

Appendix 1: Lambeth Covid-19 Transport Strategy Programme

1. Background

Building on the Council's initial response, we have identified a range of measures that will be necessary in order to ensure the safe and effective functioning of the transport network and a sustainable recovery from the C-19 pandemic. Many of the proposed interventions are already included in the Council's adopted Transport Strategy 2019. The Transport Strategy Implementation Plan (TSIP) is accelerated in the programme set out below.

The key principles of our response have already been agreed as:

1. Support vulnerable people
2. Enable compliance with government guidance
3. Enable essential journeys to be made safely
4. Support the local economy
5. Plan for now, near and longer term
6. Consistency and transparency

In addition to the above we will need to ensure that our response is fair, inclusive and helps to tackle inequalities that will otherwise be exacerbated by reduced access to the public transport network over the coming months.

We have also made clear that a return to the 'status quo', where many of our streets are dominated by motor vehicles with the resulting road danger, air quality and climate change impacts, is not an option and the identified programme includes measures to prevent this from happening.

Different measures are required at different times. We are now approaching the end of the current 'lockdown' period during which mobility has been discouraged. Our focus over this period has been on ensuring our streets allow the Government's social distancing criteria to be maintained, for example by widening footways. As movement restrictions are eased we now need to make sure this can take place without a significant increase in motor vehicular traffic that will increase road danger, block our highway network, worsen air quality and deter more walking and cycling. The programme identified in this report focuses on this transition phase.

2. Intervention types

We have identified a number of strands that will comprise our programme of interventions. These are:

- Footway widening

Building on our existing programme by identifying key locations and allocating carriageway space to pedestrians.

- Low Traffic Neighbourhoods

Accelerating and expanding the planned TSIP programme to remove through motor traffic from local areas. See Appendix C for borough map.

- Healthy Routes

Accelerating the planned TSIP programme, focussing on key links providing access to healthcare, employment and town centres. Healthy Routes are about more walking and cycling and we want to ensure that they work for everyone, for example by trialling the concept of 'mobility lanes' that cater for both cycling and mobility vehicles.

- Access only roads

To complement LTNs and Healthy Routes, we have identified a number of key locations where it will be necessary to remove through motor traffic in order to address safety issues and to create more space for people.

- Supporting measures

We need to keep thinking about journeys from start to end, making sure that people have access to the facilities, equipment, information, skills and confidence that they will need in order to take advantage of the new infrastructure that we plan to provide. We will be asking people to change their habitual behaviour and we need to try to remove real and perceived barriers to this right across our diverse communities.

All infrastructure interventions will be of a temporary nature in the first instance and will be demountable.

3. Programme scenarios

We want to do everything in our programme, but while Government funding to enable local authorities to implement Covid-19 transport response measures has now been announced, at the time of writing we do not know the amount that will be available to boroughs in London or how this will be allocated. We have therefore identified three scenarios.

The first scenario (Baseline) is the one we will implement regardless, using limited Council funds if absolutely necessary. The third scenario (Max) includes the full programme we stand ready to implement, subject to funding from Government. We have also identified an interim scenario (Baseline+) should funding not be available for full implementation. The content of each scenario is outline at Appendix A.

4. Transport for London Roads

It is more important than ever to work closely with TfL to co-ordinate our response. We are already doing so and improvement measures have already resulted, for example widened pavements in Brixton town centre. In discussion with TfL, we have identified a number of key priorities that we wish to work together to deliver. These are:

- A23 corridor improvements, Streatham to Waterloo;
- A3 corridor improvements, Clapham to Elephant and Castle;
- Improvements to the Vauxhall Gyratory
- Improvements to the Waterloo area

The above list is not exhaustive and we will continue to work with TfL to identify other priority locations and bring forward improvements. We will also continue to promote:

- Re-phasing of traffic signals* to reduce wait time for pedestrians, particularly where footway crowding may be an issue e.g. in town centres.

- Re-introduction of traffic restraint measures such as the Congestion Charge / ULEZ and parking controls, with exemptions for key workers.

*TfL are responsible for all traffic signals in London.

5. Government

Transport for London require immediate and sustained support from Central Government in order to keep the capital moving and respond to Covid-19. Under the GLA Act boroughs are required to work with the Mayor to deliver his strategy and in turn TfL make funding available to the boroughs for this purpose. Lambeth's ability to respond is now dependent on Government releasing funds to allow this to happen.

