

Appendix 1
Public and stakeholder engagement

Executive Summary

Background

A Local Implementation Plan (LIP) is a statutory document, required under Section 145 of the Greater London Authority Act 1999. It sets out how a London borough proposes to implement the Mayor's Transport Strategy in its area, as well as other locally and sub-regionally important goals. Lambeth's first LIP covered the period 2005/06 to 2010/11. Lambeth's second LIP which is to be known as Lambeth's Transport Plan (LTP) covers the same period as the revised Mayors Transport Strategy (MTS).

A public consultation was undertaken as part of the LTP process to seek the views of Lambeth residents and stakeholders on the policies, priorities and delivery plan within the draft LTP as well as the strategic environmental assessment (SEA) of the document. The feedback will be used to inform the final draft of the LTP to be submitted to Transport for London.

1600 questionnaires were sent to a sample of properties in each of Lambeth's 21 wards and a total of 762 were returned. There were also 243 online responses making a total of 1005 responses. Feedback was also sought through 6 town centre exhibitions with an estimated attendance of 61 people.

This summary sets out the key findings from the postal and online public survey. The feedback from statutory bodies, stakeholders and the local exhibitions is detailed in this report with a full response provided to each comment.

There was no feedback specifically relating to the SEA.

Response to the transport policies in the draft LTP

Road Danger Reduction (RDR)

The response to Lambeth's Road Danger Reduction policy was positive with 89% expressing support. Those who provided comments felt that it was a holistic approach to improving Lambeth's streets and would help the council meet its transport objectives. Those who commented against the policy were concerned that it could involve a loss of car parking spaces in residential areas or lead to an increase in parking charges. There were also doubts as to whether the policy could actually influence driver behaviour or reduce the number of cars on Lambeth's roads.

These concerns will have to be carefully considered in the development of transport schemes as support for RDR will depend on how it affects residents and how any benefits or disbenefits of any RDR proposals are communicated.

18% of respondents did not answer the RDR question and those who commented stated that they did not fully understand how it differed from traditional road safety and what it would mean for residents in real terms. Once again, it is important that the council communicate the new policy to residents effectively through the development of transport projects.

Neighbourhood Enhancement Programme (NEP)

The response to Lambeth's new 'neighbourhood' approach was also positive with 82% supporting the policy. Those who provided comments felt that it would help the council to deliver better value for money and show that the council viewed Lambeth's streets as community spaces and not just a '*transit zone*.'

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Suggestions were made that the neighbourhood approach should be underpinned by a borough wide 20 mph zone. In addition, that it should be rolled out across the borough to ensure real and meaningful improvements for Lambeth's communities.

Those against the NEP policy who provided comments were concerned that whilst one area would be improved its problems could be displaced to another i.e. traffic. There were also concerns that there would be a loss of car parking spaces in residential areas, difficulty in getting consensus from the community on NEP projects and that under the NEP policy improvements would not be made to individual streets when required.

The council needs to be mindful on how NEP schemes are communicated and consulted on to ensure residents are engaged and that the scheme achieves the maximum benefits for locals whilst mitigating any concerns as far as possible.

Response to the transport objectives in the draft LTP

In the main there was a high level of support for the transport objectives in the draft LTP with between 90 and 94% support for all of the goals.

Objective	Support	Opposition
Improve air quality	94%	6%
To promote sustainable healthy travel	94%	6%

Reduce real and perceived danger on Lambeth's roads	91%	9%
Improve the condition of principal roads	90%	10%
Reduce CO2 emissions	90%	10%

Some respondents felt that the objectives were not specific enough and should be made more meaningful. There was also a request that they be reworded to reflect Lambeth's commitment more passionately.

There were some suggestions for additional transport objectives and these mainly expanded on the goals in the draft LTP. These should be considered in the final plan.

Response to the delivery plan actions in the draft LTP

All of the delivery actions set out in the draft LTP received majority support with improving public transport, tackling inconsiderate driving and promoting sustainable transport being the most popular.

Action	Support	Opposition
Improve public transport via TfL	95%	5%
Tackle inconsiderate driving	93%	7%
Promote sustainable and safe transport	93%	7%

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Improve public spaces for pedestrians	89%	11%
Educate motorists to the danger they pose	86%	14%
Improve cycle access	83%	17%
To reduce and slow traffic	80%	20%
Provide secure cycle parking	80%	20%
Promote cycle training	79%	21%
Tackle inconsiderate cycling	79%	21%
To promote use of electric vehicle	63%	37%
Increase the use of Car Club bays	59%	41%

Promoting electric vehicles and increasing car club bays received majority support but significantly less than the other objectives. Those who commented against electric vehicles stated that they contributed to congestion and were not environmentally friendly. There were also concerns that they were not practical for those without of street parking as they would not be able to install a vehicle charging point close to home.

There were no comments from the postal/online survey to indicate why the level of support for car clubs was not as high as the other objectives. However, some exhibition attendees mentioned that they were concerned about the cost of car clubs whilst previous engagement exercises relating to car clubs have highlighted loss of parking as a key concern.

Key priorities emerging from the general comments

Four key priorities emerged from the general comments received.

1. Cyclists and those wanting to ride should be made to feel safer through dedicated cycle lanes, giving cyclists priority on the road and better promotion of cycling.
2. The condition of principal and secondary roads should be improved to reduce road danger and to encourage more residents to walk and cycle.
3. Traffic in the borough should be reduced and slowed particularly in residential roads. However, alternative methods of speed management other than physical traffic calming measures should be considered
4. Public transport fares should be reduced to make public transport a viable alternative to motor vehicle travel.

The council should consider these priorities in the transport plan and in scheme development.

Additional issues raised from the general comments

A great number of additional comments were received on a wide range of transport issues. These are reported in Appendix A and B with a full response to each.

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Introduction

Lambeth's draft Transport Plan (2011/2- 2014/5) was published in November 2010. The consultation on the document began in January 2011 and closed on the 11 March 2011 however responses accepted until 28 March). The Council chose to carry out research with local residents, businesses and stakeholders over this period. Extensive publicity was also carried out to raise awareness of the nature and scope of the transport plan and to make sure that the objectives and delivery plan set out not only addressed local concerns but were also in line with Lambeth's corporate priorities and the Mayor's strategy for improving transport in London.

Background

This section summarises the framework for consultation in Lambeth and the methodology of the LTP consultation.

Consultation in Lambeth

Lambeth Council is fully committed to consulting and engaging its citizens as it believes that public involvement is at the heart of good decision making. The Council currently engages with its citizens in a variety of ways:

- In 2009 Lambeth embarked on a ground breaking new approach to surveying residents. To demonstrate its commitment to really understanding what local people think we survey around 3,500 Lambeth residents each year in their own homes, including 500 young people aged 11-19 years. The survey contains questions specific to each service area to help shape policy and service planning

- Lambeth produces an annual State of the Borough Report which provides key statistics about Lambeth's customer profile, economy, environment and social wellbeing. This information guides decision making, helps with devising new strategies and supports the improvement of public services
- Lambeth's Local Strategic Partnership, Lambeth First, brings the Council together with local agencies and organisations that provide and use services to review and steer public resources throughout the borough
- In 2011 Lambeth's online consultation diary, which holds information about Lambeth's consultation exercises, events and meetings, was replaced by a partnership consultation tracker to encourage wide spread participation in consultation
- Lambeth is working towards becoming a cooperative council which would see an even greater partnership approach to the planning and delivery of services. A series of early adopter projects have been initiated to put the ideas of cooperation into action
- Consultation is carried out throughout the council at a departmental level on a wide range of projects. The outcome forms an integral part of the decision making process carried out by Lambeth Officers
- Lambeth has agreed standards for consultation set up to guide the consultation activities carried out across the council

Consultation on Transportation issues

Lambeth Transportation carry out two regular forums which allow various stakeholders and citizens to voice their opinion on Lambeth's Transport Policy and transport related issues.

- The Transport Forum is a quarterly meeting chaired by Lambeth's cabinet member for sustainability and transport. It is open to members of the public and is a platform to discuss and consult on Lambeth's Transport Plan, Borough Spending Plan, traffic management schemes, road repairs, street lighting and public transport matters. Where appropriate representatives from the Public Transport Operators, London Cycling and Transport for London (TfL) attend to give their input
- The Public Transport Liaison Group is a quarterly meeting between Lambeth Officers, TfL operators and the emergency services. The group discusses and advises on the implementation of transport projects that affect public transport provision as well as ensuring operators address local concerns about the quality of public transport

Consultation is carried out on all transport projects through a public and statutory consultation process. Encouraging greater public, member and stakeholder involvement is part of an ongoing development process.

- The transportation team consult on a number of policy and strategy consultations – for example the Walking Plan and Cycling Plan

- The role of local members is crucial in representing their communities in the development of transport projects. There is strong member involvement in all Lambeth led transport schemes and on TfL projects – for example the northern line extension to Nine Elms and Battersea
- In recent years a user-led approach has been established for major transport projects whereby a steering group of local community representative's work with Lambeth officers and stakeholders to develop all aspects of the project. Several stages of public consultation are carried throughout the projects life span to gauge local aspiration prior to the design process and to give locals the opportunity to influence the final plans
- Lambeth is embarking on a 'neighbourhood approach' to delivering 20 mph zones whereby locals will be offered a package of improvements for their area. For example, 20 mph zones could include Car Club bays, greening, cycle confidence training, cycle parking and de-cluttering of redundant street furniture such as excessive signage and unnecessary bollards. This will maximise benefits for locals and demonstrate a holistic approach which in recent years has been an aspiration of members and local partners
- Lambeth Transport is adopting new and imaginative ways of consulting local residents and stakeholders to encourage greater participation in local transport affairs – for example organising local events 'Clapham Car Free Day' as a platform for consultation and using different methods of engagement such as Planning for Real Exercises.

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The LTP consultation in Lambeth

The aims of the Transport Plan consultation were to:

- Raise awareness of transport policy and strategy in the borough
- Test support for the objectives and delivery plan in the draft Lambeth Transport Plan
- Test support for Lambeth's 'Road Danger Reduction' policy and 'Neighbourhood approach to delivering transport project
- Gather information on public views about improving transport in the borough
- Ensure wide participation in the consultation
- Ensure feedback is considered and reflected in the final transport plan

The Lambeth Transport Plan consultation included the following elements:

- The draft Lambeth Transport Plan and proposed consultation programme was circulated to Lambeth members for input
- A written questionnaire and freepost return envelope was sent to a sample of 35,000 households across Lambeth's 21 wards

- The draft transport plan was presented at staffed exhibitions at 6 town centre libraries to which local groups and residents were invited. Passers by were also encouraged to share their views.
- The link to the online version of the draft Transport Plan and questionnaire was sent to over 2000 community, stakeholder and residents groups listed on the Lambeth's GIFTS database including BME and disability groups
- The link to the online version of the draft Transport Plan and questionnaire was sent to Lambeth's statutory consultees and neighbouring boroughs

Publicity for the consultation events included:

- An article in Lambeth Life - Lambeth's free newspaper delivered to all households
- An article in I-Move newsletter sent to local businesses and schools
- Online via the Lambeth First partnership consultation diary and a dedicated webpage on the Council website
- Posters erected in libraries
- Information on the consultation also appeared on several local websites and blogs including Herne Hill Forum, Lambeth Cyclists, and Tradescant and South Lambeth blog,

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Response from statutory bodies

The following bodies were consulted via post as part of the statutory consultation process:

- Metropolitan Police
- London Fire Brigade
- London Ambulance
- British Motor Cyclists Federation
- London Cycling Campaign
- Freight Transport Association
- The Road Haulage Association
- Guide Dogs for the Blind
- RNIB
- The Association of British Drivers
- London Travelwatch
- Automobile Association
- Network Rail
- The Strategic Rail Authority
- Transport for London

The following neighbouring boroughs were consulted on the draft transport plan at officer level.

- Wandsworth
- Southwark
- Lewisham
- Croydon
- City of London
- Westminster

- Islington
- Camden
- Kensington & Chelsea

The table on the following pages summarises the response from the statutory bodies consulted.

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Source	Comment	Response
Association of British Drivers (ABD)	Opposed to Lambeth's road user hierarchy. Request that all road users be considered equal [Mayor of London does not subscribe to a hierarchy]	Whilst the Mayor of London no longer subscribes to a road user hierarchy this is something which Lambeth wish to retain. We believe that in line with our road danger reduction approach and in order to ensure vulnerable road users needs are met that a hierarchy is necessary.
ABD	Opposed to blanket 20 mph zones due to lack of evidence that they are a cost effective road safety measure	The Council believe that 20 mph zones can offer real road safety benefits, and so in principle support such zones. However as noted in the plan, until a more cost effective means of enforcement becomes available we will progress with cluster based zones rather than a blanket zone across the borough's residential streets.
ABD	Pleased that the draft transport plan raises concerns over the cost of 20 mph average speed cameras. Request that these are not considered in future.	Whilst the Council believe that speed cameras are expensive, we would not at this stage rule out any measures which can help enforce a borough wide 20 mph limit. Rather, we would want to ensure a proper analysis of all measures available if the Council decides to pursue a borough wide speed limit.
ABD	LTP should include information on improving the road network	The Council believe that by focussing on a soft measures to encourage more sustainable modes of transport, and physical measures to improve safety that these will have a beneficial impact on improving the road network. However, Objective 2 has now been amended

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		to better reflect the Council's needs to ensure reliability and efficiency of the road network
ABD	Road danger reduction document makes claims that are not evidence based e.g. ' <i>roads feel more dangerous today than they did ten or twenty years ago</i> '	The Council are aware of many groups/residents in the borough who have perceptions that the roads are too dangerous to walk or cycle. We believe that perceptions of fear (whether real or not) act as a barrier to more people using sustainable transport modes and as such should be taken into consideration.
ABD	'Dangers of speed' mentioned in the road danger reduction document (page 7) are exaggerated given that excessive speed is a relatively minor factor in injury accidents	The Council believe that speeding is an issue and needs to be addressed. Drivers and riders who are travelling at inappropriate speeds are more likely to crash and their higher speed means that the crash will cause more severe injuries, to themselves and/or to other road users
ABD	Disagreement over the methodology of measuring danger (page 8)	ABD comments on roads such as motorways having fewer accidents per mile travelled than any other roads and yet the traffic goes faster. The Council don't believe this example can be used as a relevant argument in a borough like Lambeth. For instance motorways all have cars travelling in the same direction at a similar speed and have no interaction with pedestrians and cyclists. Lambeth has a variety of different types of roads which have many different layouts and are used by businesses, residents and schools all using different modes hence the need for different

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Source	Comment	Response
		speed limits.
ABD	Generally concerned that the document is anti-car and lacks sound evidence	The Council do not believe the document is anti-car. We have a duty to meet targets to promote sustainable transport modes, reduce casualties, keep a smooth flow of traffic etc and believe this document will help to achieve that and in doing so have a beneficial impact on the health and well being of our residents.
Metropolitan Police	Report read. No comments made.	Noted with thanks.
Royal Borough of Kensington & Chelsea	Report read. No comments made.	Noted with thanks.
Transport for London (TfL)	N/A	TfL comments will be delivered to officers separately and in general will focus on whether the draft transport plan meets the requirements of the Mayor's Transport Strategy.

Response from stakeholders and ward members

The link to the online version of the draft LTP and questionnaire was sent to over 2000 community, stakeholder and residents groups listed on the Lambeth's GIFTS database as well as Lambeth's ward members. The response from stakeholder groups and ward members is summarised in the table below.

The response was relatively low however this is likely due to the fact the LIP is a strategic document and the consultation was spread widely whilst groups are more likely to respond to specific proposals that directly impact their local area.

