



Lambeth | Transport Strategy

Consultation Draft

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Foreword



Transport is fundamental to the life of a Londoner and impacts all aspects of our lives from where we choose to live, work and study to our health and the air we breathe. In Lambeth, we face significant challenges and opportunities to make sure that the transport network works for all of us. We aim to ensure that our transport system is accessible to all, allows us to make choices and lead healthier lives. Inclusiveness, tackling inequality and cleaning up our air are at the heart of our Strategy.

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

Lambeth is a walking, cycling and public transport borough. The vast majority of trips are already made in these ways and most households do not own a car. In the future, we expect new technology to accelerate this trend, with more shared transport services and less use of private vehicles. We will prioritise buses, walking and cycling on our roads in response to these trends and because enabling active travel is key to the health of the borough. Most of the main causes of early death in London are linked to inactivity and road traffic is also a major source of pollutants that are harmful to human health.

A third of all trips in Lambeth are made on foot and most people also walk as part of their public transport journey, so we can say that walking is the most important mode of travel in our borough. We need to recognise this and continue to transform our streets to make walking more accessible, safer and attractive. There has been a significant increase in cycling over the last 15 years, but we want to go much further and deliver streets where everyone who wishes to feels comfortable cycling. There is great potential for this and, we think, a real appetite based on what you have told us. Our Healthy Routes Plan is a key part of this Strategy and includes measures to improve local walking and cycling trips, and an ambitious new cycle network.



Cllr Claire Holland

Cabinet Member for Environment and Clean Air

1.0 Transport in Lambeth

Our borough

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

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

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

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

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

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



Figure 1:
Lambeth cycling potential

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

Lambeth Propensity to Cycle Tool Analysis,

Transport Initiatives, 2017

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

Analysis of Cycling Potential

Transport for London, 2017

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

² Cycling Potential Analysis, Transport for London, 2017

³ Lambeth Existing Baseline Report, Lambeth Council, 2016

The transport network

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

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

A significant number of rail and tube stations in Lambeth do not have step free access and this is severely detrimental to those of us who are therefore excluded from travel. In particular, step free journeys from the centre of the borough are much longer and less convenient than they should be.

Many Lambeth residents rely on bus services, particularly to access key interchanges such as at Brixton. Average bus speeds have suffered in recent years due to congestion on the strategic road network, resulting in longer journey times.

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

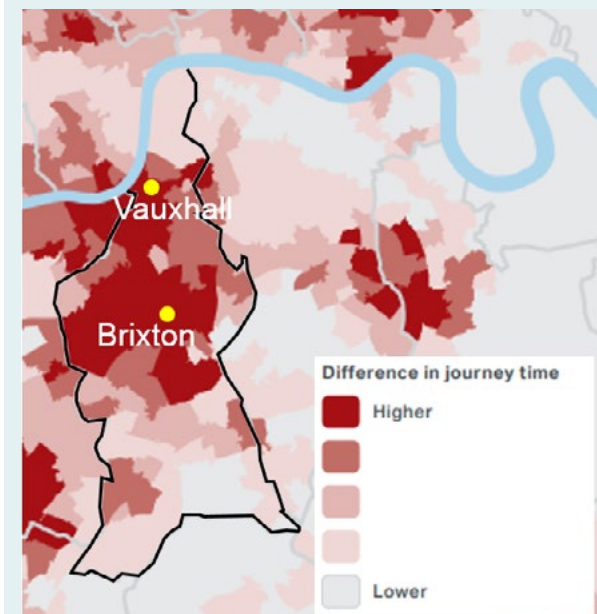
There has been significant investment in Lambeth's public realm, in town centres and opportunity areas, as well as in local centres and neighbourhoods. Delivering high quality streets and public spaces is essential both to attract investment in the borough and to ensure that our streets are accessible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

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

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



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



spill over into local streets. Many traffic collisions also occur on our main roads and pollution is a significant concern, with the whole of Lambeth designated as an Air Quality Management Area. In terms of personal safety, we know that the most vulnerable place for our young people to be attacked and suffer violence is when they are travelling across the borough and this is key issue to tackle.

