

Appendix A

Healthy Routes Plan

Introduction

Lambeth's proposed Healthy Route Network is a key element of our Transport Strategy.

Figure 1:
Healthy Route Network

The network we have identified is the result of extensive engagement with stakeholders and the wider community, as well as evidence we have gathered about the most significant places for walking and cycling trips, now and in the future.

A healthy route is defined as follows.

A healthy route has the right conditions to enable more people to walk and cycle. A healthy route links people with places they need to get to, such as schools, workplaces, amenities and shops. A healthy route is convenient, attractive, feels safe and is accessible to all. A healthy route could be a residential street or a main road or a combination of both. *And critically motor traffic levels are low, or on busier roads there is dedicated space that is not shared with general traffic.*

Delivering the Network will help us to achieve our core objectives to prioritise the most efficient, healthy, accessible and environmentally friendly modes of travel – walking and cycling – as well as creating more 'liveable' places for everyone.

This Healthy Routes Plan sets out;

- Principles for developing and delivering Healthy Routes;
- Quality requirements that routes must meet;
- A three-year delivery plan for streets controlled by the council; and
- Priorities for other streets.

The Healthy Routes Plan focuses solely on delivering physical interventions and does not cover other areas of our work such as behaviour change, cycle hire and other important programmes. These will be covered as part of a future iteration of the TSIP.

Principles

The principles described below will help us to deliver the best results for the whole community.

Equality Streets

Lambeth will complete an audit of the borough to assess the effect that different street features have on the protected characteristics defined in the Equality Act (2010). This will inform design development from the start to ensure that Healthy Routes create more equal street environments. We will also ensure that our engagement and consultation methods provide equal opportunities for everyone to be involved.

Consistent

All projects delivered on streets by Lambeth Council, TfL or any other third party will meet our required level of quality where the scope of the project allows, with the existing and proposed quality rating for proposals included in publicity materials. This includes temporary Traffic Management arrangements around street works. Any given route is only as good as its worst point. Consistent high standards are essential.

Tactical

Whilst having a programme is important, we also need to be able to seize opportunities that come up. Street works, road closures, routine maintenance, changes to public transport and other unforeseen events can all provide great opportunities to deliver improvements for walking and cycling. We will seize opportunities to deliver more.

Collaborative

We want to work together to create the best possible designs for local people, with local people. This approach also extends to working closely and collaboratively with TfL and neighbouring boroughs. No Journey ends at the borough boundary so neither should walking and cycling routes.

Designed for the Future

Technological change and population growth make it challenging to know what will be required of our streets in the future. The routes in this plan take between one and 5 years to complete. Designing them on today's needs alone would make them out of date before they even hit the ground. We will make sure that routes provide capacity for future walking and cycling demand and consider future uses as a result of changing technology.

Quality Requirements

To get more people walking and cycling and to improve people's experience we need to provide space that is safe and feels safe. Vulnerable road users need protected space and greater priority than other modes. This is not generally reflected in our streets at the moment and we hope to change this in Lambeth through the Healthy Routes Plan and the broader Transport Strategy.

It is important to be clear about what the quality requirements set by this plan mean in practice: More space for walking and cycling means less space for motorised vehicles. This is essential to delivering the objectives set out in the Transport Strategy.

There are nearly 50 policy and guidance documents that we used to examine the best approach to defining quality requirements for walking and cycling. We have collated this guidance to specify Lambeth's quality requirements and will apply these in order to deliver Healthy Routes.

The table below summarises the requirements. Annex 1 (TfL Technical Note) provides a detailed overview of the cycling related criteria. Annex 3 collates the supporting material that informs the walking requirements.


Walking and Cycling Quality Requirements		
	Walking Target	Cycling Target
Vehicle Flows	Above 200 vph priority crossings on pedestrian desire lines. Below 200vph an accessible crossing must be provided every 100m	People cycling only mix with traffic if two-way flows are fewer than 200 vehicles per hour (vph) per peak hour.
Vehicle Speeds	Average speed should be 20mph or below	
Lane Widths	Width will be consistent with the recommended widths within the pedestrian comfort guidance.	Segregated tracks, will be at least 1.5m for one way and 2.5m for two way.
Turning Risk	Physical features reinforce pedestrian priority over turning vehicles. Green pedestrian phase on all arms of signal junctions.	Dedicated time, space or physical features to reduce conflict
Kerbside activity	To be determined through design process and updated	See technical note (Annex 1) for details
HGVs	To be determined through design process and updated	HGV's are less than 5% of traffic

When designing cycle lanes and tracks, we will have regard to guidance¹ on requirements for inclusive cycling and promote and implement the concept of 'mobility lanes' as part of the Healthy Route Network.