Source	Comment	Response
Councillor for Vassall Ward	Clarification sought as to whether the transport plan factored in the councils budget cuts	The funding amounts contained in the LTP have already taken into account these reductions. The wording ' the programmes set out here are provisional only' relates more to changes that may occur between schemes/projects within the various programme headings rather than levels of funding.
Councillor for Knight's Hill Ward (CKH)	The transport plan should include a paragraph detailing the West Norwood Master Plan	Noted – a new Town Centre and masterplan section will be added in Chapter 3
CKH	Request that the transport plan mention that the two town centres of West Norwood and Streatham are divided by a steep hill which is a challenge when travelling on foot especially for the elderly and those with asthma. There is only one bus connecting the town centres which is infrequent and a proposal to increase the frequency of the 315 would be welcome	In relation to bus routes, the LTP is a high level document so is not the correct forum to raise specific issues about bus routes, however we can raise this through our public transport liaison group.

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Source	Comment	Response
CKH	Request that Lambeth liaise with TfL to resolve the long standing issue of the 68 route and bus drivers 'cutting up Hanne Road.' Lambeth's ability to influence TfL to adhere to an agreement is seen as crucial	The LTP is a high level document so is not the correct forum to raise specific issues, however we can raise this through our public transport liaison group.
CKH	The transport plan does not identify where bus routes could be introduced or improved	The LTP is a high level document so is not the correct forum to raise specific issues, however we can raise this through our public transport liaison group
Clapham Transport Users Group (CTU)	Disappointment that the Lambeth Public Transport Forum (LPTF) was consulted on the transport plan prior to other stakeholders	Noted, The LPTF were consulted on the LTP at the same time as all other stakeholders. An error occurred in the draft document that stated they were involved prior to the public consultation. This was not the case and so the paragraph referring to this will be amended.
CTU	Stakeholders other than LPTF should be allowed to attend the Transport Operator Liaison meetings	Due to recent restructures and budget challenges within the Council the Public Transport Liaison group (PTLG) meetings and Transport Partnership Forum are being changed. The PTLG meetings will now be held during the day with only officers, Councillors and operators in attendance. If members of the public have issues they would like to raise, this can be done through their local Councillor.
CTU	Opposition to the proposal to divert Kent fast trains via Denmark Hill and Peckham Rye following the 'inaccurate' London Travel Watch study on the South London Line/East London Line. Request that Lambeth Officers reject the proposal.	Noted. The LTP is a high level document so is not the correct forum to raise specific issues, however we can raise this through our public transport liaison group.

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CTU	The transport plan does not examine the purpose of the East London Line extension 2 and whether there is demand for 4 trains per hour to Clapham Junction. Alternative proposal suggested is running 2 trains to Clapham Junction and 2 to Victoria.	Noted, whilst the LTP does discuss the East London Line in detail, we can raise these specific issues through the public transport liaison group
CTU	Request that Lambeth further investigate the possibility of extending the platform for Clapham High Street/Wandsworth Road as it is thought this would not involve diverting Victoria trains as they pass through the inside of both stations.	Noted, we can raise these specific issues through the public transport liaison group
CTU	Request that the date for completion of the Northern Line Capacity upgrade cited in the transport plan be changed to late 2014 to reflect the updated schedule	Noted, this will be changed
CTU	Request that the council pursue the South London Line and maintain the Victoria links for Clapham High Street/Wandsworth Road.	Noted, we can raise these specific issues through the public transport liaison group
CTU	Lambeth should lobby TfL for more bus links to central London and a direct City bus link. This would serve destinations not on the Northern Line and alleviate congestion on the Northern Line.	Noted, we can raise these specific issues through the public transport liaison group
CTU	Rookery Road should be explored as a 'dead' stand as part of the Clapham Gateway Project. The stand would also provide new capacity for new routes in the long-term.	It is not possible to incorporate this element into the Clapham Gateway Project, however if TfL Buses approach Lambeth regarding additional bus standing space on Rookery Road, the Council would look at this favourably.

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Source	Comment	Response
CTU	There is little in the plan for pedestrians. Lambeth needs to recognise their needs and that pedestrians are not only compromised by vehicles. There is a growing problem with cyclists riding pavements i.e. Albert Embankment and jumping red lights Clapham Road	Would refer CTU to 4.2.1 Objective 1 and 4.2.4 Objective 4 which sets out numerous objectives for pedestrians, including tackling dangerous cycling
CTU	Lambeth need to improve signage so cyclists know where they are permitted to ride their bike and it should be made clear that dedicated cycle lanes are for cyclists and not pedestrians otherwise there will be growing tensions between pedestrians and cyclists	The Council do not believe it is necessary to install additional signage for cyclists as believe the highway code covers sufficiently where and where not cyclists are allowed to cycle. In areas of shared use such as green spaces research has shown that segregated cycle lanes/pedestrian paths often don't work and result in more conflict between these user groups. Rather, the Council are keen to promote shared use where cyclists and pedestrians co-exist. A number of awareness and education campaigns have already taken place to help promote shared use and these are detailed in 4.2.1 and 4.2.4
CTU	Draft LTP lacks in-depth coverage of the issues faced by Lambeth's town centres which betrays a lack of engagement with stakeholder groups and councillors across the borough and as such it lacks any depth or strategy	Noted. – a new Town Centre and masterplan section will be added in Chapter 3

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CTU	Desire to see better outcomes for the borough through its consultations and meetings with TfL	The Council will continue to work closely with TfL on consultations and meetings and will feedback to relevant parties.
Brixton Society (BS)	The idea of schemes to address different angles of reducing car journeys and improving walking and cycling are positive and beneficial to a wide range of people with varying travel needs. However, it is more difficult for people to perceive than big projects such as Congestion Charge and Cycle Superhighways	Noted, unfortunately major schemes such as cycle superhighways and congestion charge are very expensive to implement. For instance the cost of the 2 pilot cycle superhighways cost approximately £22 million, and so the Council are unable to undertake such schemes unilaterally. However, the Council believe that smaller schemes can also have an impact on reducing car journeys and improving conditions for pedestrians and cyclists and hope that a mixture of larger high profile scheme undertaken by TfL mixed with smaller improvements by local councils can make a difference. Please also note that the Mayor's Transport Strategy does list a number of major projects and some of these will impact on Lambeth.
BS	The plan does not address reduction of car use in respect of dealing with heavy traffic on the main corridors originating from further afield, making most of the boroughs town centres unpleasant in key locations especially the A23	Noted – whilst these issues are referenced under 2.2.1 Traffic Management Act 2004 and Lambeth's Network Management Duty, we realise this might not be detailed enough and will rectify this. In particular Objective 2 has been amended to take into account the boroughs responsibility to ensure smooth flow of traffic by managing the reliability and efficiency of the road network.

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Source	Comment	Response
BS	The plan does not contain committed proposals for dealing with the loss of direct trains to key destinations mostly from outer borough locations highlighted in the report as lacking modal choice. For example, Victoria to Clapham North & Wandsworth Road, Loughborough Junction/Herne Hill/Tulse Hill/Streatham to City, Farringdon and St Pancreas. This represents 6-8 trains per hour to key destinations.	Noted. The council has limited powers over these issues as does not have direct control of public transport. However, the council can lobby on these issues and will raise them through our Public Transport Liaison Group
BS	The full length of the platform at Clapham North should be re-opened to allow the existing off peak car service from Dartford to Victoria via Lewisham to stop there. This would open up a fast strategic east-west link, augmenting the London Overground service to Clapham Junction, and connecting with the southern end of the DLR, as well as restoring the link to Victoria	Noted. The council has limited powers over these issues as does not have direct control of public transport. However, the council can lobby on these issues and will raise them through our Public Transport Liaison Group.
BS	Regarding the Wimbledon loop we would like to see a study concerning the train paths to Blackfriars. In particular, whether terminating trains could alternate between local and long distance trains, and comparative numerical studies on quantities of passengers disadvantaged by the reversing of local or long distance trains at Blackfriars	Noted. The council has limited powers over these issues as does not have direct control of public transport. However, the council can lobby on these issues and will raise them through our Public Transport Liaison Group.

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BS	The longer-term splitting of the Northern Line to increase frequency to all destinations will cut the Morden line off from the Charing Cross branch entirely. The congestion through the cross passages at Kennington southbound can be problematic at all times of the day, so more passages ought to be provided.	Noted. The council has limited powers over these issues as does not have direct control of public transport. However, the council can lobby on these issues and will raise them through our Public Transport Liaison Group.
BS	The lack of a London Overground station in the Brixton or Loughborough Junction area is a serious omission. There must be a 4-car platform somewhere, and it would transform mobility and connections through South London.	Noted. The council has limited powers over these issues as does not have direct control of public transport. However, the council can lobby on these issues and will raise them through our Public Transport Liaison Group.
BS	Very little has been said about bus transport, perhaps because of recent improvements. There is a specific problem with congestion in Brixton that may be alleviated by not having so many routes terminating there, by allowing passengers to remain on board until Blue Star House before parking (or perhaps going on to Stockwell) so there is less idling on Brixton Road.	Noted. The council has limited powers over these issues as does not have direct control of public transport. However, the council can lobby on these issues and will raise them through our Public Transport Liaison Group.
Lambeth Cyclists (LC)	We applaud and support the ongoing encouragement for people in Lambeth who want to cycle via cycle training, publicity and general activities.	Noted, with thanks.

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Source	Comment	Response
LC	Lambeth has always led the way in London in encouraging people to cycle, and we want ambitious targets for cycling and have requested some changes to the wording and targets set out in the draft plan.	Noted, changes will be made where feasible.
LC	We want the public realm and neighbourhoods to be at the heart of Transport Planning, promoting community cohesion and safety by removing the community severance caused by people driving through our neighbourhoods and people driving for short journeys	Noted, agreed in principle.
LC	Network Assurance – We want filtered permeability measures to improve bus and cycle priority, reduce road danger and improve conditions for people to walk and cycle, and promote community cohesion. Such measures are often prevented due to the authority’s interpretation of the ‘Network Management Duty.’ Transport Planning Consultants have advised that the <i>‘duty is placed alongside all the other things that an authority has to consider, and does not take precedence.’</i> So, for example, securing the expeditious movement of vehicles should not be at the expense of an authority’s road safety objectives.	Noted, the Council agrees in principle that filtered permeability can play a beneficial role in promoting sustainable modes of transport. The Council will consider filtered permeability schemes on an individual bases, provided certain criteria can be met.

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LC	Schemes to reduce road danger should include a series of road closures to achieve filtered permeability and physical measures to reduce motor speeds and promote walking and cycle i.e. calming, dropped kerbs, posts for signage, cycle parking etc	The Council believe that filtered permeability can have beneficial impacts, and wish to pursue this in Lambeth where suitable conditions can be met.
LC	<p>Cycle infrastructure should be designed to include:</p> <ul style="list-style-type: none"> • quality public realm • secure parking facilities • permeable road network for cyclists even during roadworks • highway infrastructure designed to meet the principals of national standard cycle training • pedestrian priority considerate cycling along the Thameside and through all parks and green spaces 	Noted and agreed in principle.
Ramblers (RAM)	LB Lambeth should be commended for ensuring that walking is built in as a thread across the length of this report, and a number of specific measures highlighted. We are pleased that Lambeth has recognised the limited level of regular walking in the borough and has set a target to make a 3% growth in daily walking journeys by 2026	Noted with thanks.

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Source	Comment	Response
RAM	We believe that Lambeth should give further consideration to investment in walking programmes and organised activity, as well as developing infrastructure. We are well placed to discuss a role in enabling this with Lambeth to help achieve the targets in the LIP and Lambeth's corporate priorities. We have extensive experience with engaging various organisations and schools as well as hard to reach groups such as the BME population, young people, deprived and inactive communities.	Noted , agreed in principle
RAM	The transport plan does not explicitly acknowledge the connection between improved Health and Social Care, and the role of active travel in achieving this.	Noted, additional information will be added in 3.2.2.5
RAM	The Walking Section [3.1.11] should refer to the walking activity schemes. Get Walking, Keep Walking has been hosted by LB Lambeth since 2008.	3.1.11 specifically refers to infrastructure only.
RAM	The plan [3.2.2.5] should include greater specific knowledge about the perceived barriers to walking. These include concerns at own ability to walk, over estimating time and distance to complete walk, street quality and information to plan walk. Some of the issues can only be addressed by proactive work with communities, and organised walks such as Get Walking.	Noted, additional information will be added to section 3.2.2.5

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RAM	Accessibility [3.2.4.1] is not only about physical access ...it is about creating the conditions in which the broadest possible range of population has the information and capacity to take part in options such as walking. To improve access the following are needed: mapped information on local routes, outreach work in key communities, information disseminated as widely as possible including easily navigable web information	Noted, additional information will be added to section 3.2.4.1
RAM	The targets in Lambeth's Draft Walking Plan 2009 do not relate to the development of further guided walking programme opportunities. This is also reflected in the earlier section describing walking realm, which is almost exclusively around infrastructure which implies that Lambeth policy is mainly based on citizens independently developing their motivation for walking. A specific commitment within the LTP and walking plan is needed to develop walking programmes and introductory taster sessions.	Noted, agreed in principle
RAM	RDR -Increasing the number of trained walk leaders in Lambeth could reduce road danger. A simple example for people new to the UK/English as a second language would be guided walks with activity sheets and practice at understanding traffic signals, road crossings.	Noted, agreed in principle to consider as a method to get more people walking (funding permitted)

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Source	Comment	Response
RAM	To meet the objective of raising walking as mode share to 31% by 2026 the following are needed: public walking initiatives to raise the profile of walking, acknowledge that walking is a social activity, and particularly combat a major barrier which is the perception that walking to specific destinations takes longer and is more debilitating than it actually is.	Noted, we believe this would fall under the reference made to smarter travel.
DP9 Planning Consultants (DP9)	Vauxhall/ Nine Elms/Battersea Opportunity Area (VNEB OA) – pg 35 statement about the boroughs opportunity areas should be amended to refer to the locations where significant transport improvements are planned, namely the delivery of the northern line extension to the VNEB OA.	Noted with thanks, however the Council believe the current information on VNEB is adequate
DP9	The current draft document makes a minimal reference to the NLE. We encourage the council to include a separate section on the NLE, explain its significance and establish the progress that is being made to ensure its delivery. REO suggests some text [see appendix].	Noted with thanks, however the Council believe the current information on VLE is adequate
Waterloo Community Development Group (WCDG)	Air quality in Lambeth is terrible – obvious contributors are taxis – today I counted 67 taxis queuing up outside Waterloo Station beyond the sign ‘ no taxis queuing beyond this point.’ Vehicles should be fined in Lambeth as is the case in Westminster.	Discussions are currently being had with Lambeth’s parking services about enforcement options for this issue. A section on idling will be added to the LTP.

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WCDG	Cornwall Road bus garage is uncovered and buses rev their engines for hours on end. Lambeth Planning are trying to relocate the garage either within Waterloo Station or around Upper Marsh. This initiative could be included in the plan.	Noted
WCDG	What is the LTP policy regarding coach parking? (Again in relation to air quality).A more strategic approach should be undertaken. i.e. removing the continuous line of coaches from Albert Embankment.	The MTS has very little on coach parking issues, as these are mainly covered in the London Plan. As with comments above on taxis where this impacts on air quality (from idling engines etc) this will be added to the LTP
WCDG	Waterloo has the highest number of Boris Bikes in the capital as well as the busiest mainline station- can't we connect these two and promote Waterloo as a place to walk and cycle.	We have an extensive borough wide travel awareness programme to promote walking and cycling as a viable mode of transport in all areas of Lambeth. This includes a variety of schemes such as cycle training, cycle parking, Dr Bike events (one of which is held regularly on the Kings College Plaza). We also work closely with groups such as the Ramblers to provide led walks and advertise walking routes etc. We have Legible London, and our infrastructure schemes which improve public realm and therefore make it more pleasant to walk and cycle. We believe the strong mix of awareness raising and infrastructure improvements alone would promote this area as one in which you can walk and cycle.