Planning for a growing population

London's population is now the largest it has ever been, at 8.9m, and is projected to continue growing and reach 10.8m by 2041⁴. The number of households in Lambeth is projected to grow from 143,655 in 2016 to 172,649 in 2036 with a population over 359,000⁵.

As well as providing homes where many highly skilled people live, Lambeth is an important part of London's economy, an economy which has experienced growth more strongly than the rest of the UK as a whole, and significant further growth is expected with an increase in employment space of 23,000 jobs in Waterloo and Vauxhall alone.

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

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

This Strategy has been developed in parallel with proposed changes to Lambeth's Local Plan, our spatial strategy for development in the borough. The way we shape and plan development in Lambeth will have a significant bearing on the transport network and be critical in delivering our sustainable transport objectives.



Figure 3:
Lambeth Local Plan Review

The Lambeth Local Plan sets out our spatial approach to managing development in the borough and sits alongside the New London Plan (NLP). We support the Mayor's objectives to promote walking and cycling and reduce car dependency through the policies set out in the NLP. In our 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 new Healthy Route Network.

⁴ Draft New London Plan, 2018

⁵ Lambeth Strategic Housing Market Assessment (SHMA) 2017

The future of transport

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

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

- A move away from vehicles powered by the internal combustion engine
- Targeted road-user charging
- Sophisticated navigation technology
- Shared car and bikes
- Connected and autonomous vehicles, and
- ‘Mobility as a Service’: a change in how travel is consumed typically enabled by apps and mobile technology, enabling the rise in ride hailing services for example.

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

2.0 Developing the Transport Strategy

Policy context

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

- Future Lambeth: Our Borough Plan
[Future Lambeth](#)
- Lambeth Equality Commission
[Equality Commission](#)
- Lambeth Air Quality Action Plan
[Lambeth AQAP](#)
- Lambeth Local Plan
[Local Plan](#)
- Lambeth Health and Wellbeing Strategy
[Health and Wellbeing Strategy](#)
- Mayor's Transport Strategy
[MTS 2018](#)
- New London Plan
[London Plan](#)
- Lambeth Equality Streets report
[Equality Streets Action Plan](#)
- Department for Transport Inclusive Transport Strategy
[Inclusive Transport Strategy](#)

The Strategy has been developed in parallel with Lambeth's 3rd Local Implementation Plan (LIP3), which sets out how we will deliver the Mayor of London's Transport Strategy.

What the evidence tells us

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



Figure 4:

The Mayor's Transport Strategy

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

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

Figure 5:
SWOT Analysis of Lambeth Transport Network

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



This analysis suggests that significant improvements to infrastructure and services will be needed to deliver a transport network that is fit for the future. It highlights the need to make the best use of the existing network with a radical overhaul of rail provision and by prioritising the most space efficient modes of transport (walking, cycling and buses) on our road network.

What you told us

We consulted on key issues for the Strategy in autumn 2017 as part of consultation on the Local Plan Review. Of all the topics covered by the consultation, the transport topic generated the most feedback. Alongside our survey, we invited comments on a proposed Healthy Route Network via an interactive website. This provided a wealth of information for us to consider, with over 2,000 contributions to the interactive map which is still available to view here [Lambeth Healthy Routes](#).

To summarise the feedback you gave us:

- Four out of five people agreed with the principle that we should encourage people to walk, cycle and use public transport rather than travel by car
- Improvements to infrastructure including better or more pavements, cycle routes and parking, electric vehicle charging points and bus lanes, were supported to encourage walking, cycling and public transport and in turn reduce car use
- There is a strong feeling about needing to protect local streets from 'rat running' traffic
- People felt that public transport is not always reliable or efficient, is often overcrowded and parts of the borough are not adequately served
- People felt that a priority should be to enforce existing rules to reduce road danger, for example in relation to speeding and running red lights
- There is a support for parking controls to manage the demand for parking and for alternative uses of the kerbside, such as cycle parking, to be considered
- Most people felt that new development should be car free except for disabled parking
- There is a high level of interest in developing better routes and links for walking and cycling in the borough.