Designers *must* apply the following points when starting to design both Healthy Routes and wider street projects:

1. All Healthy Routes must meet the *target level* of provision set out in the criteria;
2. All other street schemes must contribute to meeting the *required level* of provision set out in the criteria where the scope of scheme allows; and
3. The design process must follow the table set out below in considering the most appropriate interventions to be used.

Figure 2:
Design order (DfT, (LTN2/08))

	Pedestrians	Cyclists
 <p>Consider first</p> <p>Consider last</p>	Traffic reduction	Traffic reduction
	Speed reduction	Speed reduction
	Reallocation of road space to pedestrians	Junction treatment, hazard site treatment, traffic management
	Provision of direct at-grade crossings	Redistribution of the carriageway - bus lanes, widened nearside lanes etc.
	Improved pedestrian routes on existing desire lines	Cycle lanes, segregated cycle tracks constructed by reallocation of carriageway space, cycle tracks away from roads
	New pedestrian alignment or grade separation	Conversion of footways/footpaths to unsegregated shared-use cycle tracks alongside the carriageway

¹ <https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/06/FINAL.pdf>

Delivery Priorities

We will focus the majority of our effort on delivering the routes specified here to the quality requirements set out in the previous chapter. Important points to note;

- Our Low Traffic Neighbourhood Programme will complement the Healthy Routes Plan to create a dense network of pleasant walking and cycling routes. Please see The Low Traffic Neighbourhood Plan for more information.
- Whilst we have highlighted the routes we will focus on, this does not mean that everywhere else is forgotten about. All projects delivered on Lambeth streets must contribute to the Healthy Route Network where the scope of the project allows, whether they are within a route on this map or not. The quality requirements will help us to achieve this.

Delivery Plan for Lambeth Streets

We have limited staff resource to develop projects and limited budgets to deliver them so we have to be realistic and strategic about what we can take on. This means focusing our resources on where we can make the biggest impact to reduce dependency on private motor vehicles by enabling more people to choose walking and cycling. We combined strategic analysis, community feedback and practical thinking to select and prioritise the most important routes to achieve this objective.

Figure 3 shows the routes that have been identified. We will deliver these routes to reach the council's commitment to deliver 10 miles of walking and cycling routes by 2022.

Taking the whole network map as a starting point we have broken up each route into smaller local alignments that join up important local places. We then prioritised each local alignment based on three main factors.

1. Strategic case for the project

Will investment in this route get more people walking and cycling, more often? We used data from the London Travel Demand Survey to assess the amount of trips that could be switched from car to walking and cycling if this route were built (LTDS Switchable Trips).

Figure 3:
Existing routes and first round of delivery



2. Need for investment

What is the current situation on this route? We used collision and air quality data to assess the need for investment in each route based on the existing conditions.

3. Deliverability

How much staff resource is needed to complete this route and will we be able to get funding to build it? The Transport Strategy Implementation Plan sets out four delivery models (Opportunity, Neighbourhood, Strategic and Partnership). Based on the scale, impact, cost and other factors, we allocated a delivery model to each route and sequenced them so that we will be able to deliver a steady stream of projects each year.

Based on the outcome of this prioritisation we have developed our delivery plan for the coming three years. The table below show the expected order in which we will deliver the Healthy Route Network. We have selected more routes than we have budget to deliver each year. Over-programming like this means that if one project has issues that slow down or prevent delivery, then another project will be able to take its place.

Routes We Will Deliver				
	Financial year	Desire Line	Distance (Miles)	Delivery Model
10 Miles Delivered	19/20	Gypsy Hill - West Dulwich	1.05	Neighbourhood
	20/21	Clapham High Street - Clapham Common	0.51	Neighbourhood
		Lambeth North - Vauxhall Pleasure Gardens	1.00	Neighbourhood
		Kennington Park - Myatts Fields	0.79	Neighbourhood
		Kennington Park - Vauxhall	0.50	Neighbourhood
		Baylis Road: Lambeth North - Southwark	0.51	Neighbourhood
		Lambeth Bridge Spur	0.22	Neighbourhood
		Lower Marsh - Lambeth Palace Road	0.33	Opportunity
		West Dulwich - Brockwell Park	0.64	Neighbourhood
		Clapham High Street - Oval	2.01	Neighbourhood
		21/22	Oval Spur	0.30
	Clapham Common - Clapham South		0.81	Neighbourhood
	Brixton - Clapham High Street		0.80	Neighbourhood
	Lansdowne Way to Thessaly Road		0.38	Neighbourhood
	Tulse Hill – Brockwell Park		0.70	Neighbourhood
	Herne Hill – Brixton		0.98	Neighbourhood
	Clapham Common		0.42	Neighbourhood
	Brixton – Myatt’s Fields		0.60	Neighbourhood
	Loughborough Junction - Brockwell Park		0.85	Neighbourhood
	Shakespeare Road		0.62	Neighbourhood
	22/23	Loughborough Junction - Camberwell	0.63	Strategic
		Streatham Common – Tulse Hill	1.72	
		Brixton - Loughborough Junction	0.66	Strategic
		The Cut: Lambeth North - Southwark	0.26	Strategic
		Norbury Station - Streatham Common Station	0.90	Neighbourhood
		Clapham Common - Battersea Park	1.12	Strategic
		Clapham Common - Battersea Park	1.12	Strategic