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Source	Comment	Response
WCDG	20 mp zone could be introduced in Waterloo as a pilot. Speed humps would not be required as it is difficult to travel over 20 mph. Roads where speeding is possible are Waterloo Road, Kennington Road (45 mph without difficulty' and Waterloo Bridge).	The criteria for which areas are chosen for 20 mph zones is based primarily on accident stats At the moment there are no plans for specific 20mph zones in Waterloo area for the next 2 years at least.
WCDG	LTP fails to mention some key projects i.e. Lower Marsh and Waterloo City Square.	The guidance provided by TfL on putting together the LTP was to keep it as high level as possible and not necessarily list all schemes in detail. Whilst there is mention of Lower Marsh in 4.6 under major schemes we will add more detail to the LTP on major schemes so that the document is more comprehensive.
WCDG	Lambeth Road is receiving special maintenance – why?	This has been identified as a road which needs resurfacing in line with our principal road criteria
WCDG	Car Clubs – are they electric? If not, why not?	At the moment there are various problems with using electric vehicles for car club purposes. The main reasons surround issues of re-charging. As the minimum time for re-charging an electric vehicle is 3 hours this would mean that cars would be out of circulation for large periods of the day. I.e. every time a car is used it would then be out of action whilst being charged up. These issues are being looked at by various electric vehicle manufacturers and

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		also car club operators. It may be that in the near future a solution can be found, but until then it isn't financially viable for a car club to for a car club to invest in this technology.
WCDG	Document omits a major development which is the Vauxhall Nine Elms Battersea area. This will be the most significant development in inner London over the next 20 years.	VNEB is reference on page 23 and 50. As a major land use/planning issue more detail is contained in the LDF
South Bank Employers' Group (SBEG)	The objectives in the LTP should be fully integrated with other Lambeth and regional strategic documentation. A cross cutting approach is needed internally with Lambeth Planning and Regeneration. Externally strategic complementarities should be sought with the MTS [esp chptr 8], the Waterloo Opportunity Area Planning Framework and the London Plan. In addition, local studies and policy documents such as the widely consulted upon SBEG Urban Design Strategy and the 2010 Space Syntax Public Realm Baseline Study.	The Council has put together objectives in line with the requirements of the Mayor's Transport Strategy and also other Lambeth policies as outlined in section 3.3. The LTP has been consulted on with all relevant internal departments including regeneration and planning to ensure links to the London Plan/local Development Framework and the Economic Strategy occur. A number of major schemes planned in the future will be worked on jointly with these departments to ensure links with regeneration and planning occur.
SBEG	The Waterloo Steering Group has identified four priorities for Waterloo which should be included in the strategy: Waterloo Square, Lower Marsh/Westminster Bridge Road/Jubilee Gardens/ Spine Route	The investment programme detailed in 4.3.-4.6 has been agreed by Cabinet Members in line with Lambeth's priorities. References can be made for Lower Marsh and Westminster bridge (which are being delivered through S106). Jubilee Gardens is part of a

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Source	Comment	Response
		TfL major scheme, which has already started, but can also be referenced. However Waterloo Square and Spine Route are not currently Lambeth priorities.
SBEG	The Lambeth Transport Strategy is an opportunity to realise the ambitions of the Cooperative Council initiative – full engagement with local stakeholders, business, ward councillors, residents and voluntary and community sector in the development, prioritisation, coordination, design and delivery of improvements needs to be a core element of the strategy.	We believe the neighbourhood enhancement approach will do this (previously referred to as the Better Neighbourhoods approach). Also priorities have been based on extensive consultation through SCS and Lambeth First masterplans.(please note a section on masterplans have now been added to section 3)
SBEG	Reference to economic wellbeing is not sufficiently expanded upon elsewhere in the document and is central to the aspirations of the strategy. The strategy needs to consider how improvements to the public realm will promote inward investments, and create and safeguard jobs, particularly in the Waterloo Opportunity Area. The top level aspiration should link to the delivery plan.	We believe this is referenced in 3.2 sufficiently
SBEG	2.4.3 Station improvements must be considered alongside questions of modal share and hierarchy, capacity and accessibility, via the Waterloo Square project, redevelopment of Elizabeth House etc	Noted
SBEG	In the pre-ambule to the borough transport objectives we question the necessity of providing this level of detail on children and	We believe this information is relevant.

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	young people, health and social care when these have little contextualising benefit.	
SBEG	South Bank Legible London way finding scheme is not mentioned as a walking project.	Noted, reference will be added
SBEG	[3.1.11] River services should be included as a transport mode. Waterloo and Festival Pier are both in Lambeth and River Concordat includes provision for a further South Bank pier which may also be in Lambeth.	Noted, reference will be added
SBEG	[3.1.11] National cycle routes should be added	Noted, reference will be added
SBEG	Table 7 – the logic or purpose of this table is unclear. Waterloo Rail Station serves national destinations and should be added to this section of the table. Also, add river services as transport mode and national cycle routes.	TfL guidance requested this table. Accompanying text will be added to link this better, plus river services and national cycle routes will be added.
SBEG	Fig 3.1 Map not legible. Legend should refer to National Rail and not British Rail.	Noted, a more up to date map will be added.
SBEG	Fig 3.1 Waterloo Redevelopment section should reflect the wider ambition for the Waterloo interchange and include the station environs, routes to the riverside, routes to the Lower Marsh side of the station, bus and taxi interchange. This would provide a more holistic approach to ensure that journeys in the area are improved for the sake of ensuring a cohesive public realm.	We believe this is covered adequately.

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Source	Comment	Response
SBEG	Airtrack – We welcome Lambeth’s commitment to promoting this key project but it is already agreed that existing services would be unaffected, so it is not necessary to repeat this as a condition of Lambeth’s support. It might also be considered that the economic benefit of Airtrack to the Borough should be the driver for support, rather than the condition that Airtrack stops at Vauxhall.	The Council believe it is worthwhile stating that Lambeth support Airtrack. We also believe that there would be benefits for both opportunity areas in Lambeth as a result of Airtrack.
SBEG	[fig 3.5 & 3.6] Please include totals in graph. This section is inconsistent in the way data is presented. Figures for repairs to footways and carriageways, and the budgets graph vary to the degree that it is not possible to extrapolate any significant conclusions from them. They do not support the assertions in the surrounding narrative: there is no evidence presented for the significant improvements to the network. There should be a graph indicating the maintenance backlog as it has been identified, and how that has changed over time.	Noted, changes to this section will be made.
SBEG	The two paragraphs on the contribution to the public realm need expanding. The statement ‘improving the streetscape is more than a question of better repair’ appears in a section dealing only with repair and does not go on to set out aspirations for improving the streetscape reflected in the Better Streets chapter of the MTS, and supported by LBL.	Noted, changes to be made.

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SBEG	[3.2.2.2]Reference made to schemes that have already been implemented. This section presents an opportunity to expand on ambitions for the Borough in projects like Lower Marsh Regeneration Project and Waterloo Square	Noted, additional information to be added.
SBEG	The reference to Legible London is somewhat vague and seems to suggest that Lambeth would look to expand the scheme using LL principles only, rather than using the physical system. It is clear that the single way finding system for London exemplified in Legible London should be the aspiration, and this should be reflected in this statement.	Whilst the Council believe Legible London is an exemplary scheme which assists way finding in the borough. The costs of implementing Legible London are too expensive to roll out across the whole borough. It is also the case that in some areas of the borough the principles of the scheme would suffice in helping to promote way finding
SBEG	[3.2.2.5] There is no reference to a strategic approach to the Mayor's cycle hire scheme. An intensification of cycle hire stations has reached saturation point in Waterloo. Lambeth must indicate how they are going to manage the roll-out and evaluation of the scheme in the borough in balance with other policies on streetscape design, pedestrian movement and modal share.	<p>Cycle Hire is a Mayoral scheme, implemented by TfL. Lambeth are fully committed to assisting TfL in delivering this scheme. Comments noted, information added to LTP on cycle hire.</p> <p>The Council do not believe there is currently saturation in the Waterloo area, and frequently receive requests for further capacity in this area.</p>

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Source	Comment	Response
SBEG	Include reference to Lambeth Council adopted South Bank and Waterloo Cycle Strategy 2011-2016	Noted, reference cannot be made to the Draft document, as this has not yet been adopted formally.
SBEG	Improving health impacts is a key aspiration and more detail should be given to demonstrate how Lambeth intend to make headway in this area, reflected in the action plan – see summary of delivery actions, point 7. How will this be achieved?	Noted, more information to be added.
SBEG	Identification of Town Centre Areas should be made – The South Bank and Waterloo Town Centre is not referenced in the document and should be made explicit.	Noted, Chapter 3 is to be revised including more information on town centres and associated masterplans. However, South Bank and Waterloo are not recognised town centre areas by Lambeth Council’s categorisation system, rather they would fall under North Lambeth.
	[3.2.3.1] Refer to reducing cycle theft by following the principles of good cycle parking provision design and placement, partnerships with MPS on bike marking and registration.	Noted, information to be added.
SBEG	[6.2.3.3] It is not clear what the Waterloo Neighbourhood Working pilot is. It might be replaced with specific reference to neighbourhood management in the Waterloo /South Bank area as an ‘early adopter’ project of the Cooperative Council.	Noted – more information to be added.

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SBEG	[3.2.5.1] Excellent graph on traffic volumes shows the positive impact being achieved on car usage. Is there more reference which could be made to river services as being used to combat CO2, traffic volumes and rebalance modal share	Noted – more information to be added.
SBEG	Table 10 Major schemes in this table do not match the major schemes in Fig 4.2. (in section 4.6] There is no indication of how the Section 106 funding identified is to be spent in the action plan.	Noted will amend Table 10 and Fig 4.2 There is no requirement to list Section 106 funding in the LTP.
SBEG	4.2 – Delivery Actions - Whilst several references to improving the public realm as a key driver for economic activity are made earlier in this report, this aspiration does not appear in the list, there is then no significance in the earlier statements that this is a borough priority. There is no explanation as to how the objectives were chosen.	This list refers to themes set out by the Mayor in the MTS, and need to be read in conjunction with Table 1 (which is linked in the document). The rationale for objectives is contained in 3.3 as stated in the LTP.

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Source	Comment	Response
SBEG	<p>The strategic framework for the Better Neighbourhoods approach is not fully explained (e.g. what is the objective of this approach? To improve accessibility? To encourage sustainability? References are made to local neighbourhoods but the approach should apply equally to Town Centres like South Bank/Waterloo</p>	<p>The objective of the approach is set out in 4.2:</p> <ul style="list-style-type: none"> • provide better value for money • maximise community benefits • minimise disruption on road network • reduce waste • deliver holistic transport packages • cost savings • integrate transport policies. <p>The approach sets out a new way of dealing with 20mph zones, local safety schemes and CPZ's that the Council tend to implement in neighbourhood areas. Reference to 'Better Neighbourhoods' would make such schemes more holistic by adding complementary measures such as those outlined in 4.2. This approach is specifically for neighbourhood areas as there is already Area Based Schemes/Major projects which deal with town centre areas. The council appreciate the term 'Better neighbourhoods' may confuse the reader and this is now being changed to neighbourhood enhancement programme (NEP).</p>

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SBEG	The Better Neighbourhoods approach may present an opportunity to apply the principles of co-production expounded in the Cooperative Council strategy. Local people should contribute in a meaningful way to the design of the public realm, rather than a top down or one-size fits all approach. This section should expand on this idea.	Noted, agreed in principle, this now happens in most schemes with residents involved in steering committees etc.
SBEG	Under 4.2.1 'Promote sustainable healthy travel behaviour' make reference to Lambeth's Waterloo and South Bank Cycle Strategy 2011-16	The Council do not believe reference to this document is necessary in this section.
SBEG	There should be some explanation of the road user hierarchy and how it is applied in complex situations where all modes of transport in the hierarchy must be accommodated. The Spine Route is a good example of this – where Upper Ground and Belvedere Road acts as a key route serving major cultural and headquarters organisations, how does Lambeth intend, through streetscape design, to ensure pedestrians, cyclists, taxis, buses, freight and coaches are all provided for?	Noted, further explanation/clarification will be added
SBEG	This document does not expand on the need for proper management of utilities and other statutory providers to minimise disruption and business interruption. i.e. utilities regularly excavate the Spine Route causing the need for closures and diversions.	This information is covered by Lambeth's Network Management Duty, however may not be explicit. Further references will be added, plus see revised objective 2 which now deals with ensuring a reliable and efficient network.

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Source	Comment	Response
SBEG	Table 11 – Highways Service Standards. Town Centre roads – should be put in the table in 3.1.11.	The Council do not believe that Table 11 should be moved.
SBEG	[4.2.5] The Lambeth Business Travel Network is the only mechanism mentioned in the strategy for ongoing dialogue with business in terms of transport strategy, and is related only to reducing CO2 emissions. The Strategy should commit to ongoing and close collaboration with neighbourhood business organisations to ensure that there is a maximum stakeholder input.	The Lambeth Business Travel Network provides practical advice for businesses wanting help with promoting and facilitating staff to use sustainable modes of transport. The LBTN is not used as a vehicle for businesses to shape transport strategy. However, with regard to businesses feeding into transport policies, the Council consults with various stakeholders, including businesses regularly on a number of schemes, policies and plans.
SBEG	Major schemes – this graph does not correspond to the major schemes in Table 10. Also, the text above ‘Major Schemes for which we are seeking a funding contribution from TfL’ is contradicted in the table (where it says under Lower Marsh n/a S106 scheme’ suggesting that no funding contribution from TfL is being sought’	Noted, the table will be amended accordingly as this should only reference schemes from TfL funding. Therefore Lower Marsh will be removed as funding for this scheme is from Section 106 funds, rather than TfL.
SBEG	There should be a table that identifies all significant schemes in the borough, with indications of their purpose and status, including S106 and any other non-LBL/TfL funding. This table would then also serve as an opportunity to set out some aspirations for other major schemes such as Waterloo Square.	TfL require that we provide a 3 year delivery plan specifically for the 3 year LIP funding allocation and boroughs must include proposed major schemes and maintenance funding. We are not required to provide specific details for section 106.

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<p>Anon</p>	<p>Your road danger reduction programme envisages largely wait-and-see how Islington fares with a 20mph scheme. Please don't wait – there are enough 20mph zones or areas in operation now around London and elsewhere for it to be fairly clear what their benefits are. TfL and the DfT both endorse widespread 20 zones in residential areas, noting that each 1mph speed reduction cuts accidents by 6%, and that an impact with a pedestrian will be fatal in 5% of cases at 20 mph, about 40% at 30mph, and in almost all cases at 40mph. The interests of pedestrians and cyclists, but also the people who live there, demand that 20 zones be established as soon as possible</p>	<p>Noted</p>
<p>Anon</p>	<p>You wish to discourage private car use in favour of sustainable modes of transport, but I think you could be more forceful. I understand from the Camden LIP that 2/3rds of journeys currently made by car in London are less than 5 km – 3 miles. This is an ideal distance for a bicycle, being perhaps 20 minutes at a leisurely pace compared with an hour on foot – in fact the former mayor of Bogota, Colombia, once remarked that “cycling is merely a more efficient way of walking”</p>	<p>Please see Section 4.2 – many of the objectives and interventions make reference for the need to reduce non-essential car journeys of 1-10km.</p>

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Source	Comment	Response
Anon	<p>Electric cars: I know that you must respond to the Mayor's objectives and thus must do something in this area but I urge you to do the bare minimum you possibly can. The battery powered motor car is an evolutionary dead-end: whereas commercial vehicles, eg delivery, street cleaning etc are viable as they cover short distances daily and can be recharged at their depots overnight, battery technology is <u>never</u> going to achieve the speed and range available to petrol/diesel powered vehicles. Battery cars are very expensive, will only ever be the playthings of the rich (you still need a normal car for longer trips), do not reduce congestion, and only pass the pollution problem to someone else, ie the people who have to live next to the power station which produces the electricity. Indeed with generation inefficiencies and power transmission losses, a battery car is much less energy-efficient than a petrol car. Far better to wait for the next generation of green vehicle, perhaps the hydrogen fuel-cell which is already being implemented on a small scale in London buses.</p>	<p>Noted. The Council's first preference is to promote walking and cycling as sustainable modes of transport. However do believe, as set out in 4.2.3 that there are some benefits to electric vehicles and so will seek to improve facilities for them, in line with the Mayor's objectives.</p>
Anon	<p>Finally, can you do something to sort out the mess with the Jubilee Greenway through Lambeth? The proposal shown on the WalkLondon website for the cycle route to follow Lambeth Palace Road and York Road,</p>	<p>We have referred your questions to Transport for London on Jubilee Greenway, as Lambeth do not manage this. Please note that cyclists are no longer banned from the Embankment.</p>

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	<p>instead of the embankment as does the walking route, would be hilarious were it not so dangerous and unpleasant. It is a nonsense that cyclists are to be denied access to the embankment path and forced onto this busy road, and the inevitable result will be that only the bravest will dare, and uptake by novice cyclists simply won't happen. It should be perfectly feasible for considerate cycling (the majority, despite the distorted impression that a few inconsiderate individuals create) to co-exist with pedestrians along this route. At the very least, the route should follow the hospital service road in front of St Thomas' next to the path, and then Belvedere Rd behind County Hall.</p>	
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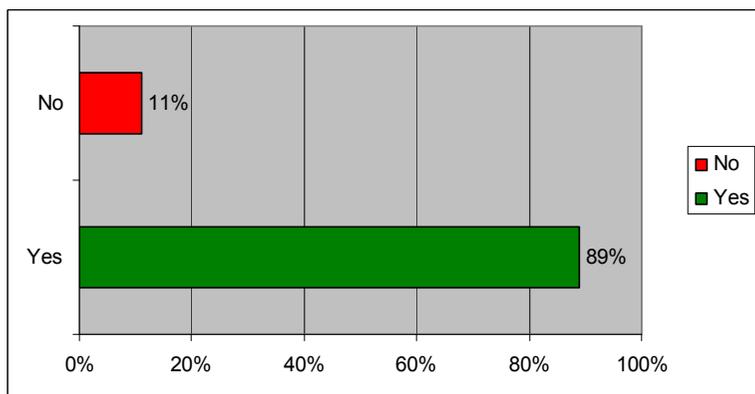
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Response from the public

Road Danger Reduction (RDR)

Respondents were asked whether they supported Lambeth's Road Danger Reduction policy. The policy aims to reduce the source of danger on Lambeth's roads by 1) reducing the speed and number of motor vehicles in the borough 2) encouraging residents to choose active green and non-threatening forms of transport such as walking and cycling 3) designing attractive streets and public spaces which are less dominated by motor vehicles and 4) exploring new ways measuring danger on the road.