Figure 6:
Healthy Routes consultation

3.0 Our Strategy

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

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



Vision statement

Our vision for Transport in Lambeth is that:

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

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

Guiding Principles

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

Growing

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

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

Inclusive

Make our transport network more inclusive and accessible

We are not prepared to accept that many members of our community are excluded from the transport network because their mobility needs are not met. It is therefore essential that both physical access to our streets and stations is improved and more broadly that the benefits of improved public realm and better conditions for walking and cycling are shared by all parts of our community.

Efficient

Make our transport network efficient, allowing people to make quick and reliable journeys

The choice to prioritise walking, cycling and public transport is not driven by any ideology, but rather grounded in pragmatism. It simply is not an effective use of a limited resource – space – to plan for a future where more than a minority of people with specific needs use private cars to get around our borough. Over the lifetime of this Strategy we expect that car ownership will continue to decline, allowing us to re-purpose space on our streets to meet other needs.

Healthy

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

Transport is both a cause and a potential solution to serious public health issues we face in our borough around inactive lifestyles and poor air quality. The more we drive, the less exercise we get, whereas those who walk, cycle and use public transport are all able to incorporate varying degrees of exercise into their daily routines and this has a public health benefit. By reducing traffic on our streets and enabling remaining vehicles to be non-polluting we can deliver improved air quality. By discouraging through traffic on local streets we can create more liveable neighbourhoods and better, healthier places. Reducing road danger is also an urgent priority as are issues of personal and public safety related to the transport network.

Outcomes & Actions

Taking our Guiding Principles, we have set out the changes we want to see alongside the key actions required to make these happen in the tables below.

Guiding principle	Outcomes & Actions	Success criteria	Where
Strategic Outcomes			
Growth	A radical overhaul of rail services delivers a high frequency 'metro' style service at our rail stations.	We have successfully campaigned for much more frequent train services so that people are confident to turn up at the station without needing to check a timetable. TfL's South London Metro concept has been implemented, including new connections and improved interchange between services.	Borough wide
	The vast majority of 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

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
Priority Actions			
Growth	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

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
Growth	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



Figure 7:
Metroisation case study

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

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

The ‘Metroisation’ concept would deliver the following:

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

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

Guiding principle	Outcomes & Actions	Success criteria	Where
Strategic Outcomes			
Inclusive	The transport network in Lambeth is accessible to all.	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.	Prioritise stations which will have greatest impact on gap between step free/full network travel times and areas of high footfall.
	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 areas with high deprivation
Priority Actions			
Inclusive	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

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
	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.
Inclusive	We will review the pedestrian environment adjacent to public transport hubs and deliver improvements.	Improved access and quality of space around stations and stops.	Borough wide
	We will 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. Push for 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

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
Inclusive	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



Figure 8:
Independent Travel Training

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



Figure 9:
Positive Spin project

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

Guiding principle	Outcomes & Actions	Success criteria	Where
Strategic Outcomes			
Efficient	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			
Efficient	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

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
Efficient	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. Consolidation / minimisation of development related freight trips secured through the planning process.	Existing scheme areas e.g. Brixton Liveable Neighbourhood, and focus on growth areas.
	We will 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



Figure 10:
Kerbside

The availability of car parking shapes what our city looks like and how it functions. It is an area where the council has a significant influence; through parking controls on-street and land use policies for off-street parking. Many of our streets prioritise car parking over alternative uses of the kerbside, but this needn't be the case and with falling levels of car ownership there is an opportunity to do things differently.

