car club bays should be prioritised whereas another two that more EV charging points are required. In addition, three respondents argued that there is a need to extend cycle hire scheme across the borough and another two that more sharing options and car club companies should be available to users. An individual suggested to introduce an electric cycle hire scheme.

Seven respondents argued that this approach should be introduced proactively rather than according to demand and that the borough should lead change and define the desirable outcome. It was stated that additional promotion of such schemes is required together with education and training activities.

Many respondents suggested additional uses to kerbsides as illustrated in the graph below.



Seven respondents were not in favour of electric vehicles and argued that they still add to congestion levels and road space usage increasing parking demand. An individual argued that electric vehicle charging points should not take space from pavements. Two respondents agreed with the initiative as long as it is not on the expense of active travel taking space from cycling and walking paths. An individual pointed out that off street parking space may constraint such measures.

Three respondents stated that the process of getting a cycle hangar permit from the council is a lengthy and inefficient process while another one stated that cycle hangars attract fly tipping. Three respondents argued that car parking should be secured at the same time which is useful for shopping and access to businesses.

Of the respondents who neither agreed nor disagreed, three respondents argued that electric vehicles should be discouraged since they still add to congestion, road danger, pollution and road space usage. An individual stated that owners of EVs should also pay for parking or charging their vehicles. Three respondents felt that the provision of such uses should be planned according to demand, with three respondents questioning whether the current demand justifies such initiatives.

Two respondents argued that measures should not be implemented on the expense of pavements and pedestrians. Another individual supported the initiative as long as parking is provided for short term access to shops and businesses whilst another argued that there should be a fair charging system for those parking at the kerbside. It was also suggested that the focus should be on making the borough attractive to cyclists and car clubs should be encouraged as the bays are not located on-street.

Of the respondents who disagreed or strongly disagreed, eight argued that such measures will reduce the amount of available car parking spaces for residents, adding to the existing lack of parking. Five respondents questioned whether there is a need for such alternative uses at the kerbsides and stressed that demand should be well considered first. Some respondents argued that these uses will serve the minority of the population and that car parking spaces should get a respective attention compared to the people using them. In addition, two respondents were against EVs stating that they are expensive and still add to traffic. Another two respondents said that priority should be given to safe walking paths and cycling. An individual stated that there is not enough space for additional uses.

11. Do you have any other comments?

A total of 65 respondents provided general comments related to transport and can be summarised as the following:

- The council's proposed measures can have great benefits to residents, including health benefits and the council should be decisive and confident when implementing changes.
- More stakeholders should be involved in the consultation process to ensure that the proposed measures are fair and allow residents to provide feedback before decisions are made.
- Suggested policies and schemes need to be delivered and monitored.
- Crossrail 2 should be supported.
- Lambeth should collaborate with Southwark to develop the Low Line and improvements in the rail services.
- CPZs should not be implemented in Streatham.
- A borough-wide CPZ should be implemented.
- Parking control measures push the problem into other areas, are not affordable for many residents and discourages businesses.
- Car parking should be better regulated by allowing, for example, parking on one side of the road.
- Control parking zones should be operating in weekends too.
- Each household should have a permit for only one car.
- Additional motorcycle parking or free use of parking bays should be allowed.
- Car parking charging schemes should be restructured based on a more innovative and fair logic.
- The cost of using and parking a car should be increased.
- Walking and cycling conditions should be improved and quiet and safe streets should be available to local residents, improving health and quality of life in the city.
- Road space should be better and more fairly allocated among motorists, cyclists, pedestrians and buses.
- Wider pavements and more pedestrian crossings are required including additional time to cross.
- Safer and segregated cycle lanes should be provided.
- The cycle Quietway northbound along Vauxhall Walk has introduced conflicts between cars and bikes.
- Abbeville Road is not appropriate for cycling in terms of design.
- Improvement works for pedestrians in West Norwood had an impact on the safety of cyclists.
- Additional secure cycle parking like hangars should be provided including in Holmewood gardens area.
- The application process for cycle parking permits should be improved.
- The Try Before You Bike and Cycle Training schemes should be promoted along with safe cycling infrastructure.
- Cycle hire schemes should be expanded to Brixton, Streatham and West Norwood.
- Air quality around Corpus Christi Primary School should be improved.
- Speed limits and illegal driving should be enforced.
- Speed limits signs in Kingswood Road should be improved.
- The pedestrian crossing in Stamford Street is often violated by drivers.
- There is a need for safer roads in Streatham as there are many accidents in areas like Natal Road.
- Traffic calming measures should be considered in residential streets to increase safety.
- Better traffic light management should be implemented and bus stops should be removed from the main carriageway.
- How people travel is a personal choice.
- Commercial and hire vehicles should be better managed as they contribute to congestion levels.
- Car use should be discouraged for trips to and from school.
- Car free days should be introduced, for example in Chapel Road and Knights Hill once a week.
- Electric vehicles should be encouraged.
- Buses should be supplemented by trams along main roads such as Brixton Road, Clapham Road and Acre Lane.