Priorities for Other Streets

Lambeth Council manages a lot of streets in the borough but not all of them. Many of the busiest streets are controlled by Transport for London (TfL) and a number of these are important for the Healthy Route Network. Alongside our priorities for delivery on Lambeth roads, we have therefore also completed an identical assessment on streets controlled by other highway authorities. Our priorities for other authorities are set out in the table below. We will use the 'Partnership' delivery model described in the Transport Strategy Implementation Plan to support fellow Highway Authorities to improve walking and cycling on their networks.

Our Priorities for TfL and Neighbours		
Origin/Destination	Distance (Miles)	Who?
Brixton - Stockwell	0.63	TfL
Oval - Camberwell	1.28	TfL
Westminster Bridge	0.28	TfL
Oval - Vauxhall Bridge	0.71	TfL
Long Road	0.42	TfL
Waterloo Bridge	0.64	TfL
Stockwell - Vauxhall	1.63	TfL
Oval - Brixton	1.43	TfL
Westminster Bridge RDBT - Elephant and Castle	0.47	TfL
Kennington Road	1.02	TfL
Brixton - Streatham High Street	1.53	TfL
Albert Embankment	0.55	TfL
Brixton Hill - Clapham Common	1.58	TfL
Lambeth Palace Road	0.47	TfL
Battersea Park - Vauxhall	1.28	TfL/LBW
Streatham High Street - Norbury	2.02	TfL
Clapham Common - Wandsworth Common	0.99	LB W
Lambeth Bridge - St George's Circus	0.74	TfL
Wyndham Road	0.54	LBS
Union Street	0.13	LBS
Pascal Street	0.38	LBW

Annex 1 – TfL Cycleways Technical Note

<http://content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf>

Annex 2 – Timeline for Developing the Plan

When	What
2017	TfL Strategic Cycle Network Review
	Lambeth Cycle Network Review
2018	Healthy Routes Borough-Wide Public engagement
	Public Comments inform indicative Healthy Route Network
	Interim Healthy Routes projects commissioned
2019	Prioritisation of key routes based on strategic objectives – a) switchable trips from private vehicle to walking and cycling b) need for investment (collisions and air quality)
	Sequencing of priorities based on deliverability (access to funding and complexity of delivery)
	Lambeth collision analysis to inform quality requirements
	Formal approval and publication of the Healthy Routes Plan.
2020	Potential update if needed, delivery starts on the ground

Annex 3 – Reference List Contributing to the Plan

Source	Organisation	Link
Accessible Bus Stop Design Guidance	TfL	https://tfl.gov.uk/cdn/static/cms/documents/bus-stop-design-guidance.pdf
Active Lambeth 2015-2020	Lambeth Council	https://www.lambeth.gov.uk/sites/default/files/lpl-active-lambeth-plan.pdf
Better Street Delivered 2	TfL	https://www.urbandesignlondon.com/library/sourcebooks/better-streets-delivered-2/
Brent Walking Strategy 2017-2022	Brent Council	https://www.brent.gov.uk/media/16407830/brent-walking-strategy-2017-2022.pdf
Camden Transport Strategy	Camden Council	https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Main+Document_FV.pdf/d7b19f62-b88e-31d4-0606-5a78ea47ff30
City of London Transport Strategy	City of London	https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/city-of-london-transport-strategy-draft-vision.pdf