Parking controls can help us deliver a range of policy objectives that support this Strategy including:

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



Guiding principle	Outcomes & Actions	Success criteria	Where
Strategic Outcomes			
Healthy	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			
Healthy	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

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
Healthy	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.	Borough wide
	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

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
Healthy	We will work with TfL, local police and communities to reduce the risk to young people and adults of violence on our transport network	<p>Measurable reduction in incidents related to the transport network.</p> <p>Identification and targeting of the highest risk areas in the transport system.</p> <p>Establishment of agreed safe areas for young people in those areas to be safer from violence.</p> <p>Support for transport staff to intervene where safe in an incident and de-escalate appropriately.</p> <p>Building out crime as part of wider regeneration plans and in the physical design of our transport hubs.</p>	Focus on priority areas
	Work with government authorities and the police to assess our crowded places and vulnerable locations to improve security.	<p>Detailed risk assessments of priority locations.</p> <p>Where appropriate, implementation of effective countermeasures to improve safety and security in these areas.</p> <p>Incorporate countermeasures into existing schemes and programmes.</p>	Focus on priority areas

Continued

Guiding principle	Outcomes & Actions	Success criteria	Where
	We will reduce road danger and KSIs (Killed and Seriously Injured) through targeted infrastructure improvements and work with the Police on enforcement campaigns.	<p>Reduction in KSIs and collision rates for vulnerable road users.</p> <p>20mph on TfL roads and compliance by all vehicles including buses.</p> <p>Delivery of collision reduction schemes at priority locations.</p> <p>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.</p>	Borough wide