The results are shown on the chart below and summarised as follows. Overall, there was a high level of support for a road danger reduction approach to improving transport.



Base: All valid responses (820)

The table on the following page shows the results from all respondents in figures. A total of 185 (18%) respondents either did not respond to this question or expressed no opinion.

Yes	No	No opinion	Blank	Total
732	88	110	75	1005

Some of the comments received suggest that this was because some respondents did not understand what road danger reduction approach involved in practical terms and also how it differed from traditional road safety.

There were several comments received in favour of Lambeth's RDR policy. The comments suggested that some respondents viewed it as a policy that would improve the environment in a holistic manner.

'This seems a very sensible approach that has the additional benefit of making a more pleasant and healthy environment for all those who live, work and spend time in Lambeth.'

'This approach will have many other positive benefits in addition to reducing accidents.'

'Reducing danger on the roads is probably the key goal here, as if that is done then people will proactively choose more sustainable travel modes and thereby reduce CO2 and improve air quality.'

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RDR concerns/suggestions	Response
<p>The policy would achieve a reduction in the number of cars on the road by reducing car parking spaces and increasing parking charges. Any measures implemented should <i>'strike a balance'</i> between motorists and other road users, for example by creating shared spaces and not simply penalise motorists</p>	<p>Noted.</p>
<p>Educating drivers would be a futile exercise due to peoples self-interest <i>'people can have a disconnect between what they know is RIGHT and what they WANT'</i></p>	<p>Noted, however we believe that education can play a substantial role in improving road danger reduction and will continue with a robust education policy.</p>
<p>Road Danger Reduction would not influence the number of cars on local roads. Congestion charging would be more effective.</p>	<p>The Council would struggle to implement a unilateral congestion charge zone in Lambeth. In the absence of this, we believe that our road danger reduction approach combined with our objectives on sustainable transport will help to influence a reduction in car use.</p>
<p>Lambeth should maintain its school crossing patrol service as part of its road danger reduction measures.</p>	<p>Noted, unfortunately the school crossing patrol is not a statutory service and in view of the unprecedented cuts that the Council is required to make, we are not able to provide this service free of charge to schools. The Council is working closely with schools to offer it as a buy back service, which we hope a number of schools will be able to take up.</p>

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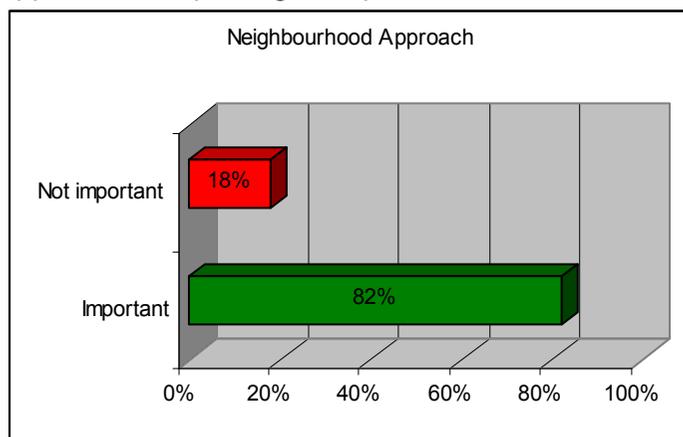
Neighbourhood Enhancement Programme (NEP)

Respondents were asked for their views on Lambeth's Neighbourhood Approach to the delivery of schemes.

The NEP approach would seek to treat neighbourhood improvements in a holistic manner meaning a range of public realm improvements could be implemented in an area rather than isolated improvements to individual streets.

For example a 20 mph zone could include cycle parking, car club bays, tree planting, de-cluttering and travel awareness work with residents to encourage walking and cycling.

The results are shown on the chart and summarised as follows. Overall, there was a high level of support for a neighbourhood approach to improving transport.



Base: All valid responses (868)

The table shows the results from respondents in figures. A total of 137 (14%) of respondents either did not respond to this question or

expressed no opinion. There were no comments to suggest why people chose not to answer this question.

Yes	No	No opinion	Blank	Total
716	152	47	90	1005

There were several comments in favour of a neighbourhood approach to delivering schemes and these focused on the potential benefits of providing residents with better value for money and meaningful improvements.

Respondents also felt that the new approach could demonstrate that the council recognised Lambeth's streets as community spaces and not simply thoroughfares.

'Fantastic - this is what has been needed for aeons. Please match these plans with actions.'

'Will provide better value for money. Residents will also see wide-scale improvements to their area rather than simply a case of a road being resurfaced'

'Complementing these zones with cycle lanes and 'softening of the environment', making it more pedestrian friendly, is also crucial to their success.'

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NEP concerns/suggestions	Response
The new approach should acknowledge that improvements may also be needed for major roads and on individual streets	The Neighbourhood approach is specifically for what we would term 'neighbourhood' areas. There is however, opportunity for major roads and individual streets (where feasible) to be treated through other schemes such as Major Schemes, specific local safety treatments and section 106 developer funding.
The approach should be borough wide to ensure holistic quality improvements throughout Lambeth and not a <i>'patchwork quilt across the borough.'</i>	Due to funding constraints, the Council has put together a priority list of areas to be treated – please see section 4.2 for this information. This approach will seek to concentrate on geographical clusters so that the benefits are maximised. Funding permitted; the Council would want to eventually ensure the whole borough is 'treated' by a neighbourhood enhancement programme approach.
NEP should be underpinned by a borough wide policy such as a 20 mph zone or modal filtering.	Please see section 4.2.4 – the Council is committed to pursuing 20mph zones and is currently researching ways of implementing and enforcing a 20mph borough wide limit.
The council could link up regional cycle routes as part of its new approach which would prioritise cycling through neighbourhoods and enhance the cycling infrastructure in a unified and meaningful way, <i>'Shops along regional cycle routes should be given support to install cycle racks outside to encourage passing cyclists to use them. They could also be encouraged to have cycle pumps outside for cyclists to use and to stock items such as puncture repair kits. These simple additions along a cycle route would encourage cycling along it.'</i>	Noted, agreed in principle.
NEP could lead to possible displacement of a problem from an improved area to another i.e. traffic	Noted, full consultation with residents will occur before implementing a scheme to allow issues such as these to be addressed. However, it is hoped that NEP schemes will reduce in more residents using sustainable modes of transport such as walking and cycling and that as a result traffic will be reduced rather than simply displaced.
NEP could reduce available car parking spaces in residential areas where it is needed	Noted, the Council will seek to ensure a balanced approach is taken in implementing a NEP. Sustainable modes of transport will be given higher priority, however all schemes will be consulted on with local residents to ensure that views can be heard on issues such as removal of car parking.

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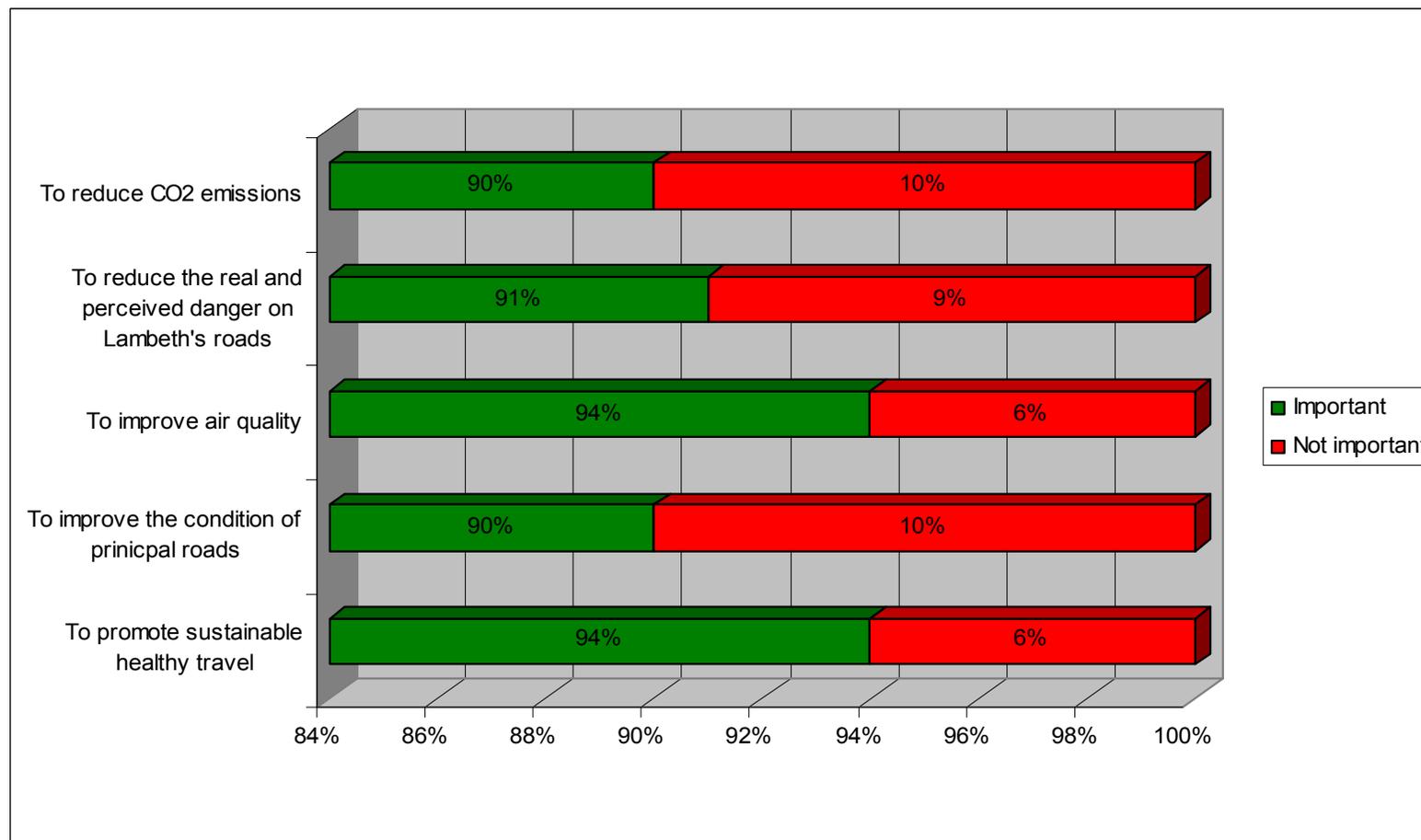
There will be difficulty in getting local consensus on NEP projects, *'some research shows that folk want a car free road but also want to drive to their doorway'*

Noted, the Council will seek to ensure robust consultation occurs so that residents fully understand the benefits of proposed schemes and work closely with local groups to ensure consensus occurs.

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LTP objectives

Respondents were asked for their views on the objectives outlined in the draft transport plan. The results are shown on the chart below and summarised as follows. Overall, there was a high level of support for all the objectives.



Base: All valid responses

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The table below shows the results from respondents in figures.

Objective	Important	Not important	No opinion	Blank	Total
To promote sustainable, healthy travel	899	54	9	43	1005
To improve the condition of principal roads	860	97	2	46	1005
To improve air quality	900	57	5	43	1005
To reduce the real and perceived danger on Lambeth's roads	873	84	7	41	1005
To reduce CO2 emissions	838	94	11	62	1005

There was one general comment in favour of the transport objectives.

'I really like 4 out of 5 of these but they're only worth having as goals if you're serious about taking the necessary measures to make them happen.'

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LTP Objectives concerns/suggestions	Response
The goals are not clearly defined and should be made more meaningful.	Please see section 4
Favouring a modal shift away from cars should be a goal	Noted – please see section 4.
Improving cycle infrastructure to drive cycling should be a goal	Please see section 4.
'Improving the condition of principal roads' should be expanded on to state which users this goals is aimed at	Noted, please see revised objective in 4.2.2
To promote an environment where people feel safe to walk and cycle should be a goal	Please see section 4.
To re-allocate road space in a more equitable way to reflect the numbers of people using different methods of transport should be a goal	Please see section 4
To improve easy access to key destinations such as schools, doctors and shops should be a goal	Would refer the reader to our Local Development Framework
To promote walking, cycling and public transport should be a goal	Please see section 4
To reduce congestion should be a goal	Please see section 4
To reduce noise pollution should be a goal	Please see 3.2.2.4
To improve the condition of principal and secondary roads should be a goal	Please see 4.2.2