As well as financial support, the regulatory framework around highways also sits with the Government. We welcome recently announced amendments to the Traffic Management Act to broaden the Network Management Duty to consider the need to re-allocate road space to sustainable modes in response to Covid-19. We also note the intention to bring forward trials of e-scooters in response to the need to enable social distancing and Lambeth is ready to participate in such trials, allowing these vehicles to use the carriageway. The council supports further legislative changes, especially those that protect those most at risk on our roads and that devolve and decentralise powers to enable greater flexibility and control at a local level. A specific response that we feel would be beneficial at this time would be to enable mobility vehicles to make use of cycle tracks, including the new infrastructure that is to be provided.

6. Costs

All TfL funding programmes are currently suspended, including the Local Implementation Plan and related work streams. Pending confirmation of emergency Government funding, the Council will re-purpose funds from its Highway Improvement Programme to cover cost of the Baseline scenario, which is estimated at £1,796,000, but expects this to be reimbursed via TfL's emergency response allocation from Government.

The estimated total cost of the full programme is expected to be in the region of £3-4 million and we will submit an application to TfL for emergency response funding to cover this.

Wherever possible, we will identify low cost interventions while ensuring schemes are safe, robustly planned and designed with the use of good quality suitable materials. In this we will consider the trade-off between the high maintenance cost of some temporary materials as opposed to semi-permanent (dismountable) interventions and also the need to deliver attractive, green and welcoming streets and spaces.

7. Stakeholder engagement

Accelerating the delivery of agreed programmes will require a streamlined approach to stakeholder engagement. Our Transport Strategy achieved a high degree of support and we are confident that there is strong backing for many of the measures we have identified. For several elements of the programme a significant amount of community engagement has already taken place.

As well as meeting the statutory requirements for public consultation and working closely with key stakeholders, we are committed to engaging with our communities as we roll out the programme. We have already launched an information and engagement website for this purpose (<https://lambethtransportcovidresponse.commonplace.is/>) and we will provide as much advanced notice as possible prior to implementation of schemes. For schemes already identified in the TSIP we will then work with local people to refine and improve proposals

with a view to making them permanent. All schemes will be kept under constant review and modified as necessary in response to feedback received.

We will make sure all interventions are inclusive and accessible and will work with local expert advisory groups to check, audit and review our plans as they come forward.

8. Governance

The Strategic Directors for Sustainable Growth and Opportunity will oversee and agree the response in consultation with the Strategic Director, Resident's Services and the Deputy Leader (Sustainable Transport, Environment and Clean Air).

Ward members will be advised of proposed measures in their areas and asked to share their local knowledge.

The Strategic Directors for Sustainable Growth and Opportunity will be responsible for delegated decisions relating to programme scope and development.

The Strategic Director for Resident's Services will be responsible for delegated decisions relating to project implementation.

Day to day decisions to be taken the project team.

Appendix A: Programme Scenarios (borough roads)

Baseline

All measures in the Baseline scenario to be implemented regardless of availability of external funding.

Intervention type	Location	Cost
Footway widening	Up to ten locations (including existing locations)	150,000
Low Traffic Neighbourhoods (see map at Appendix C)	Oval (RS), Railton (KU), Ferndale (RJ), Streatham Hill (LQ)	427,000
Healthy Routes	Cycleway 5, Loughborough Road, Kennington Road	976,000
Access only roads	Cornwall Road, St Matthew's Road, Windmill Drive	93,000
Supporting measures: Package of School Streets, bike hangars, parklets, cycle training and promotion.		150,000
		1,796,000

Footway locations will be prioritised based on evidence of need, including stakeholder and community feedback.

LTNs have been selected based on Transport Strategy Implementation Plan priorities and where development / engagement work has already been carried out. LTNs are considered the most cost efficient and effective tool for delivering change over the programme period.

LTNs will be complemented by selected Healthy Route links that help deliver a connected network for walking and cycling. Cycleway 5 relieves the Northern Line Corridor and provides access to St Thomas's Hospital, Loughborough Road provides a key link from the east side of the borough and Kennington Road (A23) is the point at which key routes

converge for access to Waterloo and Central London. These interventions will complement expected changes to the A23 and A3 to be led by TfL.

Implementation of the Gipsy Hill to Brockwell Park Healthy Route is also considered a high priority, but feasibility work to date suggests this may be challenging to implement as a temporary scheme and that other approaches, such as traffic restrictions, may be more appropriate in the short term.

Roads prioritised for access only are planned schemes that will be accelerated in order to reduce road danger and create more space for walking and cycling.

Changes will be required to prevent congestion and road danger around schools and to enable walking and cycling for education trips and we will bring forward our School Streets programme in response together with a package of measures to promote and enable active travel.

Appendix B below shows the high level implementation Plan for the Baseline scenario.