4.0 Spatial Application

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

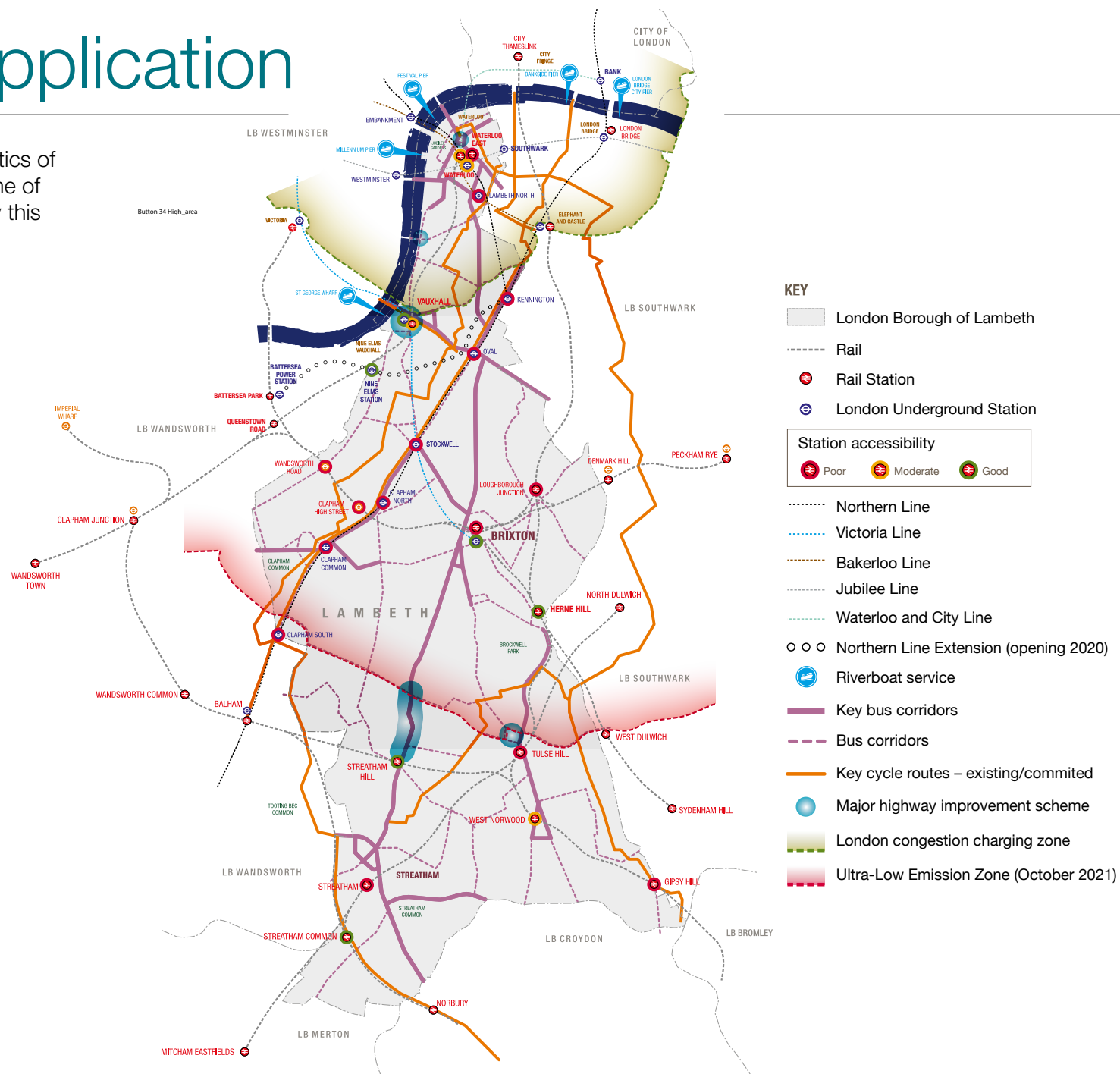


Figure 11:
**Current Transport
network and
agreed projects**



Interactive map

Roll over the
buttons to highlight
key projects



5.0 Healthy Routes Plan

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

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

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

What is a healthy route?

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



Figure 12:
CFR 15

Cycle Future Route (CFR) 15, linking Streatham and Oval, is one of 25 routes identified by TfL as having the highest potential demand for cycling in London and fills the 'spinal gap' you told us about during our Healthy Routes consultation.

While the exact alignment of these future routes is still to be confirmed, the A23 is the most direct road link mapping to CFR 15 and is our priority for investigation.

On a busy road such as the A23, the council would expect full segregation to be provided to keep people who cycle safe and attract new cyclists.

The project will be challenging, particularly in Brixton town centre, but we believe that the prioritisation, funding and implementation of this project is key for the future of cycling in Lambeth.



Interactive map

Click on the buttons to highlight key features

Priority connections

Priority Areas

TfL Strategic Cycling Analysis:
Priority routes and areas in Lambeth



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.

How do we deliver healthy routes?

We propose two main approaches.