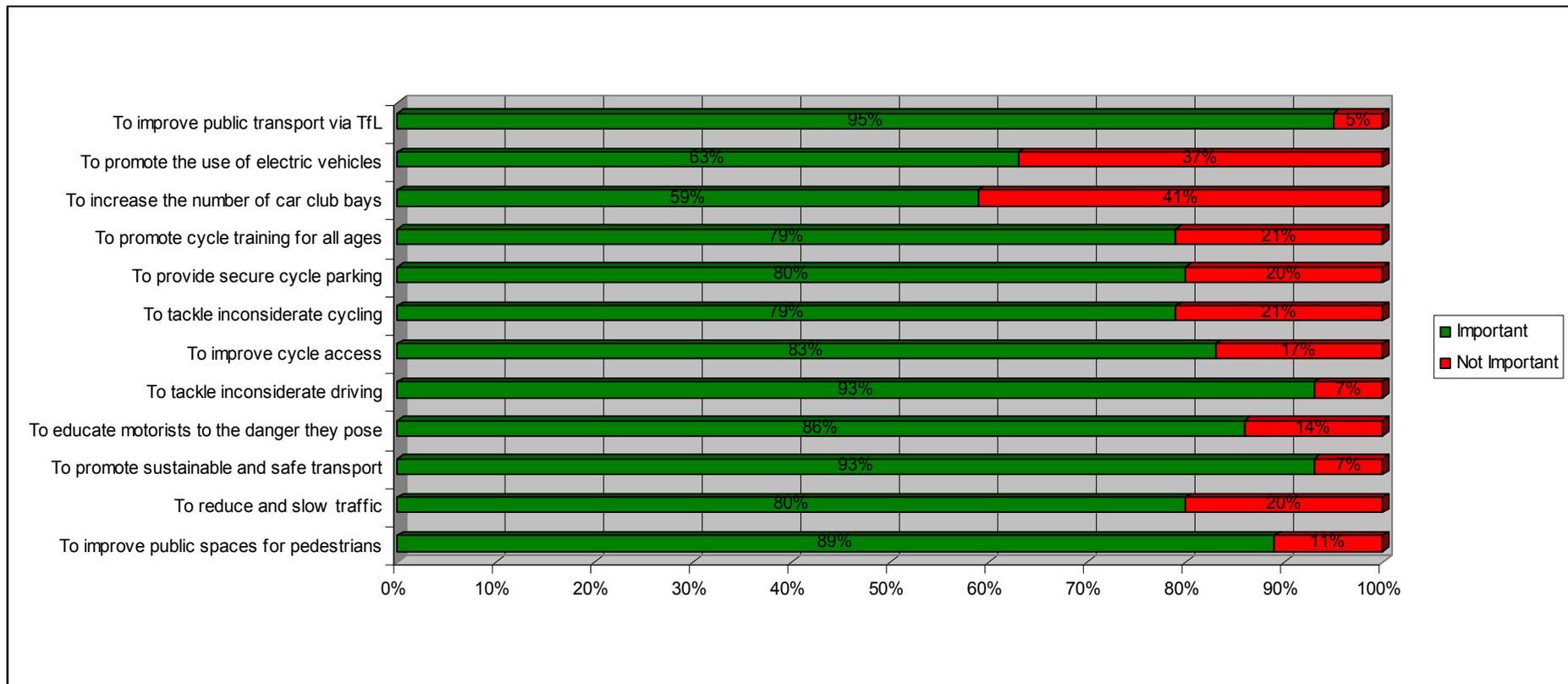
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<p>The objectives set out are not ambitious enough and that a borough wide 20 mph zone should be considered to <i>'give a much bolder signal of Lambeth's intent.'</i></p>	<p>Please see revised section 4.</p>
<p>The objectives could be stated more passionately to reflect the council's commitment. For example, <i>'promote sustainable, healthy travel'</i> could be worded as <i>'put sustainable, healthy travel at the heart of every travel and transport policy.'</i></p>	<p>Noted.</p>

Chapter 6 Consultation Results

LTP Delivery Plan

Respondents were asked for their views on the delivery plan outlined in the draft LTP. The results are shown on the chart below and summarised as follows. The actions that received the most support were for Lambeth to liaise with Transport for London (TfL) to improve public transport, to tackle inconsiderate driving and to promote sustainable and safe transport. Increasing the number of car club bays in the borough and promoting the use of electric vehicles received majority support but were less popular.



Base: All valid responses

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The table below shows the results from respondents in figures.

Objective	Important	Not important	No opinion	Blank	Total
To improve public spaces for pedestrians	844	106	11	44	1005
To reduce and slow traffic	761	187	12	45	1005
To promote sustainable and safe transport	893	64	9	39	1005
To educate motorists to the danger they pose	815	136	9	45	1005
To tackle inconsiderate driving	882	70	2	51	1005
To improve cycle access	754	150	19	82	1005
To tackle inconsiderate cycling	746	193	19	47	1005
To provide secure cycle parking	755	185	20	45	1005
To promote cycle training for all ages	747	203	19	36	1005
To increase the number of car club bays	522	370	58	55	1005
To promote the use of electric vehicles	584	350	37	34	1005
To improve public transport via TfL	919	47	9	30	1005

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LTP Delivery Plan concerns/suggestions	Response
<p>The plan should have outcome measures such as child health, walking to school, obesity, and recovery from illnesses.</p>	<p>With the exception of walking to school, which is dealt with under school travel plans (see section 4). These are not directly transport outcomes, so do not fit in the LTP. The Council's Healthier Communities – A health and Wellbeing Framework for Lambeth does however contain measures to improve these outcomes</p>
<p>The delivery plan should emphasise the importance of transport demand creation which would involve supporting the development of business and residential areas and transport networks <i>'to create urban environments in which active travel is easy, rather than just technically possible. i.e. filtered permeability, local shops, pleasant public realm, mixed use zoning'</i></p>	<p>Would refer the reader to our Local Development Framework</p>
<p>The delivery plan omits travel by scooter or motorcycles. This is essential as these are alternatives to cars or public transport</p>	<p>Please see section 4 on education measures for powered two wheelers.</p>
<p>The delivery plan should mention Lambeth's parking policy in the context of delivering transport improvements</p>	<p>Please see revised section 4 – in particular 4.2.2</p>

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General Comments: Key priorities

Respondents were asked for their comments on the LTP and transport in Lambeth in general. A great number of comments were received and four key priorities emerged from these.

1. 'The perception, and the reality, of road danger is a major disincentive to people choosing to cycle on Lambeth's roads'

It was felt that cycling would only become a viable mode of transport for all if cyclists were made to feel safer on the road. A great number of respondents felt that improved infrastructure on Lambeth's roads was critical to achieving this. Dedicated cycle lanes were the most popular suggestion followed by requests to improve traffic junctions for example by increasing the number of advanced stop lines and giving cyclists more priority on the road. One respondent suggested that dedicated cycle lanes should be identified in quiet roads to encourage cycling rather than on main roads '*... that mix a greater numbers of cyclists with fast moving traffic.*'

Another suggestion to improve cyclist's safety was to make most roads two-way.

However, not all respondents suggested implementing physical measures as a way to improve perceptions of safety and some stated that better promotion of cycling could help tackle safety concerns regarding cycling.

2. 'Repair pot holes and improve the streets'

A great number of comments were received requesting better maintenance on primary and secondary roads and in particular a more rapid response to pot holes. Several car drivers, pedestrians and cyclists stated that pot holes were the primary danger they faced on Lambeth's roads.

'Some of the routes I cycle on have massive pot holes which are very dangerous for cyclists and put us in a Catch 22 situation. Should we cycle through the pot hole and risk damaging our bikes and falling off? Or should we swerve to avoid them and risk an accident with an over taking car?'

I'd like 'to be able to drive my bus without having to negotiate...huge bone jarring potholes.'

However, it should be noted that several respondents recognised that the bad weather during the winter had contributed to the number of road repairs needed throughout the borough.

Overall, it was felt that better quality streets were necessary if residents were to be encouraged to be walk and cycle more.

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3. 'Reducing rat running and non local traffic'

There were several comments requesting that Lambeth consider reducing and slowing traffic in the borough and in particular in residential streets to stop 'rat running.' It was felt that this would foster neighbourhoods that were pleasant and safe for walking and cycling. Of those the majority requested that Lambeth limit the use of speed humps in controlling vehicle speed. Speed humps were perceived to be ineffective due to cars accelerating between them.

There were also concerns that they encouraged use by larger vehicles that were less susceptible to their slowing influence and that they also damaged cars.

A minority did comment in favour of speed humps and those located outside of schools were viewed as most essential.

A more integrated approach to reducing vehicle speed was suggested by many including road closures to discourage use of residential roads by through traffic, creation of more shared spaces to give road users equal priority over streets, creative signage and road marking, driver education, road narrowing measures and the reduction of road and junction capacity to accommodate large volumes of traffic.

Some respondents suggested a blanket 20 mph zone across the borough however there was a lack of consensus on how effective it would be and how it should be enforced i.e. via physical engineering measures or speed cameras.

A small number of respondents commented against slowing traffic as they were concerned that this would create congestion.

4. 'If Lambeth's plan is to succeed, it must be about providing genuine choice both for residents and those living outside the borough. This means that choosing...public transport has to be made as practical, cheap...as taking the car.'

A great number of comments were received about the cost of public transport. It was felt that fares were too expensive which made public transport inaccessible for many. Other felt that a reduction in prices was needed to encourage motorists to consider alternative modes of transport.

**APPENDIX A
GENERAL COMMENTS: ADDITIONAL ISSUES**

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Accessibility	Response
<p>Requests were made that Lambeth improve the roads for disabled cyclists and those riding non conventional cycles including tandems, trikes, side by sides and hand cycles. It was felt that some roads were too busy/narrow to accommodate much wider bicycles and that this should be addressed as well as improving the condition of the roads as non standard bicycles were felt to be more prone to 'tipping' if there were potholes on the road.</p>	<p>Noted, please see section 4.2.1 and 4.2.2</p>
<p>Request that cycle training for disabled residents be promoted as it was felt that many disabled residents <i>'think that cycling isn't for them and don't realise that there are a wide range of cycles available and there is more than likely one that will suit their needs.'</i> 'Wheels for Wellbeing' was mentioned as a facility in Lambeth that provided individual cycle training sessions for disabled residents and one respondent that used the service now uses her trike as her primary mode of transport</p>	<p>Noted, please see section 4.2.1</p>
<p>One respondent requested that Lambeth consider the distance of cycle parking facilities to amenities to ensure that disabled people did not have to walk far if they chose to cycle</p>	<p>Noted, please see section 4.2.1</p>
<p>Request made that disabled residents be given free parking permits for visitors as it was difficult to get to Olive Morris House and not everyone had someone they could send in their place</p>	<p>Noted, referred to parking services</p>

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Accessibility	Response
There was a request that transport schemes include measures to improve disability access. In particular seating for elderly and disabled residents	Noted, our NEP and Major Scheme approaches will address seating issues.
Uneven pavements were mentioned as a problem for elderly residents	Noted, see section 4.2.2
More zebra crossings were requested for elderly residents	Noted, however would need specific locations suggested to follow up.
More travel information was needed for the elderly and disabled to advise them of travel options to and from their key journeys	Noted, passed to Transport for London
It was commented that Car Clubs excluded disabled residents and therefore should not be a priority	The Council do not believe that Car Clubs exclude all disabled residents. However are happy to work with disability groups and car club operators to make improvements where necessary (if more information can be provided)
A request was made that bus drivers be more considerate and allow elderly and disabled residents more time to get off the bus	Noted, passed to Transport for London
Improved disabled parking was mentioned as a necessary improvement	Noted, however would need specific locations suggested to follow up.
There was a request that Lambeth liaise with TfL to introduce electronic pen reader labels on bus stops and larger prints to increase awareness of visibly impaired and deaf road users	Noted, passed to Transport for London

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One respondent asked that Lambeth liaise with TfL to provide free travel for those caring for elderly/disabled. It was felt that this would make transport more accessible	Noted, passed to Transport for London
A request was made for more ramps to facilitate wheelchair users particularly around housing estate	Noted, passed to Housing
A resident asked that eligibility for a freedom pass be made to start at 60 years	Noted, passed to London Council's

Car Clubs	Response
One respondent felt that Car Club should only be introduced at the expense of existing parking bays	Noted. However this would have to be dealt with on a case by case basis depending on the location of proposed car clubs.
Another respondent requested that the council better promote Car Clubs.	Noted, please see section 4
There was a suggestion that Car Club bays should also have the facility to charge electric vehicles.	At the moment there are various problems with using electric vehicles for car club purposes. The main reasons surround issues of re-charging. As the minimum time for re-charging an electric vehicle is 3 hours this would mean that cars would be out of circulation for large periods of the day. I.e. every time a car is used it would then be out of action whilst being charged up. These issues are being looked at by various electric vehicle manufacturers and also car club operators. It may be that in the near future a solution can be found, but until then it isn't financially viable for a car club to for a car club to invest in this technology.

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Cycling	Response
Several requests were made asking Lambeth to tackle cyclists who did not adhere to the Highway Code. Riding on pavements and observing traffic lights were the key problems identified	Noted, however would need specific locations to be able to pass onto the police to deal with as an enforcement issue
Council should lobby the DVLA to include cycle awareness training in their driving test. cyclists should be licensed and insured	Noted, the Council agree that the DVLA should include cycle awareness training in their driving test. However are not in favour of cyclists being licensed and insured as believe this would reduce the number of people taking part in cycling.
There was a request for better enforcement of cycle lanes and improved signage to make motorists aware of cyclists	Noted, however would need specific locations to be able to pass onto the police to deal with as an enforcement issue.
Requests were made for more bicycle racks in well lit areas and one request for more bicycle parking. One respondent felt that secure bicycle parking on every street would encourage more people to ride	Noted, see section 4
Requests were made that the council act quickly to remove abandoned bicycles particularly outside tube stations	Noted, the Council will work with our Streetcare team to ensure this happens.
Several requests were made for Lambeth to liaise with TfL to expand the Barclays Cycle Hire scheme throughout the borough and in particular to Stockwell, Clapham and Brixton.	Noted, the Council have expressed a desire to see the scheme extended to the rest of the borough.

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<p>There were complaints from cyclists that cars used the cycle superhighway and that they should be car free zones. One car driver complained that the new lane had significantly increased his journey time to work</p>	<p>Noted, passed to Transport for London</p>
<p>There was a request for more greenways in the borough.</p>	<p>Noted, the Council have consulted on several potential greenway routes however public opinion was split on implementation of them. Due to funding restraints, the Council is prioritising improving on-street routes, however this could change in the future.</p>
<p>There were several comments that promoting cycling in schools was futile if Lambeth did not provide safe cycling on street. There was a request that the creation of safe routes to school be based on the main roads used by children on their journey</p>	<p>Noted see section 4.</p>
<p>Some respondents felt that cycling training needed to be promoted more widely. One respondent who had been on the training course complained that booking and arranging the lesson had been difficult</p>	<p>Noted, see section 4</p>
<p>One respondent felt that the monies used to subsidise adult cycle training would be better spent improving cycle infrastructure</p>	<p>The Council believe that providing cycle training is vital to improving the safety of cyclists particularly those who are not used to cycling in busy traffic. The cost is also relatively cheap cost in comparison to proving infrastructure. The nature of our borough means that it would be impossible to provide segregated cycle infrastructure on every road in Lambeth and therefore teaching cyclists how to position themselves on the road in traffic is vital.</p>

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Cycling	Response
Two respondents felt that Lambeth should focus on making it easier for motorists and cyclists to co-exist rather than encouraging more people to cycle – which it was felt would be impossible	Lambeth believe that encouraging more people to cycle will result in many benefits such as reduced congestion, cleaner air, less parking stress and healthier residents. The Council’s road danger reduction approach set out in section 4, promotes the notion of sharing the road and seeks to promote this through education.
One respondent suggested financial incentives for residents who cycled. Another suggestion was a ‘loyalty points system’ for residents who cycled	The Council’s travel awareness programme offers a number of incentives for cyclists through events and campaigns such as free Dr Bikes and various merchandise.
There was a request that children’s cycle training be combined with parents training. It was felt that children wanted to cycle but that their parents ‘ <i>created a barrier.</i> ’	This is currently available from our cycle training providers. For more information contact cycling@lambeth.gov.uk
Electric Vehicles	
Electric vehicles were viewed as environmentally unfriendly as they were charged using electricity generated from fossil fuels. They should be charged using green renewable fuels. They were also negatively viewed as they contributed to congestion on the roads.	Noted
Electric cars would not become as popular as conventional petrol cars	Noted
Electric cars too expensive and gimmicky	Noted

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<p>Those without off street parking would struggle to charge their electric car as it was unlikely that there would be a charging point close enough to them</p>	<p>The Council currently has 3 on-street electric charge points and is looking to expand these across the borough.</p>
<p>Motor Vehicles</p>	
<p>Suggestions for reducing car journeys included designing junctions and crossings to slow traffic for private vehicles whilst allowing buses and commercial vehicles to move more freely , introducing toll roads, congestion zones over the weekend, car free zones or reducing parking spaces.</p>	<p>Noted, the Council will continue to implement schemes that will improve traffic flow – in particular those using sustainable modes of transport.</p>
<p>There was a request that the number of heavy goods vehicles/SUV's in the borough be reduced.</p>	<p>The Council will work closely with Transport for London and freight operators to promote alternative options for journeys/trips.</p>
<p>Some respondents felt that the council should not <i>'penalise residents who relied on their cars for work'</i> and should instead lobby the government to act against the companies that contributed the most to global warming.</p>	<p>The LTP's aim is to specifically respond to the Mayor's Transport Strategy and meet a number of targets pertaining to sustainable transport. Lobbying the government about polluting companies is outside of the remit of this document.</p>
<p>It was suggested that scooter parking facilities should be improved and that scooters be allowed in bus lanes</p>	<p>Our NEP approach will look at improving powered two wheeler parking. Whilst scooters are currently allowed in Transport for London bus lanes, they are not allowed in Lambeth bus lanes. The Council believe that the presence of powered two wheelers negatively impacts on pedestrians and cyclists and is awaiting further research carried out by TfL as part of their trial to allow them in their bus lanes.</p>