Baseline+ (includes Baseline scenario)

This scenario builds on the Baseline scenario and outlines the next tranche of priority interventions to be included in any bid for TfL / DfT funding. Further feasibility work is required to scope the interventions needed to deliver Baseline+.

Intervention type	Location
Footway widening	Additional locations as required.
Low Traffic Neighbourhoods (see map at Appendix C)	Streatham Wells (FL), Brixton Hill (DM), Tulse Hill (QW).
Healthy Routes	Barrington Road, Atlantic Road, Streatham to Peckham Cycleway.
Access only roads	Additional locations as required.
Junction priority	Locations to be identified based on Transport Strategy evidence base.
Supporting measures: Enhanced package of School Streets, parklets, bike hangars, cycle training and promotion.	

The identification and delivery of further Low Traffic Neighbourhoods will be influenced by TfL proposals to re-allocate road space on main arterial corridors. The areas provisionally included in Baseline+ assume significant interventions on the A23 corridor that may require additional protection for local streets in response. The identified areas will also help deliver key links in our Healthy Route network.

The Barrington and Atlantic Road links are both key elements of the Brixton Liveable Neighbourhood project. The nature of the response required for Atlantic Road will be influenced by the implementation of the Railton Road LTN which is expected to significantly reduce traffic on the B223 corridor. Streatham to Peckham will link the Streatham Hill and Railton LTN areas via Herne Hill.

Baseline+ also includes a programme of changes to junctions to increase priority for pedestrians and cyclists, for example with the use of temporary traffic signals.

Max (includes Baseline and Baseline+)

The Max scenario represents the full programme that we intend to implement over the next six months provided TfL / DfT funding is made available for this. Further feasibility work is required to scope the interventions needed to deliver this scenario.

Intervention type	Location
Footway widening	Additional locations as required.
Low Traffic Neighbourhoods (see map at Appendix C)	Up to five additional LTN areas
Healthy Routes	Coldharbour Lane, Brixton Water Lane
Access only roads	Additional locations as required.
Junction priority	Additional locations as required.
Supporting measures: Comprehensive package of School Streets, parklets, bike hangars, cycle training and promotion.	

Additional LTN areas will be prioritised based on expected changes to the TfL road network.

Coldharbour Lane and Brixton Water Lane are key strategic east-west routes in our Healthy Route Network, linking town centres, health care facilities and open spaces to neighbourhood areas. Each require significant re-allocation of road space / changes to highway operation.

See Appendices B and C below.

Appendix B: Delivery timeline

The programme below shows projected timescales for the interventions included in the Baseline scenario. The timeline is ambitious in order to meet urgent need and is subject to revision following a more detailed resource planning exercise. All schemes will be delivered at the earliest possible opportunity, while ensuring robust design and the necessary statutory processes (where applicable) as well as the provision of advanced notice to local stakeholders. Basic traffic management tools will be used in the first instance, with scheme modifications and enhancements to follow.

Project component	11.05.20	18.05.20	25.05.20	01.06.20	08.06.20	15.06.20	22.06.20	29.06.20	06.07.20	13.07.20	20.07.20	27.07.20
1. Oval LTN												
Design	█	█										
Statutory consultation and engagement		█	█	█								
Implementation				█								
Monitoring					█	█	█	█	█	█	█	█
2. Railton LTN												
Design	█	█	█									
Statutory consultation and engagement			█	█	█							
Implementation					█	█						
Monitoring						█	█	█	█	█	█	█
3. Ferndale LTN												
Design			█	█								
Statutory consultation and engagement					█	█	█					
Implementation							█					
Monitoring								█	█	█	█	█
4. Streatham Hill LTN												
Design					█	█						
Statutory consultation and engagement							█	█	█			
Implementation									█			
Monitoring										█	█	█
5. Cycleway 5												
Design	█	█										
Statutory consultation and engagement			█	█								
Implementation					█	█						
Monitoring						█	█	█	█	█	█	█

Project component	11.05.20	18.05.20	25.05.20	01.06.20	08.06.20	15.06.20	22.06.20	29.06.20	06.07.20	13.07.20	20.07.20	27.07.20
6. Loughborough Road												
Design												
Statutory consultation and engagement												
Implementation												
Monitoring												
7. Kennington Road												
Design												
Statutory consultation and engagement												
Implementation												
Monitoring												
8. Cornwall Road												
Design												
Statutory consultation and engagement												
Implementation												
Monitoring												
8. St Matthew's Road												
Design												
Statutory consultation and engagement												
Implementation												
Monitoring												
8. Windmill Drive												
Design												
Statutory consultation and engagement												
Implementation												
Monitoring												

Appendix C: Low Traffic Neighbourhoods TSIP Assessment