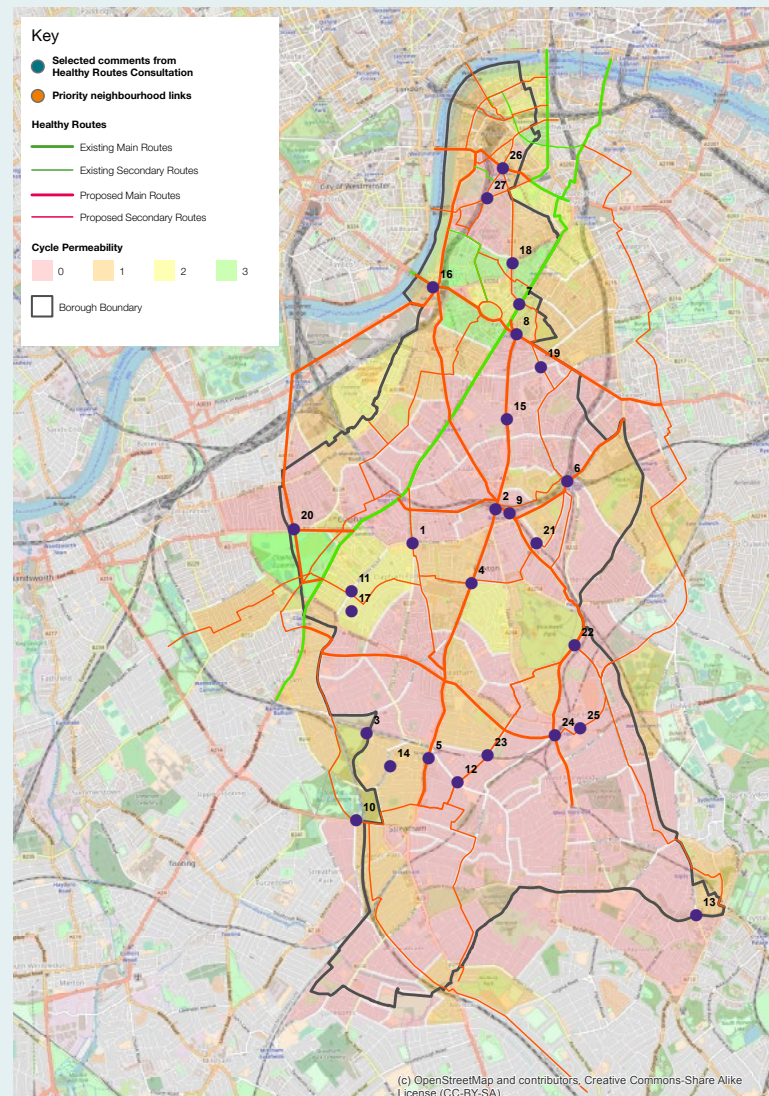
Neighbourhood approach

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

In some places we have a problem with ‘rat running’ as drivers cut through residential areas to avoid congestion on main roads. If we can ‘filter’ through 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.



Figure 13:
**Lambeth Healthy
Route Network**



Interactive map

Click on the dots to see further details

Strategic approach

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

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

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

Prioritisation

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

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.

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

We hope that TfL will support our Brixton Liveable Neighbourhood proposals which will be the flagship project for our neighbourhood programme.

For strategic routes, we will work with TfL to complete Quietway 5, and deliver Quietway 7 as well as the new Peckham to Streatham Quietway. CFR 15 – Streatham to Oval - is our priority high demand route and we will begin to implement this with TfL from Streatham Hill to the South Circular in 2020. Significant elements of the rest of the network will be delivered by other planned schemes, such as at Vauxhall Gyratory and Lambeth Bridge South. We will develop plans and seek support for the implementation of the whole network.

6.0 Delivering the Transport Strategy



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

The outcomes, outputs and actions identified in this Strategy are expected to be implemented over the short, medium and longer term covering the next 20 years. Large scale transport infrastructure projects are notorious for their extended timescales and we will need to work

together with the Mayor and government to make these happen. But there's a lot we can do in the shorter term to deliver real change, with targeted improvements to our streets and public spaces to make them safer, more accessible and with less traffic. We will also continue to work with schools and the wider community to deliver innovative educational and training programmes to give more people the skills and confidence to walk, cycle and use public transport.

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

We will continue to invest in maintaining and improving our streets from existing budgets and funding streams and seek new sources of income. The Mayor and Transport for London also have a key role to play in providing funding

towards delivering major highway improvements and public realm schemes, such as those at Waterloo, Vauxhall, Streatham and Tulse Hill, and delivering strategic cycling routes. We believe this Strategy demonstrates our commitment to the Mayor's objectives and will help us make the case for continued investment in Lambeth.

Sitting alongside this Strategy is our new Local Implementation Plan and Local Plan Review. The LIP includes a three year delivery plan showing how we intend to invest the grant we receive from the Mayor in order to deliver his and our transport objectives. We have also identified priority transport projects which will support growth in our updated Infrastructure Delivery Plan, which forms part of our Local Plan and should be read alongside this Strategy.

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

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