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Parking	
One resident requested that parking restrictions be standardised across the borough.	Noted, to date this has not been possible to achieve due to consultations with residents who are (in some areas) opposed to the introduction of parking controls such as CPZ's. Also, the differing nature of the borough means that it is not desirable to have standardised parking restrictions, i.e., in areas of high stress such as the South Bank/Brixton longer operation hours are required than say West Norwood.
Residents requested that Lambeth reduce long term parking by commuters, vans, taxis and church goers in residential areas	Noted, if residents request a controlled parking zone in their area they are asked to contact the council direct and this can be considered on its merit.
A comment was made that non car owners should be allowed to purchase a yearly residents parking permit as it can be cheaper than visitors permits. Making non car owning residents buy visitors permits is <i>'penalising them for not driving'</i> .	Unfortunately this is not possible, as Resident parking permits are reserved for residents only, criteria for permits necessitate proof that you live in the borough. It is felt that using them for visitor parking could be open to abuse.
Request that the council stop visitors to the area from parking on estates	The Council would only be able to do this depending on the parking regulations for specific estates.
There were several requests for controlled parking in the borough including Gracefield Gardens, Woodleigh Gardens, Myatts Fields. One respondent suggested a borough wide controlled parking zone.	Noted, if residents request a controlled parking zone in their area they are asked to contact the council direct and this can be considered on its merit.
There was a request that the council continue to provide parking to ensure that driving did not become a facility only for the rich or that residents were prevented from visiting family and friends.	Noted

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There was a request for more short term parking close to shops	Noted
One respondent queried why private homeowners of new build properties were not allowed to own cars however council tenants who rent were provided with the facility.	Some (but not all) new developments in Lambeth are car free, if in areas of high parking stress and good public transport accessibility. Those purchasing such properties would be advised of this, and are able to make a choice as to whether this is acceptable to them.
One respondent felt that the increase in parking permits was unfair. It was also felt that newer cars were penalised when they were more fuel efficient than older cars.	The pricing of the permit system is based on emissions and this is set directly by the DVLA. The Council are unable to change the banding system currently used.
There were two requests for more designated safe loading bays to stop vans from stopping in the way of cyclists.	Noted, would need specific locations suggested to look into this.
Public Engagement	
LTP consultation had not asked searching questions and that it would have been better to have had a proposal to critique.	The full LTP was made available on Lambeth website from January 2011, to allow residents/stakeholders to read it in full and make any comments.
LTP should acknowledge the importance of public engagement in the delivery of transport improvements <i>'Local residents know the issues. After all they live there. This important source of information should be used when remodelling traffic flow and our streets.'</i>	Noted, whilst the Council already consult with local residents on schemes, our NEP approach will seeks to work closely with resident groups and set up steering groups for many schemes which will include residents.

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Public Transport	Response
Tackling overcrowding on bus routes, rail, tube and train was crucial to encourage more sustainable travel as well as monitoring the reliability of services in Lambeth.	Noted, the Council will work closely with TfL on these issues
Bus routes where increased frequency was requested were 159, 133, and 3. There were also requests for additional trains on the Northern and Victoria line	Noted, we can raise this through our public transport liaison group
There were complaints that buses changed destination during their journey. Routes mentioned include 109, 250, 50	Noted, we can raise this through our public transport liaison group
There were several complaints about bus drivers driving irresponsibly. The route mentioned was the no 3	Noted, we can raise this through our public transport liaison group
request that TfL upgrade bus lane surfaces	Noted, we can raise this through our public transport liaison group
Three respondents requested that TfL consider banning food on public transport	Noted, we can raise this through our public transport liaison group
Two respondents asked that TfL seek to tackle antisocial behaviour on public transport particularly at school times	Noted, we can raise this through our public transport liaison group
There was a request for a school bus service to tackle congestion	School children are currently allowed free travel on buses.

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Public Transport	Response
There were four requests that motorcycles be permitted in all bus lanes as the current situation was seen as confusing. One respondent stated that he had greater tolerance of cyclists due to shared bus lane use	Whilst powered two wheelers are currently allowed in Transport for London bus lanes, they are not allowed in Lambeth bus lanes. The Council believe that the presence of powered two wheelers negatively impacts on pedestrians and cyclists and is awaiting further research carried out by TfL as part of their trial to allow them in their bus lanes before making any changes.
It was felt that Sunday frequency of public transport was poor and that this undermined public transport as a realistic alternative to the car	Noted, this can be raised through our public transport liaison group
A 24 hr service on trains was requested as vital to encourage people to use public transport	Noted, this can be raised through our public transport liaison group
There was a request for bus timetables at all stops as well as a countdown service	Noted, this can be raised through our public transport liaison group
There was a request that train stations be made safer at night. Brixton Station was mentioned as needing improvements. One suggestion made was to encourage mini cabs near all stations.	Noted, this can be raised through our public transport liaison group
There was a request for TfL to increase the congestion zone	Noted, passed to Transport for London
There were complaints about mobility scooters using the roads and pavements and that clearer guidance on their use was needed	Noted.
There was a request for more shopper bus services	Noted

Transport Infrastructure	Response
There was a request for more cross borough routes	Noted, this can be raised through our public transport liaison group
There was a suggestion that London Boroughs should work together to create a park and ride scheme at all M25 junctions for access to central areas.	Noted, passed to London Councils for consideration
There were requests for the tram network to be extended to Lambeth	The Council fully supported the Cross River Tram proposal which sought to bring the tram to Lambeth. However, this has been scrapped due to lack of funding. The Council would be keen to work with TfL and other stakeholders if this proposal was given funding/support in the future.
There was a request for more bus lanes to be introduced to allow buses to travel impeded	Noted, this can be raised through our public transport liaison group
Two respondents asked that Lambeth work with TfL to remove bus routes that were not well used	Noted, this can be raised through our public transport liaison group
There were several requests via the online/postal survey and exhibitions for TfL to extend the tube line to Streatham	Noted, the Council are in discussions with TfL about various possibilities to extend the tube to benefit more residents in Lambeth.
A direct train to East Croydon was requested to help shorten journey time particularly for school children	Noted, this can be raised through our public transport liaison group

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Transport Infrastructure	Response
Requests were made to extend the Victoria line to Brixton Hill, Herne Hill, Tulse Hill, West Norwood and up to Crystal Palace.	Noted, this can be raised through our public transport liaison group
There was a request for a boat service between Vauxhall to The City and Canary Wharf	Noted, this can be raised through our public transport liaison group
There were several requests that the Thameslink Service be maintained for Herne Hill and Tulse Hill and continue past Blackfriars. It was felt that the current proposal favoured suburban commuters and that maintaining and improving transport links for Lambeth residents was vital for the future of the area.	Please see section 3.2.1.1
There were several requests that the East London Line stop at Brixton	Please see section 3.2.1.1
There were requests that Loughborough Junction trains should go to central London and Victoria	Noted, this can be raised through our public transport liaison group

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Street Furniture	Response
Those who commented generally felt that de-cluttering street furniture would improve the environment in the borough and increase residents' appreciation for their streets.	Please see section 4
There was a suggestion that the scrap metal from signs could be used to raise funds	Noted
One respondent asked for better signage particularly around large junctions such as Vauxhall and directional signage promoting the boroughs heritage and cultural spots such as Bonnington Square, Lambeth Palace and St George's Wharf.	Noted
Request for guided signage advising how long it would take to walk between particular train and bus stops to show residents that it was an achievable distance to walk	Please see section 4
Request that pedestrians be given priority in the design of schemes	Please see section 4
pedestrian lights be improved to ensure that they were timed to provide pedestrian priority	Noted, passed to Transport for London
Dog fouling was cited as one of the factors that made walking less pleasant. More dog bins, signage and penalties were requested.	Would need more information on specific locations before being able to pass to our Street Care department
Greater promotion of walking in the borough was suggested	Please see section 4
Improved street lighting was mentioned as an important factor in increasing residents sense of security and encouraging walking	Please see section 4

**APPENDIX B
AREA SPECIFIC COMMENTS FROM THE
EXHIBITIONS**

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Brixton Town Centre (Estimated 10 attendees)	
Bus/Air Quality	Response
Two Stockwell Park Estate residents raised the issue of the bus stand on Stockwell Park Walk. They stated that since recent bus re-routing, the number of buses using the stand have increased. They were very unhappy about bus drivers leaving engines running when parked on the stand. They are unable to leave windows open in their homes due to the excessive noise and air pollution. They also stated that the Low Carbon Zone boundary excludes the bus stand which they felt was intentional and suspicious. They requested that Lambeth liaise with Transport for London to resolve this matter	Noted, this can be raised through our public transport liaison group
There were requests for more trees in Brixton.	Would need specific locations suggested before being able to address this, however see section 4.2.6 on street trees.
There was a request for electric buses to replace the current fleet to reduce noise and air pollution particularly as Brixton was in a low carbon zone.	Noted, passed to Transport for London
Increased bus frequency was said to be important particularly during the morning and evening rush hour.	Noted, this can be raised through our public transport liaison group
There were complaints that routes 118, 155 and 59 were said to be irregular	Noted, this can be raised through our public transport liaison group

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There was a request for that the P5 be returned to its original route.	Noted, this can be raised through our public transport liaison group
Cycling	
Level of provision for cyclists and is disproportionate to the level of provision for pedestrians.	See section 4. However, <i>unsure as to whether this statement is saying cycling or pedestrian provision is higher?</i>
Mayor's Cycle Hire Scheme should be expanded further south in the borough towards Brixton and beyond	Noted, the Council have lobbied TfL for further expansions in the borough
More cycle parking was welcomed i.e. outside the library, Ritz, Town Hall, Herne Hill junction and Milkwood Road.	See section 4. (also locations passed to cycle programme manager)
There was a request for better maintenance of existing cycle parking in the area and that redundant/abandoned/vandalised bikes are removed.	Noted, we will work closely with our street care department to ensure this happens
There was a request for the residential cycle parking scheme to be rolled out more widely.	Noted, we are currently looking into securing other means of funding to role the scheme out
Brixton Road junction where one turns left into Coldharbour was viewed as dangerous for cyclists as <i>'cars regularly cut across lanes'</i> .	Noted, pass to TfL

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Pedestrians	
The footway widening on Brixton Road was welcomed but some people felt that there still was not enough room for pedestrians.	Noted
There was a complaint about the absence of a pedestrian traffic light system at the junction of Loughborough road/Hinton Road and Coldharbour Lane	Noted
There were requests for improved crossing facilities on Coldharbour Lane outside The Green Man.	Noted
There was a request for railings down Brixton Road and new paving outside Brixton Police Station.	Unsure what is meant by railings and where needed. The recent TfL scheme has removed guard railing down the middle of the road to improve safety for pedestrians and improve appearance of the road. The Council tend not to put up railings as contribute to street clutter and often encourage cars to speed, due to feeling a greater separation from pedestrians – see section 4.
Public Transport	
There were several comments about the cost of public transport being too expensive which mirrors the responses from the postal and online survey.	Noted, passed to Transport for London
Some wanted to see more residential bus services i.e. hoppa type services.	Noted, passed to Transport for London
There were requests for the tram to be brought to Brixton. There was a complaint about school children on the buses. In particular the 155 where some children were said to be abusive and noisy.	The Council fully supported the Cross River Tram proposal which sought to bring the tram to Lambeth. However, this has been scrapped due to lack of funding. The Council would be keen to work with TfL and other stakeholders if this proposal was given funding/support in the future.

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	Bus issues – this can be raised through our public transport liaison group
Public Realm	
Brixton Central Square and the Herne Hill Scheme received many positive comments. More public realm schemes like this were welcomed.	noted
Road and footway condition was said to be very poor on some streets which mirrors the response to the postal survey.	Noted, see section 4.2.2
There was a request for increased pedestrian space on Atlantic Road.	Noted.
There were concerns about walking at night and some felt unsafe.	Noted, see section 4
One respondent said that council should recognise that money was simple a 'tool' for delivering changes but that a <i>'real change or shift was needed so everyone would see the importance of contributing something to improving their own environment.'</i>	Noted
Motor vehicles	
There were requests that HGV delivery lorries have limited access for most of the day.	The Council will work closely with Transport for London and freight operators to promote alternative options for journeys/trips

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Street Furniture	
Badly thought out street furniture was said to make it difficult for people with buggies or wheelchair users. An example was the bus stop for the 35 outside Brixton Tube where there were a series of recycling bins in the middle of where the bus doors open.	Noted, see section 4
At Loughborough Junction Station a series of pavement illuminated advertising aimed at passing motorists were said to make it difficult to see who was around at night.	Noted, this can be raised through our public transport liaison group
Parking	
There was a request that traffic wardens fine motorists for parking on double yellow lines and red routes. Oakfield School was mentioned as a site where this was a problem.	Noted, this will be passed to parking services
There was a request for parking at the doctors' surgery in the Rosendale Road area.	Noted, passed to parking services

Clapham (Estimated 10 attendees)	
Clapham Gateway Project	Response
There was a request that the old toilet block be preserved as it was seen as a historical building reflecting the unique character of the area.	Noted, passed to project manager of scheme
Venn Street Market was complimented as a positive addition to the area.	Noted
One respondent expressed his concern over the project and felt that it had divided the community	Noted, passed to project manager of the scheme
Buses/Air Quality	
Bus countdowns were said to be useful in journey planning and there was a request for more	Noted, passed to Transport for London
There were requests for an update on the extension of route 255. Some commented in favour whilst others were against	Noted, this can be raised through our public transport liaison group

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Cycling	
More cycle parking was requested in Old Town. It was noted that cycle parking provision on the high street had improved	Noted, passed to cycle programme manager
Cyclists generally felt that the cycle superhighway had not improved their commute but was important as it legitimised cyclist's position on the road	Noted
There was a request for better enforcement of cycle lanes. Turning left into Lingham Street from Clapham Road was named as a trouble spot	Noted, passed to police
Several parents said that their children currently rode on the pavement and that they would not allow them to ride on the road when they were older due to safety concerns. More cycle paths were requested	Noted, see section 4
Pedestrians	
There was concern that the timing of lights favoured cars and not pedestrians which contradicted Lambeth's policy of discouraging car use.	Noted, would need specific locations to be able to follow up with Transport for London
The condition of roads and pavements were praised by one respondent	Noted
There were complaints that cars regularly ignored the traffic lights on Clapham High Street outside the Sainsbury's	Noted, passed to the police

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There was a request for more zebra crossings on Clapham Road between Clapham North and Stockwell Road	Noted, passed to Transport for London
There were complaints of rat running in Radbourne Road	Noted, passed to Transportation department for consideration of any measures to improve situation.
Public Transport	
Congestion on the northern line was mentioned with several people saying they had to travel southbound in order to board a train. One person felt that improved bus services towards the City would ease the situation. There was a request for more trains during peak hours.	Noted, this can be raised through our public transport liaison group
There were requests that the platforms at Clapham tube station be extended to ease overcrowding.	Noted, passed to Transport for London
One respondent asked that the central pole on buses in the area for wheelchairs/buggies be removed as it made it difficult to park more than one buggy	Noted, passed to Transport for London
There were also requests for bus drivers to be more considerate to buggies alighting.	Noted, passed to Transport for London
Roadworks	
There was a request for road works to be better coordinated. Also that works be carried out during the weekend or holiday periods to minimise disruption.	Noted, please see section 4.2.2
There was a request for Wandsworth Road pot holes to be repaired opposite no's 595-597.	Passed to highways team