- Streatham should be better served by public transport mainly by buses in east-west and better frequency and integration of rail services.

Written responses

One respondent argued that the Local Plan needs to be explicit that Lambeth is a low car ownership borough so that road space needs to be re-allocated to the majority of the population that use public transport, walk or cycle. The respondent also suggested:

- Car parking needs to be sacrificed to bus lanes, wider pavements and cycle lanes.
- More streets need to be controlled to prevent rat-running.
- The 20mph speed limits need to be enforced, rather than ignored.

SP Planning, on behalf of Lexadon Properties Ltd, noted that providing 2 cycle spaces per flat in a convenient, accessible and secure ground floor location can be challenging and precludes other amenity uses and active street frontage. They requested that the Local Plan recognises that there is a range of space-saving double level cycle-storage solutions that would satisfy the aims of Policy S13.

The Brixton Society argued that transport station and bus capacity need to support the cumulative impact of high density development that fall within their catchment. They supported the long term objective of reducing car use but were sceptical of proposed measures to bring this about, including car free developments or closing roads of through traffic in the Brixton area. They felt that pedestrians are currently the lowest priority although facilities for cyclists are starting to improve. They suggested the re-opening of Brixton East station to give access to Overground train services.

Statutory consultees

Transport for London Borough Planning supports Lambeth's proposals to revise the Local Plan to reflect changes to national planning policy, the full review of the London Plan and changes to the borough. The council's aspirations to set out robust planning policies to delivery inclusive growth, reduce inequality and promote strong and sustainable communities is welcomed. Whilst the transport survey is obviously key for TfL, it is also essential that the existing and future public transport networks, accessibility, connectivity and sustainable travel are considered throughout the growth and development of the borough. It is important that the borough's growth aspirations incorporate Mayoral policy objectives and reflect Healthy Street principles in lin with the Draft London Plan 2017 and policies are developed within Lambeth's Local Plan to reflect this.

Highways England and the Office for Rail and Road reviewed the plan but had no comments.

Network Rail commented that the financing of railway infrastructure is vital, and whilst Network Rail is funded to provide all the necessary maintenance and improvements to its infrastructure, it is not funded to carry out enhancements and developments over and above what is required for the safe and efficient operation of the railway. Network Rail argued it is necessary to seek alternative funding sources and for the council to invest revenue from the planning system to improve London's railway. They would welcome the commitment in the new Lambeth Plan to support the Mayor's transport priorities and seek third party funding contributions to the railway. The intensification of development around stations must fund both mitigation and enhancement of the stations and supporting infrastructure.

The Plan should also specifically acknowledge the vital role played by Network Rail in increasing the capacity of London's railway and, particularly, re-developing many of its major stations to meet the needs of a growing population. Network Rail therefore recommends that a specific commitment to support the comprehensive redevelopment of London's stations be included in the new Plan, as well as an acknowledgement that financial support through the planning charges regime and commercial development is required to facilitate these station improvements.