Source	Organisation	Link
Cycleways Quality Criteria Assessment	TfL	https://tfl.gov.uk/cdn/static/cms/documents/cycle-route-quality-criteria-spreadsheet-tool-v1.xlsx
Cycling Action Plan	TfL	http://content.tfl.gov.uk/cycling-action-plan.pdf
Cycling Action Plan	Camden Council	https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Cycling_FV.pdf/4df17299-7a77-60b9-99da-0a896cbbbed89
Design Guide for Inclusive Cycling (2nd Edition)	Wheels for Wellbeing	https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/06/FINAL.pdf
Design Manual for Bicycle traffic (CROW Manual)	NL CROW	https://www.crow.nl/publicaties/design-manual-for-bicycle-traffic
Design Manual for Urban Spaces and Parks	City of Copenhagen	Not available online
Design Policy for Urban Space in the City	City of Copenhagen	Not available online
Evidence Report: Camden Transport Strategy	Camden Council	https://www.camden.gov.uk/documents/20142/4470853/Appendix+G_CTS+Evidence+Report_Updated_FinalVersion_310119+%28002%29.pdf/3c191a6b-e1b4-9915-9a91-b3eb5ebf52e8
Guidance on the use of tactile paving surfaces	DfT/DETR	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/289245/tactile-paving-surfaces.pdf
Healthy Streets Toolkit	TfL	https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets
Inclusive Streets: Design Principles for blind and partially sighted people	Guide Dogs	https://www.visionuk.org.uk/download/archive_1/pdf/Inclusive%20Streets%20Design%20Principles%20booklet%20Guide%20Dogs%202010.pdf
Inclusive Mobility	DfT	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf
Inclusive Transport Strategy	PJA	https://pja.co.uk/wp-content/uploads/2018/08/TopicNote-InclusiveTransport-Strategy.pdf
Kerbside Loading Guidance	TfL	https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-5

Source	Organisation	Link
Lambeth Transport Strategy	Lambeth Council	https://www.lambeth.gov.uk/sites/default/files/co-lambeth-transport-strategy-consultation-draft_0.pdf
Lambeth Transport Strategy Evidence Base	Lambeth Council	https://www.lambeth.gov.uk/consultations/have-your-say-on-lambeths-draft-transport-strategy
London Cycling Design Standards	TfL	https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2
LTN 1/11	DfT	https://www.gov.uk/government/publications/shared-space
LTN 1/12 Shared Use Routes for Pedestrians and Cyclists	DfT	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/9179/shared-use-routes-for-pedestrians-and-cyclists.pdf
LTN 1/95 review	Scottish Road Research Board	https://www.transport.gov.scot/media/41916/ltn-195-review-final-report.pdf
LTN 2/08 Cycle Infrastructure design	DfT	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltn-2-08_Cycle_infrastructure_design.pdf
LTN2/95 Design of Pedestrian Crossings	DfT	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/330214/ltn-2-95_pedestrian-crossings.pdf
Manual for Streets (2007)	DfT	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf
Oxfordshire Walking Design Standards	Oxfordshire CC	https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/WalkingStandards.pdf
Pedestrian Comfort Guidance	TfL	https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/pedestrian-comfort-guidance-technical-guide.pdf
Pedestrian Crossing Specification and Guidance	National Roads Authority (Ire)	https://www.tiipublications.ie/downloads/SRM/15-NRA-Pedestrian-Crossing.pdf
Planning for Walking Toolkit	TfL	https://consultations.tfl.gov.uk/walking/toolkit/
Providing for Journeys on Foot	CIHT	http://www.hwa.uk.com/site/wp-content/uploads/2017/09/NR.4.3F-CIHT-Guidelines-for-Providing-Journeys-on-Foot-Chapter-3.pdf
Road Safety Action Plan	Camden Council	https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Road+Safety_FV.pdf/1baa1e24-bd8c-af8b-349c-882c7bdba8bf

Source	Organisation	Link
Shared use Operational review	DfT/Atkins	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/9181/atkins-shared-use-operational-review.pdf
Small Change Big Impact	TfL	https://www.urbandesignlondon.com/library/sourcebooks/small-change-big-impact/
Southwark Movement Plan	Southwark Council	https://consultations.southwark.gov.uk/environment-leisure/movement-plan/
Street Design For all	DfT/Civic Voice	http://www.civicvoice.org.uk/uploads/files/street_design_2014.pdf
Street Furniture	RNIB	https://www.rnib.org.uk/sites/default/files/WPTT%20Street%20Furniture%20%20%28Feb%202015%20version%201%29.doc
Street Review Guidance	Living Streets	https://www.livingstreets.org.uk/media/1434/street-review-guidance-for-web.pdf
Streetscape Guidance	TfL	https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-0
Urban Bikeway Design Guide	NACTO	https://nacto.org/publication/urban-bikeway-design-guide/
Urban Street Design Guide	NACTO	https://nacto.org/publication/urban-street-design-guide/
Walking Action Plan	TfL	http://content.tfl.gov.uk/mts-walking-action-plan.pdf
Walking and Accessibility Action Plan	Camden Council	https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Walking_FV.pdf/fac2cb35-83ac-be83-1dcd-636f76628b69
Walking and Cycling Technical Design Guidance	Royal Parks	https://www.royalparks.org.uk/__data/assets/pdf_file/0005/87197/Walking-and-Cycling-Technical-Design-Guidance-2016.pdf
Westminster Walking Strategy	Westminster Council	https://www.westminster.gov.uk/sites/default/files/walking_strategy_summary.pdf