

(xi) an appropriate replacement for the former Cross River Tram that will deliver the same regeneration benefits and relief to congestion on the Northern Line;

(xii) other opportunities for extensions to the underground and tram network.

(b) Lambeth will work in partnership with Transport for London, Network Rail and other public transport providers to bring forward improvements to public transport infrastructure and services in the borough, including the strategic interchanges at Waterloo, Vauxhall and Brixton, and provision for buses and coaches.

(c) Change of use of existing land used for transport or support functions will not be permitted unless there is no current or future strategic or operational need, or alternative facilities are provided that enable existing transport operations to be maintained.

(d) Development proposals will be expected to provide, or contribute to the provision of new and/or improved public transport infrastructure where the predicted number of additional trips will lead to a cumulative increase in use.

(e) Proposals to improve or provide new public transport infrastructure and interchange facilities, including railway, underground and bus stations and bus stands will be supported subject to:

- (i) being acceptable in terms of impact on the environment including townscape, public realm and amenity of adjoining areas; and
- (ii) being designed to be safe, convenient, attractive and accessible for use especially by disabled people, children and cyclists, including provision for cycle parking and consideration of desire lines.



8.12 Accessibility to public transport is important to ensure that people can move around Lambeth with ease and connect with other parts of London. As Lambeth has the lowest car ownership rate in London, there is even more reliance on public transport.

8.13 A high quality public transport system is essential to Lambeth's strategy to promote sustainable travel patterns in the borough, with less reliance on private cars and increasing use of other modes. There is a need to continue to upgrade public transport infrastructure in the borough to facilitate the needs of the growing population and ensure that public transport remains an attractive and convenient mode of transport for people in the borough.

8.14 Improvements to the accessibility and quality of public transport infrastructure are required in order to maximise its use, especially by disabled people, the elderly, young children and others for whom public transport accessibility is a barrier. Improvements to routes to and from public transport nodes (bus stops and stations) are critical in persuading people to use buses and trains.

8.15 Developers will be expected to contribute towards new and improved infrastructure where appropriate including improvements to access and where a development will lead to a cumulative increase in public transport use.

8.16 The key transport infrastructure projects to be delivered during the plan period are listed in the Infrastructure Schedule. Lambeth will also lobby for improved rail services from stations in the borough. Rail services currently tend to favour longer distance commuter routes and more frequent services and better connections are required to Victoria, Clapham Junction, south London and London's airports.

POLICY T5 **River transport**

(a) Lambeth will support and promote use of the River Thames as a strategic transport route for passengers and freight.

- (b) The removal of existing piers will not be permitted unless it can be demonstrated that they are not required and that they are not capable of adaptation for the needs of river transport or other river-related purposes.
- (c) Proposals for new piers or improvements to existing piers for transport or river-related leisure uses will be supported provided they do not result in unacceptable harm to:
- (i) river navigation;
 - (ii) the effectiveness of flood defences;
 - (iii) the hydrology, environment or biodiversity of the river; or
 - (iv) the setting of heritage assets.

Proposals must be in keeping and appropriate to their context and include arrangements for safe maintenance, management and access which will be secured through planning obligations.

- (d) Development of sites on the Thames riverside must include a riverside walk at least 6 metres in width along the entire river frontage of the site which:
- (i) is wheelchair accessible;
 - (ii) incorporates provision for safe use by cyclists;
 - (iii) is well lit;
 - (iv) is overlooked by activities within the development; and
 - (v) is well linked to the adjoining street pattern with any new access routes designed to be safe and convenient for all users.



- 8.17 The River Thames is a major attraction and popular environmental feature and resource for London. It also has an important role for transport for commercial, public transport and leisure purposes. The safeguarding and improvement of access to and views of the river are required under the Mayor's London Plan and River Strategy as well as maintaining and improving the riverside walk for use by people walking and cycling.
- 8.18 Where there are proposals which involve provision for leisure use of the river, or in other relevant situations, applicants should provide information on access and arrangements for visitors, ensuring that proposals would not lead to obstruction of the highway through queuing or the use of ticket booths.
- 8.19 The council will secure the provision of a continuous riverside walk and will secure necessary connecting routes through planning obligations.

POLICY T6

Assessing impacts of development on transport capacity and infrastructure

- (a) Planning applications will be supported where they do not have unacceptable transport impacts, including cumulative impacts on:
- (i) highway safety;
 - (ii) traffic flows;
 - (iii) congestion of the road network;
 - (iv) on-street parking;
 - (v) footway space, desire lines and pedestrian flows;
 - (vi) all other transport modes, including public transport and cycling;

or where they provide, or contribute towards, improvements that would make them acceptable.

- (b) Development that will have an impact on the current and/or future capacity/safety/infrastructure of the transport system will be required to provide improvements or contribute, at a level commensurate with the scale of the impact of the development, to:

- (i) increasing public transport capacity in the vicinity of the development and providing infrastructure improvements;
 - (ii) highway improvements to provide safe access to the site and to ensure adequate highway capacity is provided;
 - (iii) public realm improvements to provide safe, convenient access to and from the site; and
 - (iv) other relevant transport initiatives in the locality.
- (c) Travel plans should accompany all major planning applications to promote sustainable travel and minimise the number of trips by car.

8.20 Independent, objective and accurate transport statements (TS) or transport assessments (TA) that are appropriate to the scale of development will be required to accompany all major development proposals and any other development proposals which are considered likely to have significant transport impacts. TA/TS should provide detailed information on the range of transport conditions both before and after a proposed development has been constructed including in detail how conditions are likely to change. TA/TS should identify and address transport problems associated with developments and provide solutions and also incorporate traffic reduction measures, including travel plans. Therefore, TA/TS should not be prepared after a development is designed but addressed throughout the design formulation stage to ensure transport impacts of developments are addressed in the most appropriate and feasible way.

8.21 Travel plans should include annual percentage targets for car reduction; management arrangements to map and monitor car use and travel patterns; and incentives and information for employees to reduce car use.

8.22 Conditions will be imposed and planning obligations used to secure mitigation measures required to make a development acceptable in transport terms and for the implementation and monitoring of travel plans. Planning obligations will be used to pay for works outside the development site where these are required to mitigate the transport impacts of the scheme. Any transport infrastructure affected by

development proposals must be replaced as a cost of the development scheme. CIL funding will be used where appropriate to develop new transport infrastructure that is required to support growth and regeneration in the borough.

POLICY T7

Parking

(a) Development should:

- (i) provide car parking within the maximum standards in the London Plan, reflecting the public transport accessibility of the development site, with minimal provision in areas with good public transport accessibility;
- (ii) be car-free, including permit-free and permit-capped schemes, particularly in areas where alternative modes of transport are available and where public transport accessibility is high - in such areas, the council will require clear evidence and justification for any proposed parking, and parking provision should not discriminate against any occupiers of the development;
- (iii) provide car club membership for all residents in new residential development and in mixed development that includes housing, and provision of car club spaces where appropriate: all development schemes should promote and provide for car club membership or car pool schemes in place of private parking;
- (iv) comply with London Plan standards for other forms of parking including for cycles, motor-cycles, cars for disabled people, electric vehicle charging points and coaches;
- (v) ensure that all outdoor and open parking areas are permeable.

(b) In all new developments where on-site parking is provided, development should ensure that disabled-accessible parking is prioritised for those who need it throughout the lifetime of the development. Disabled-accessible parking bays should be a proportion of the overall parking provision, (as calculated using London Plan/Housing SPG guidance) and not added separately.