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Traffic calming	
There was a request that the potholes on Clapham Common South Side be repaired.	Passed to highways team
One respondent felt that a 20 mph zone in the area was unnecessary as people drove to the conditions. However two respondents responded positively to the idea of slowing traffic but questioned the effectiveness of humps.	Please see section 4
Another respondent felt that 20 mph zones enforced with cameras were a means for the council to generate revenue.	Please see section 4
Car Clubs	
There was a request for a Car Club bay for Larkhall Estate residents. It was felt that a larger vehicle would be useful to encourage parents to car share i.e. school-run.	A request for Car clubs on estates need to come from estate management before the Council can look into the feasibility of this location. The respondent is encouraged to speak directly with their estate management to put in a request.
Wheelie bins	
589-599 Wandsworth Road - wheelie bins were concentrated in a small area and there were also issues regarding recycling bins left out for a week before collection date. Bin men were also said to leave bins in front of properties which blocked access for residents especially those with wheelchairs and prams. It was felt that more education was needed for residents about recycling.	Passed to Street Care department

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Car Parking	
There was a complaint that Clapham Manor Street had 8 redundant disabled bays which could be used by residents to ease parking pressure	Passed to parking services

Stockwell/Oval (Estimated 8 attendees)	
Greenery	Response
It was felt that there were not enough green spaces in the area. Several requests for additional greenery were made.	Noted please see 4.6.2 – Street Trees
SUDS were mentioned by one resident as a welcome solution to drainage problems.	Noted, we are looking to include SUDS in a number of schemes funding permitted.
It was felt that Windrush Square should include more greenery.	This project is now complete, so it is unlikely that there are any further plans at present to include more trees/greenery.
Public Transport	
Several people felt that public transport was too expensive and that they had to walk or cycle instead. This was a central theme in the postal and online survey results.	Noted.
Transport links, in particular buses, were said to be good. However, there was a complaint of buses (2, 88) bunching.	Noted, this can be raised through our public transport liaison group.
There was a request for another bus service directly into Brixton	Unclear of route wanted?
There was satisfaction with the bus lanes.	Noted

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One resident requested that cars be allowed to use the bus lane on Kennington Road on Saturdays as there was very little traffic	The Council do not believe it would be beneficial to open up bus lanes on Kennington Road to cars, as this would impact both on buses and cyclists that use the lanes, even in light traffic
Vauxhall Cross Gyrotory	
The Vauxhall Cross gyrotory was mentioned by three respondents as unsafe and unfriendly for pedestrians and cyclists.	Noted, please see our Local Development Framework for details of Vauxhall Cross scheme
Parking	
There was a complaint that several parking meters in the area were faulty and that wardens continued to issue tickets. This was said to deter visitors and delivery men to the area which negatively affected local businesses and residents.	Noted, referred to our parking services, although respondent encouraged to contact them direct with specific location.
The current CPZ was mentioned as unnecessary.	Noted
Cycling	
Two residents said they would not feel safe cycling on the road. There were requests for more dedicated cycle lanes. The cycle super highway was felt to be good by one respondent whilst another felt motorists 'tolerated' rather than respected them One resident asked for a highly visible campaign to encourage more residents to cycle.	See section 4

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The Cycle Hire scheme was mentioned as a positive project.	
More secure cycle parking was requested around stations.	See section 4
Lack of residential cycle parking meant that one resident was unable to purchase a larger bicycle.	See section 4
A request was made for portable cycle maps/bicycle sat nav to make it easier for cyclists to get around.	Cycle maps of Lambeth are available; please contact cycling@lambeth.gov.uk for a free copy. A number of apps are available free of charge for cyclists with smart phones, an internet search should be able to show those available.
The zebra crossing at Wyvil School was mentioned as a particularly dangerous as residents were not given enough time to cross	Passed to police as enforcement issue
One person felt that inconsiderate cyclists were an issue for pedestrians at crossings especially the elderly and young children	Noted, please see section 4 for education campaigns designed to encourage considerate cycling
There was a request for cycle parking lifts in stations similar to in Copenhagen.	Passed to Transport for London
Car Clubs	
Car Clubs were deemed to be a sensible initiative however there was a concern that if charges for the service were to increase this would deter people from joining.	Unfortunately the Council is not able to control the cost of car clubs, as this is a matter for the operators.

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One respondent said she would like to join a Car Club but couldn't due to having to carry large and heavy goods for work.	The Council would encourage the respondent to contact the sustainable travel team at Lambeth for information/support on ways to assist with this issue. They can be contacted on 02079260686 or sustainabletravel@lambeth.gov.uk
There was a request that a Car Club be implemented in Stockwell Park Crescent as was proposed 2 years ago.	Passed to project manager for car clubs
Walking	
One respondent said they did not feel safe walking at night and that public realm schemes that improved lighting and encouraged increased footfall were important.	Noted – see section 4
Crossings	
There was a view that the phasing of the crossing lights on Fentiman Road and outside Stockwell Police station did not give much time for the elderly and children to cross.	Noted, passed to Transport for London
20 mph zone	
One respondent felt that a 20 mph zone for the borough would be positive.	Noted, see section 4

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Roads and Pavements	Response
In general these were deemed to be good. One respondent asked that loose paving be monitored. One respondent felt that potholes were particularly dangerous for cyclists and should be repaired quickly to avoid injuries.	Noted, see section 4
There was a request that road works be carried out during weekends and holidays to minimise disruption.	Noted, see section 4.2.2
One resident felt that the pavements under bridges were too narrow and unsafe for pedestrians. Vauxhall and Herne Hill bridges were cited as examples.	Due to bridge supports it is not possible to widen pavements in these areas.
Wilcox Road	
Two requests were made for a market on Wilcox Road to serve residents and in particular the elderly.	Passed to street care department who are currently pursuing this as a scheme
Several residents did not know when the Wilcox Road scheme would be implemented and it was felt that communication with residents had been poor despite the scheme being positive for the area.	Noted

Streatham (Estimated 8 attendees)	
Congestion	Response
Car drivers commented on the level of congestion on the A23 in particular, the bottleneck which occurs between Pinfold Road and St. Leonard's Church. They were unhappy that the carriageway had been narrowed in favour of widening footways.	Noted
Respondents felt that congestion on Streatham High Road was an issue however they were cautious about any proposals that would displace traffic.	Noted
There were concerns that crossing Streatham High Road was unsafe due to the lack of crossing points.	Noted, passed to Transport for London who are currently looking into possible improvements on the High Road.
One person felt that there were too many cars on the road and that improvements should focus on pedestrians as all road users were pedestrians.	Noted, see section 4
Local Facilities/ Services	
Many commented that if local services such as schools and libraries were of a high standard, it would reduce the need for residents to travel further afield.	Noted, but currently outside of the remit of the LTP.

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Bus services	Response
<p>In general, most people that commented were satisfied with the level and standard of bus service provision. Streatham High Road was very well served by numerous bus routes.</p> <p>Some issues raised though included Bus lane is great but is blocked in some areas because of road works. Leads to a less smooth journey.</p>	<p>Noted, passed to Transport for London</p>
<p>Streatham Vale is only served by two routes – 60 and 118 with both running at the same time. It was requested that the two routes be staggered so that waiting times are reduced and the service is more frequent.</p>	<p>Noted, this can be raised at our public transport liaison group</p>
<p>Extend route 60 to Streatham High Road or Brixton Bus Garage. The current alighting point is Streatham Bus Garage which is isolated and far away from local amenities and the next bus stop</p>	<p>Noted, this can be raised at our public transport liaison group</p>
<p>Request made for a bus route from Streatham Vale to Norbury (turning right out of Greyhound Lane)</p>	<p>Noted, this can be raised at our public transport liaison group</p>
<p>Lack of seating at bus stops particularly for older people and other vulnerable users.</p>	<p>Noted, passed to Transport for London</p>

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Railway/Tram	Response
<p>The improvements to Streatham Common Station had been well received. However some residents wanted the Eardley Road entrance to remain open longer. Currently, the second entrance closes at 9pm on weekdays and 5pm on weekends.</p>	<p>Noted, this can be raised at our public transport liaison group</p>
<p>There was a request that the East London line be extended to Streatham.</p>	<p>Please see section 4</p>
<p>Tramlink One resident suggested extending the service from Wimbledon to Elephant & Castle (double route of the Northern line). A route from Clapham Junction via Battersea, Putney and Wimbledon) was also put forward as an option.</p>	<p>Noted, passed to Transport for London</p>
<p>Cycling</p>	
<p>The following requests were made in relation to cycling. Fine drivers for going into cycle lanes and advanced stop lines</p>	<p>Noted, passed to the police – also see section 4</p>
<p>Cyclists going through red lights were a problem for pedestrians</p>	<p>Noted, passed to the police – also see section 4</p>
<p>Request for more cycle lanes and fines for drivers using them</p>	<p>Noted, passed to the police – also see section 4</p>

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Cyclists should be fined for pavement cycling	Noted, passed to the police – also see section 4
Cyclists needed bells and front and rear lights	Noted, please see considerate cycling in section 4
More cycle parking needed	Noted, see section 4
Public Realm	
In general, most people were happy with the TfL public realm improvements on Streatham High Road but some comments/complaints included: TfL planted 'high maintenance' and unattractive trees	Noted
Plant more trees – especially at junction of Streatham Hill/Leigham Court Road	Noted, see section 4.2.6 – Street Trees.
Some did not like the uprights mounted in the footway	Noted
Reinstate the 2 missing benches outside Kwik Fit (near junction with Gracefield Gardens)	Noted, passed to Transport for London

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Public Realm	Response
Very poor footway conditions o/s Streatham Ice Rink which was a key walking route to Streatham railway station.	Noted, passed on to Transport for London for immediate attention. Moreover, this will be improved as part of the Tesco development.
Potholes were identified at the junction of Pinfold Road and Streatham library	Noted, passed to highways team.
Large wheelie bins were seen as an eyesore	Unsure of exact location so unable to respond fully.
Street cleaners were seen as inefficient – some complained they had witnessed cleaners dumping their trolleys to go into betting shops	Passed to Street Care
Street traders should be fined for ‘untidy trading’	Unsure of exact location so unable to respond fully
Footways were not washed – looked dirty and chewing gum was a problem	Unsure of exact location so unable to respond fully
Footways were too narrow	Unsure of exact location so unable to respond fully
The pavements along Estreham Road were said to need repaving	Passed to highways team.

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Road Danger Reduction	Response
One resident complained that the Council had granted planning permission for 3 nurseries in Blairderry Road. He said this had increased both congestion on the street and traffic speeds.	Noted
One way system and no through roads close to Streatham Hill station (e.g. Sternhold Avenue and Drewstead Road) were said to be poorly signed	Noted, passed to highways team.
There was a request for traffic calming on Barrow Road.	Noted, passed to transportation team
One resident suggested more 20 MPH zones or a borough-wide 20 MPH speed limit.	See section 4
The smiley face SIDs were seen as positive.	Noted
One resident felt that a British Summertime extension would reduce pedestrian and cyclist casualty numbers.	Noted, outside of the scope of the Council though.
There was a request for a crossing at the junction of Streatham Common South & Streatham High Road at the Sainsbury's	Noted passed to Transport for London

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Parking	Response
A resident said there were far too many small CPZ's which caused a lot of confusion for residents themselves. He suggested a borough wide CPZ with a blanket two-hour restriction during the day to eliminate any commuter parking issues.	Noted, to date this has not been possible to achieve due to consultations with residents who are (in some areas) opposed to the introduction of parking controls such as CPZ's. Also, the differing nature of the borough means that it is not desirable to have standardised parking restrictions, i.e., in areas of high stress such as the South Bank/Brixton longer operation hours are required than say West Norwood.
Some felt that Lambeth was a car 'unfriendly' borough trapping drivers in to fines.	Noted, however disagree. The Council has a duty to ensure the smooth flow of traffic, safety for road users and so must ensure parked cars are done so in accordance with publicised parking regulations. Fines are issued only where regulations are not adhered to.
There were requests that parking around Streatham Station be reviewed to reduce congestion in this area.	Noted, passed to parking team.
Sustainable Transport	
One resident suggested an electric vehicle hire scheme which would work in a similar way to the Cycle Hire Scheme.	Noted, although this is not something that the Council would be able to administer unilaterally due to funding constraints.
LIP objectives	
It was felt that CO2 and Air Quality objectives were too similar and should be combined.	Noted.
Car Clubs	

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There were requests for more Car Club bays in Streatham Hill.	Noted, passed to project manager for car clubs
The Car Club bays outside Streatham Common Station were said to not be used often and would be better as residents parking.	Noted, passed to project manager to ascertain usage figures

Waterloo (Estimated 5 attendees)	
Cycling	Response
One person commented on the fact that cyclists required no insurance and/or road tax. This was a problem for drivers and pedestrians when involved in accidents with cyclists who could be identified.	This is outside the remit of the Council. Licensing/insurance would need to come from central government.
It was felt that two-way cycling along one way streets was a good idea but there was a lack of signage to formalise this. It also led to confusion as to where it is and is not allowed.	The Council is working closely with the Department for Transport to improve signage for two way cycling. Currently the Council is restricted in the types of signage it can use – i.e. is legally only allowed to use the flying motorbike symbol, as opposed to a No Entry sign with except cycling underneath. It is hoped that this will change soon so that signage becomes much clearer.
Cycling without lights especially in winter was seen as very dangerous.	Agreed, see section 4
The Cycle Hire Scheme was seen as a very good project.	Noted
This person also said there should be more nationwide TV campaigns relating to cyclists and road safety (similar to the motorcycle ads).	Noted, this is currently outside the scope of the Council due to cost of adverts but the Council supports Transport for London advert campaigns for cycling and road safety.

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More cycle parking was requested around the South Bank.	Noted, passed to cycle programme manager for consideration
Safe pedestrian crossings were requested at the Hercules Road junction.	Noted, passed to transportation team for consideration
Pedestrians	Response
2 people commented that priority should be focused on pedestrian movement as they are the most vulnerable group compared to cyclists and drivers.	Noted, see section 4
2 people said they would like to see more diagonal crossings like at Oxford Circus and Balham High Road.	Noted, unsure of specific areas in which this would be feasible due to funding constraints, but the council will work closely with Transport for London if a specific location appears to be desirable for such treatment.
Crossing times at the Baylis Road/Waterloo Road were said to be insufficient as it only allowed pedestrians to cross one half of the road at a time.	Noted, passed to Transport for London
The crossing point on Waterloo Road (opposite Sainsbury's) was seen as dangerous. It was suggested that the crossing point should be raised in order to slow down vehicular traffic.	Noted, passed to Transportation team for consideration
Pedestrian access by Spur Road/Baylis Road was seen as dangerous with taxis travelling quite fast.	Noted, passed to transportation team for consideration

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Guard rail removal was seen as a positive thing for pedestrian access.	noted
Baylis Road/Tanswell Street – there is a problem with leaks but it was recognised that this was a Thames Water issue.	Noted
The rubbish compactor on Lower Marsh was seen as a visual eye sore and should be removed.	Noted, the Council are working closely with various stakeholders on this issue in relation to the Lower Marsh major project scheme.
It was commented that there was poor lighting at pedestrian crossings particularly in winter.	Noted, without specific location unable to respond fully
One person commented that pedestrians were often not seen as they got caught in a driver's blind spot. This person added there should be a nationwide or at London-wide campaign led by the Mayor's office for pedestrians to wear appropriate clothing in the winter months.	See section 4, in line with our road danger reduction approach the Council believe the onus is on drivers to look out for pedestrians particularly in winter months when it is dark. The Council do not believe that all pedestrians should have to wear hi vis clothing to be seen. However, the Council would encourage pedestrians to take extra care in winter months and ensure they only cross when it is safe to do so.
Schemes like The Cut were seen as a very positive for the local area. It was felt that it helped with personal security due to increased lighting and more foot fall.	noted
Shared space	
One person said this was a good idea in principle but it required changing people's mindset. It was felt that car drivers would still feel they have priority which could be dangerous for other modes.	noted

