

Transport for London – Written Statement on Matter 6 – Transport and Communications

Lambeth Local Plan Examination

6.1 Strategic transport: (i) Does policy T4 (public transport infrastructure) accord with national policy? (ii) Does the evidence point to the public transport modes in Lambeth having sufficient capacity to accommodate peak hour flows if the proposed development comes to fruition during the plan period? (iii) Are all the key linkage/connectivity issues satisfactorily addressed in the Plan?

Yes – Policy T4 is in accordance with national policy and the Intend to Publish version of the London Plan. TfL has carried out strategic modelling to ensure that the existing transport network, combined with the package of transport measures, provides sufficient capacity to accommodate the planned level of growth in the London Plan. The proposed level of development and key connectivity issues in the Lambeth Local Plan are consistent with the London Plan and are therefore acceptable to TfL.

6.2 Sustainable transport: (i) Should the Plan promote sustainable travel targets and how effectively can they be monitored? (ii) Are the cycling requirements for new developments in policy T3 (cycling), including 25% of cycling racks to be Sheffield stands, justified and realistic? (iii) Should the Plan require travel plans as a way of securing sustainable transport and monitoring obligations secured and collecting data on actual demand?

(i) Policy T1 and the supporting text makes it clear that trips made by sustainable modes will be maximised and dependence on the car reduced in accordance with the Lambeth Transport Strategy and Implementation Plan. Lambeth's Local Implementation Plan adopts the Mayor's targets for sustainable travel and applies them to Lambeth. The Council is required to report to TfL on progress towards achieving the LIP targets in a statutory Annual Monitoring Report.

(ii) The cycling requirements for new developments are consistent with the Intend to Publish version of the London Plan and we welcome the requirement for at least 25 per cent of the total cycle parking provision to be of the most accessible type, such as 'Sheffield' stands

(iii) The council seeks to apply London Plan policy T4 to the assessment and mitigation of transport impacts, including requirements for travel plans. This is supported by TfL

6.4 Parking: Is policy T7 (parking) justified and realistic, and is the requirement for electric vehicle charging points effective?

Yes – Policy T7 is consistent with parking policies in the Intend to Publish version of the London Plan. These policies explicitly support boroughs setting lower maximum standards in their local plans, which Lambeth have proposed in some areas. This approach is realistic, as

due to the layout of transport in Lambeth, areas of lower PTAL still have good walking access to high streets and local amenities (as well as the public transport available there). The borough also has ambitious plans to improve journeys by cycling, which is not reflected by the PTAL methodology. The approach is also justified, as higher parking provision generates significant impacts on congestion (including on TfL's ability to carry out its duties under the Traffic Management Act) emissions and road danger, and as such, any opportunities to reduce provision is welcomed. Car parking also takes up significant space, making it difficult to deliver the housing that is needed on sites. Restricting car parking provision therefore supports Lambeth's ability to meet its housing targets. We strongly support Lambeth's approach including the expectation that development should be car free.

6.5 Servicing: Is policy T8 (servicing), to promote sustainable freight servicing, including through off-site consolidation, effective?

Yes – Policy T8 seeks to apply London Plan policy T7 to promote sustainable freight including the use of off-site consolidation and is therefore supported by TfL