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It was felt that the shared space in Sloane Square didn't work very well	Noted, but outside of Lambeth so unable to comment fully.
20mph zones	
It was felt there should be a borough wide 20 MPH zone but with more enforcement.	See section 4 for comments on 20mph zones.
Speed humps were seen as better than cushions. One person commented that drivers, in particular those driving company vehicles (rather than their own) did not slow down as it was not their own vehicle getting damaged.	Noted
Car Clubs	
Car Clubs were seen as a good idea although some were put off by high membership fees.	Noted
Another person said they would use Car Clubs if they were allowed to smoke in the vehicle.	Noted, outside of the remit of the Council – this is an operator issue.
Parking	
One person thought there were too many visitor parking spaces in the South Bank area. They felt that parking should be consolidated as well as restricted on a Sunday.	Noted, passed to parking services
However, another person commented that there was a need for unrestricted parking on Sundays as for many people this is the one day they spend on family outings etc	Noted, passed to parking services

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Air Quality	
There was an issue with taxis idling at Waterloo Station. One person said that this could mean up to 60 vehicles at a time with engines running.	Noted, see section 4.2.3
There was also an issue along the Embankment with coaches leaving their engines running.	Noted, see section 4.2.3
West Norwood (Estimated 20 attendees)	
Tulse Hill	Response
Three people commented that the new one-way system around Tulse Hill Station was very confusing for pedestrians with the middle bus lane on Norwood Road causing danger as pedestrians didn't expect a vehicle to be coming from that direction	Noted
Public Realm	
Herne Hill pedestrianised area was viewed as a very good scheme	Noted
Windrush Square – was mentioned as a good public space however it was felt that more events could be held there to connect people to the space i.e. early morning Thai Chi, chess.	Noted, passed to Brixton Town Centre Manager for consideration
One respondent felt that there should be consistency between schemes carried out by TfL in Lambeth i.e. cycle superhighways and	Noted, unfortunately whilst Lambeth make specific comments on schemes designed by Transport for London, we are not always able

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schemes designed by Lambeth i.e. Cavendish Road scheme which was praised.	to influence their design.
Norwood Road	
Several people commented that there was severe parking stress on Norwood Road in the shopping area causing major congestion. Residents felt that this was mainly caused by commuter parking. There were suggestions that parking should be banned in this area with double yellow lines along this section of Norwood Road, perhaps with some short-term parking bays to allow some parking to access shops. One resident suggested a multi-storey car park to relieve parking stress.	Noted, the Council are applying for funding to implement a major scheme in Norwood that would seek to address a number of these issues.
Norwood Road	
There were complaints that local residents drove to the shops and train station unnecessarily and that controlled parking should be implemented to stop this.	Noted, if residents request a controlled parking zone in their area they are asked to contact the council direct and this can be considered on its merit.
Requests were made for bus lanes or cycle lanes along Norwood Road with double yellow lines would reduce congestion and make it much more attractive for cyclists.	Noted, the Council are applying for funding to implement a major scheme in Norwood that would seek to address a number of these issues.
There were requests for more crossing points on Norwood Road.	Noted, the Council are applying for funding to implement a major scheme in Norwood that would seek to address a number of these issues.
There was a request for traffic lights at the start of Central Hill.	Noted, passed to Transport for London

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<p>Junction of Robson Road and Norwood Road</p>	
<p>Several people mentioned that Robson Road was very hard to cross at the junction with Norwood Road and had no pedestrian crossing phase. It was a wide-mouthed junction with cars coming from four possible directions including the slip road, and felt very risky to cross over, especially for elderly people and parents with buggies and young children. Pedestrian phase required.</p>	<p>Noted, the Council are applying for funding to implement a major scheme in Norwood that would seek to address a number of these issues.</p>
<p>Knight's Hill/Norwood Road</p>	
<p>The junction with Knights Hill was very congested and felt very dangerous.</p>	<p>Noted, the Council are applying for funding to implement a major scheme in Norwood that would seek to address a number of these issues.</p>
<p>Brixton Town Centre</p>	
<p>One resident commented that the scheme around Lambeth Town Hall and Windrush Square was a great improvement and great for pedestrians, but the traffic system felt worse for vehicles coming down Effra Road, going round the one-way system and wanting to turn right into Coldharbour or continue straight down Brixton Road.</p>	<p>Noted, passed to Transport for London</p>
<p>Road danger reduction</p>	
<p>Opinion was split with some in favour of 20 mph zones around all schools, but not so keen on this in all residential areas. Others said they preferred road narrowing's to speed humps to enforce 20 mph zones.</p>	<p>noted</p>

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One respondent felt that children and cyclists were the most vulnerable and the focus of RDR initiatives should be to protect these groups.	Noted, see section 4
Road danger reduction	
One respondent said they supported the plans to encourage walking and cycling and keeping cyclists safe.	noted
Two respondents felt that RDR was a step in the right direction and that Lambeth should target car drivers - not just other road users. There was support for the HGV training scheme and there was a suggestion to roll this out to companies across Lambeth.	noted
Some felt that 20 mph zones were ineffective and didn't make them feel any safer. There was a preference for sinusoidal humps over speed cushions.	noted
2 requests were received to keep the school crossing patrol service running	Noted, unfortunately the school crossing patrol is not a statutory service and in view of the unprecedented cuts that the Council is required to make, we are not able to provide this service free of charge to schools. The Council is working closely with schools to offer it as a buy back service, which we hope a number of schools will be able to take up.

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Cycling	
There was a suggestion for group cycles at a weekend. One individual (cyclist and self-employed electrician and van driver) might be interested in cycle training for self-employed tradesmen. Several respondents felt the roads were too narrow for children to cycle and that a dedicated lane would be much safer	Noted, would encourage respondents to contact cycling@lambeth.gov.uk for information on cycle training and help with setting up group rides.
One respondent complained that cyclists frequently jumped red lights and that policing was needed. There was a suggestion that Lambeth's CCTV crew be employed to monitor this at a specific location for a week, then revisit the same location afterwards to see if there was a change in behaviour.	Noted, passed on to police as Council unable to enforce traffic offences.
Cycling	
There was a complaint that the cycle superhighway scheme had increased congestion	Noted, passed to Transport for London
Several respondents said that they would like to cycle but didn't have access to a bicycle.	Noted, respondents encouraged to contact cycling@lambeth.gov.uk for information on accessing affordable bicycles
There were requests for the cycle hire scheme to be expanded.	Noted, the Council have lobbied Transport for London for an extension to the scheme.
Public Transport	
Several people commented that bus services were not reliable, with buses on the same route coming along in pairs – one completely full, one empty. More than one person mentioned that that the 322 was	Noted, can be raised at the public transport liaison group meetings

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very infrequent and that the area it covered was poorly served by buses.	
The train service from Tulse Hill towards Wimbledon was felt to be unreliable.	Noted, can be raised at the public transport liaison group meetings
The 436, 36, 322 were mentioned as good. However there was a complaint that the 322 did not pull into the kerb on Norwood Road which made it difficult for older/disabled residents to get on. One respondent complained that the 3 was not frequent enough.	Noted, can be raised at the public transport liaison group meetings
Public Transport	
There was a complaint that there was no bus stop between Harpenden Road and Christchurch Road, so long gap between stops.	Noted, can be raised at the public transport liaison group meetings
One respondent was disappointed by the increase in bus fares.	Noted, outside of the remit of the Council.
Pedestrians	
A few people commented on the poor condition of the roads with potholes making it dangerous for cyclists and uneven pavements causing problems for pedestrians.	Noted, see section 4.2.2
It was felt that the health benefits of walking should be promoted to encourage people to stop driving.	Noted, see section 4

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Several respondents complained that there were several potholes on the road since the snow in December.	Unable to respond fully without a specific location
There was a complaint that the main roads in the ward were not gritted as promised. Auckland Hill.	Noted, passed on to highways team
The condition of the pavements on Knight's Hill near the undertakers shop was said to be poor as well as the pavements by the church on Norwood Road.	Noted, passed on to highways team
Dog fouling was mentioned as an issue, and the fact that it was not cleared away.	Unable to respond fully without a specific location
Pedestrians	
Several respondents mentioned that the streets were unclean	Unable to respond without a specific location
Motorists	
A few people commented about the problems caused by inconsiderate drivers in Lambeth, and one person said that the flashing signs with speed limits and smiley faces had a very positive effect as a reminder to drivers. One said that drivers were more aggressive in Lambeth than in north London	Noted
Street furniture	

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De-cluttering was seen as positive provided essential elements were not removed such as street signage which help encourage walking, <i>'don't remove necessary signage for aesthetic reasons.'</i>	Noted
Street works	
There was a complaint that Conway's did not clear up quickly after works i.e. Lancaster Road – clear up only completed 6 months afterwards.	Noted, passed to highways team
Public realm restructure	
Request that the new structure be communicated to stakeholders.	Noted.
Objectives/Delivery Plan	
One respondent felt objectives should include <i>'maintaining local and reliable routes'</i> particularly for buses and trains	Noted, see amended objective in 4.2.2
One resident felt the delivery plan did not convey what the LTP would mean in real terms for Lambeth residents	Unable to respond as need more detail as to what this means.

APPENDIX C
KEY DEMOGRAPHIC PROFILE OF PUBLIC RESPONSE

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Category		Lambeth Transport Plan (LTP)	LTP based on valid responses only	Lambeth based on 2001 census figures
Gender	Male	36% (360)	47%	51.5%
	Female	40% (403)	53%	48.5%
	Not answered	24% (242)	-	
	Total	(100%) 1005	(100%) 763	
Age	Under 25	2% (22)	3%	Unable to make a comparison due to different age categories used
	25-34	15% (151)	19%	
	35-44	18% (182)	22%	
	45-54	17% (171)	21%	
	55+	28% (280)	35%	
	Not answered	20% (199)	-	
	Total	(100%) 1005	(100%) 806	
Disability	Yes	16% (157)	20%	16.2%
	No	62% (621)	80%	83.8%
	Not answered	22% (227)		
	Total	(100%) 1005	(100%) 778	
Ethnicity	White	43% (432)	BME 22% (126)	BME 27%
	Mixed	3% (27)	White 75% (432)	White 67%
	Black Caribbean	4% (40)	Other 3% (20)	Other 6%
	Black African	3% (30)		
	Black Other	1% (6)		
	Indian	1% (14)		
	Pakistani	1 (-)		
	Bangladeshi	1 (-)		
	Asian other	4 (-)		
	Chinese	3 (-)		
	Other	2% (20)		
	Not answered	43% (427)		
	Total	(100%) 1005	100% (578)	

**APPENDIX D
CONSULTATION LEAFLET**

third fold and tick in

2

first fold

second fold

Consultation - Lambeth Transport Plan

Help shape the Lambeth Transport Plan



If you would like any of this information in large print, Braille, audiotape or another language please contact 020 7926 2320.

<p>Spanish Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2320.</p> <p>Portuguese Se deseja esta informação nouro idioma e favor telefonar para 020 7926 2320</p> <p>French Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2320</p>	<p>Twi Se wopre asa nkaaboy yi wo kaas koforo mu a tee 020 7926 2320</p> <p>Yoruba Ti e ba le imorin yi, n' àdè Òmíràn, èjì, è kàn wá fágogò 020 7926 2320</p> <p>Bengal এই তথ্য অন্য ভাষায় জানতে চাইলে ০২০ ৭৯২৬ ২৩২০</p>
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What is the Lambeth Transport Plan?

The Lambeth Transport Plan is a document that will guide the way we look after and improve transport in Lambeth over the next twenty years.

The Lambeth Transport Plan sets out our transport objectives and how we plan to meet them. Our goals are in line with the Mayor of London's Transport Strategy and Lambeth's corporate priorities. It also sets out a funding plan for the next three years which will demonstrate how we seek to prioritise the funding we receive from Transport for London to spend on transport projects in the borough.

We are now seeking your views on the draft plan, our new road danger reduction strategy and a strategic environmental assessment of the plan which is required as part of the process.

Have your say

The Lambeth Transport Plan will affect everyone in the borough. By giving us your input we can make sure your ideas are considered in our improvement plans.

This leaflet summarises the goals and actions in the Lambeth Transport Plan and asks for your. Please take some time to read it and complete the questionnaire on page 3.

[Returning your questionnaire is free of charge.](#)

For more information

If you would like to discuss the Lambeth Transport Plan please come along to one of the exhibitions taking place in February 2011. Full details are shown on page 2 of this leaflet.

Alternatively, please contact Patricia Witter:

Phone: 020 7926 2320 or 020 7926 2827
Email: pwitter2@lambeth.gov.uk
Address: see back of leaflet

The draft Lambeth Transport Plan, road danger reduction strategy and strategic environment assessment is available at www.lambeth.gov.uk/transportplan

Our transport goals

- To promote sustainable, healthy travel
- To improve the condition of principal roads
- To improve air quality
- To reduce the real and perceived danger on Lambeth's roads
- To reduce CO2 emissions

Our goals are long term and will be delivered in the next 10 to 15 years.

Our action plan

We plan to deliver our goals through the actions listed on the questionnaire.

Our actions are part of a new road danger reduction approach to improving transport in Lambeth. This aims to reduce the speed and number of motorised vehicles in Lambeth and will encourage residents to choose active, green and non-threatening forms of transport such as walking and cycling. Where possible we will also deliver neighbourhood projects that introduce a range of improvements to the public spaces in an area rather than single changes to individual streets.

Some of the activities in our action plan are already happening under the current Lambeth Transport Plan as shown in the photographs.



Car Clubs (pay as you go locally based car bays) near Brockwell Park.



Child pedestrian training outside a Lambeth school.



Bus and lorry drivers on a cycle awareness course where they experience the road from a cyclist's point of view.

What happens next?

A summary of the consultation outcome and our response will be available in May 2011 at www.lambeth.gov.uk/transportplan. If you would like a hard copy please contact us using the details on the front page of this leaflet.

Library exhibitions

- Streatham** on Tuesday 8 February 2011, 3 to 7pm, 63 Streatham High Road, SW16 1PL
- West Norwood** on Saturday 12 February 2011, 12 to 4pm, Norwood High Street, SE27 9JX
- Waterloo** on Tuesday 15 February 2011, 2 to 6pm, 114-116 Lower Marsh, SE1 7AE
- South Lambeth** on Wednesday 16 February 2011, 2 to 6 pm, 180 South Lambeth Road, SW8 1QP
- Clapham** on Thursday 17 February 2011, 3 to 7pm, 1 Northside, Clapham Common, SW4 0DQ
- Brixton** on Saturday 19 February 2011, 12 to 4pm, Brixton Hill Parade (next to the Ritzy cinema)

Questionnaire

Please complete this questionnaire, fold it as shown on the back and return it by 11 March 2011.

Q1. How important are these transport goals?

	Very important	Fairly important	Not very important	Not at all important	No opinion
To promote sustainable, healthy travel	<input type="checkbox"/>				
To improve the condition of principal roads	<input type="checkbox"/>				
To improve air quality	<input type="checkbox"/>				
To reduce the real and perceived danger on Lambeth's roads	<input type="checkbox"/>				
To reduce CO2 emissions	<input type="checkbox"/>				

Q2. Do you agree with a road danger reduction approach to improving transport in Lambeth?

Yes No No opinion

Q3. How important are these transport actions?

	Very important	Fairly important	Not very important	Not at all important	No opinion
To deliver neighbourhood projects	<input type="checkbox"/>				
To improve public spaces for pedestrians	<input type="checkbox"/>				
To reduce and slow traffic	<input type="checkbox"/>				
To promote sustainable and safe transport	<input type="checkbox"/>				
To educate motorists to the danger they pose	<input type="checkbox"/>				
To tackle inconsiderate driving	<input type="checkbox"/>				
To improve cycle access	<input type="checkbox"/>				
To tackle inconsiderate cycling	<input type="checkbox"/>				
To provide secure cycle parking	<input type="checkbox"/>				
To promote cycling training for all ages	<input type="checkbox"/>				
To increase the number of car club bays	<input type="checkbox"/>				
To promote the use of electric vehicles	<input type="checkbox"/>				
To improve bus, rail, train and tube services by lobbying Transport for London	<input type="checkbox"/>				

Q4. Do you have any other transport goals and/or actions you would like to add?

Name/Business Name:

Postcode: