

## **Cabinet Member Delegated Decision 03 May 2019**

**Report title: Approval of Local Implementation Plan for Transport 2019-2021**

**Wards:** All

**Portfolio:** Cabinet Member for Environment and Clean Air, Councillor Claire Holland

**Report Authorised by:** Emma Peters: Strategic Director Sustainable Growth & Opportunity

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### **Report summary**

This report summarises the key changes to the Draft Local Implementation Plan (LIP). The Draft LIP was presented to Cabinet on 15 October 2018 and this report seeks approval that the LIP, amended following the consultation, be adopted. The LIP is a statutory document which all London boroughs must produce in response to the Mayor's Transport Strategy (MTS). The publication of a new iteration of the MTS in March 2018 triggered the need for London boroughs to write a new LIP.

The main purpose of the LIP is to set out how we will deliver the MTS outcomes within Lambeth, up until 2041. The third and final section of the LIP sets out a three year delivery programme which focuses on how we will use TfL LIP funding from 2019/20 to 2021/22. This programme is summarised in the report, with further detail in the LIP, which is included as an appendix.

### **Finance summary**

This LIP sets out a three year programme of investment matching the value of the grant the council expects to receive from TfL over the years 2019/20 to 2021/22. Funding over that period is projected to be £2.376m per year, totalling £7.128m over three years.

This report seeks approval to spend £2.376m in 2019/20 on the Local Transport Fund and another 12 projects classified as Corridor, Neighbourhood and Supporting Measures. TfL have confirmed the borough will be awarded this amount in 2019/20 but will only confirm the level of grant funding for 2020/21 and 2021/22 once they have written their business plan and budget, typically completed each December. Authority to spend the LIP grant for the subsequent two years of the programme will be sought once the exact level of funding from TfL is known.

### **Recommendations**

1. To agree the implementation of the Local Implementation Plan, included in the appendices to this report.
2. To agree the allocation of funding within the LIP three year delivery plan
3. To delegate authority to the Strategic Director for Sustainable Growth & Opportunity, in consultation with the Cabinet Member for Environment and Clean Air, to make financial decisions which do not affect the overall budget of the programme but allow for re-allocation between projects.

## 1. CONTEXT

- 1.1 The Transport Strategy and LIP seek to deliver the three priorities identified in Future Lambeth: Our Borough Plan 2016-2021, in relation to transport and identifies four corresponding 'guiding principles'

Future Lambeth Priority	Guiding Principle
Inclusive growth	<b>Growing:</b> Support new homes, jobs and investment through improved transport infrastructure and services <b>Efficient:</b> Make our transport network efficient, allowing people to make quick and reliable journeys
Reducing inequality	<b>Inclusive:</b> Make our transport network more inclusive and accessible
Strong and sustainable neighbourhoods	<b>Healthy:</b> Focus on people rather than traffic and enable people to live healthier, more enjoyable lives

- 1.2 Alongside the LIP the borough has also written and consulted on a non-statutory Transport Strategy which sets out high level transport priorities. The four guiding principles and strategic objectives of the Draft Transport Strategy inform the more detailed LIP. The Transport Strategy is still being re-drafted following the public consultation.
- 1.3 The borough's third LIP will supersede and replace The Lambeth Transport Plan 2011-2031 (LIP2) and will better align with the latest Mayors' Transport Strategy, published in March 2018. LIPs have to be approved by both the council and the Mayor, who ultimately has the power to direct borough's to re-write their LIPs if judged unsatisfactory. The LIP must deliver the nine mayoral outcomes set out in the MTS. Supporting these nine outcomes is an overarching aim for 80 percent of trips in London to be made on foot, cycle or public transport by 2041. The nine outcomes are:
- London's streets will be healthy and more Londoners will travel actively
  - London's streets will be safe and secure
  - London's streets will be used more efficiently and have less traffic on them
  - London's streets will be clean and green
  - The public transport network will meet the needs of a growing London
  - Public transport will be safe, affordable and accessible to all
  - Journeys by public transport will be pleasant, fast and reliable
  - Active, efficient and sustainable travel will be the best option in new developments
  - Transport investment will unlock the delivery of new homes and jobs
- 1.4 Officers produced draft versions of the LIP and Transport Strategy, in consultation with the Cabinet Member for Environment and Clean Air, and both were presented to Cabinet on 15 October 2018. Cabinet approved the draft LIP for submission to TfL and agreed that it should be publically consulted on. Authority to approve revisions following the consultation was delegated to the Cabinet Member for Environment and Clean Air.

1.5 Public consultation on the draft LIP finished on the 17 December 2018 and in response to the comments received alterations have been made to the final version of the LIP.

## 2 PROPOSAL AND REASONS

2.1 The proposals in the Draft LIP were developed following a policy review, collation of evidence on the local challenges and opportunities and consultation with stakeholders. The Strategy recommended that Lambeth continue to promote and enable sustainable travel patterns, reducing reliance on the private car, by investing in highway and public transport improvements.

2.2 Alternative approaches were considered but judged impractical. For example, large scale public transport improvements such as new rail lines are not thought to be deliverable within the current policy and funding context. Improving and maximising the potential of existing links is therefore considered a pragmatic approach. Equally, increasing road capacity to accommodate more car trips is not considered a practical solution to Lambeth and London's environmental and congestion issues. Even with a cleaner fleet, and even if more capacity could be delivered, there would still be negative impacts for walking, cycling and quality of public space and such an approach would be unlikely to reduce congestion over the longer term.

2.3 The final iteration of the LIP is broadly the same as the draft version but with some changes made to take account of feedback and comments. The main change to the LIP has been a rewording of the section on making Lambeth's streets safe and secure to make it clear that the borough is committed to Vision Zero, and eliminating deaths and serious injuries from our roads. Changes to the text have also been made to:

- Show how the borough will use the planning system and its purchasing power to deliver safer freight standards
- Make clear that we support the delivery of Crossrail 2 because of the potential it has to reduce overcrowding on the underground and trains into Waterloo
- Commit to investigate how many parking bays would be impacted by a Workplace Parking Levy

2.4 Many of the comments we received focused on the detail of the three year delivery plan and made constructive proposals on how the strategic objectives could be better realised. In response to these comments two new projects have been created that focus on improving the pedestrian experience, especially those with disabilities, and taking the opportunity of TfL works on Clapham High Street to design a scheme that could be delivered at the same time and benefit from synergies that mean better value for money.

2.5 There has also been a re-allocation towards capital schemes rather than revenue, as stakeholders felt this was a more effective way of achieving our aims. Below is a table of the 12 LIP projects which make up the LIP programme, showing which MTS outcomes they will help deliver.

## Linkages between LIP projects and the Mayor's Transport Strategy outcomes

2019/20 funding allocation for the LIP Programme			MTS outcomes								
			Increasing walking, public transport & cycling mode share	1:-Active. Londoners will travel actively	2:- Safe. Streets will be safe & secure	3:-Efficient. Streets used more efficiently	4:- Clean & Green	5:- Connected Public Transport	6:- Accessible Public Transport	7:- Quality Public Transport	8 & 9 Sustainable Growth/Unlocking
Corridors, Neighbourhoods & Supporting Measures											
19/20 (£)	capital/revenue	Project description									
75,000	C	<b>Our Streets</b> – local neighbourhood enhancements to tackle issues identified by local stakeholders with co-designed solutions	✓	✓	✓	✓	✓				✓
266,000	C	<b>Healthy Routes</b> – Targeted to improve key routes for walking and cycling as identified the Lambeth Healthy Routes Network	✓	✓	✓	✓	✓	✓	✓		✓
150,000	R	<b>Sustainable Travel</b> – Education, Training & Promotional initiatives to increase modal share, and broadening participation in healthy, active travel	✓	✓	✓	✓	✓		✓		
225,000	R	<b>Road Danger Reduction (Safe Behaviours)</b> – Education, Training & Promotional initiatives to improve road user behaviour and reduce casualties	✓	✓	✓	✓	✓				
150,000	R	<b>Cycle Training</b> – Offer of training to all schools and adult one-to-one training to enable more trips to be made by bike	✓	✓	✓	✓	✓				
290,000	C	<b>Collision Reduction (Safe Streets)</b> Collision analysis, scheme identification and design, and delivery of safer street layouts on major corridors		✓	✓			✓		✓	
275,000	C	<b>Clean Air Borough</b> – Management of Clean Air Borough status and delivery of mitigation measures; EV charge points, School green screens		✓			✓				✓
155,000	C	<b>Low Traffic Neighbourhoods</b> – Investigation and implementation of traffic management measures such as HGV restrictions, filtered permeability etc	✓	✓	✓	✓	✓	✓		✓	
200,000	C	<b>Cycle Parking</b> – Provision of secure, covered, on-carriageway cycle shelters and cycle parking at high demand locations	✓	✓	✓	✓					
40,000	C	<b>Voltaire Road</b> – design of public realm scheme to widen footways and improve pedestrian environment outside Clapham High Street station	✓	✓	✓		✓	✓		✓	✓
350,000	C	<b>20mph compliance (Safe Speeds)</b> - Targeted measures to re-design streets and improve compliance with 20mph speed limits	✓	✓	✓		✓				✓
100,000	C	<b>Walk Lambeth</b> – Measures to improve the pedestrian environment in high footfall areas.	✓	✓	✓	✓	✓	✓			✓

## **Outputs of the Corridors, Neighbourhoods and Supporting Measures Projects**

- 2.6 Our Streets is a project focused on working with communities, on a ward by ward basis, to identify street improvements communities want to see delivered. Funding has been allocated in 2019/20 to engage with communities in Tulse Hill, Brixton Hill and Herne Hill and to identify improvements they want to see and develop the designs for them.
- 2.7 The outcome of the Healthy Routes budget will be better streets that enable more people to walk and cycle for local trips. Table 5 and the associated Healthy Routes map in the LIP shows the list of priorities identified through public consultation, or because of the need to improve poor sections of existing routes that are otherwise of good quality. Many of the identified priorities are at signalised junctions or are on TfL roads. Because of the extra engagement and traffic modelling required at these locations in 2019/20 the focus will be on feasibility design with delivery in 2020/21. Delivery in 2019/20 will be at locations that were either designed in 2018/19 or at locations where improved neighbourhood connections are simpler to deliver. This includes improvements at Somerleyton Passage, Hillside Passage and Norwood Road to facilitate access to Brockwell Park. A further 15 one way streets will be in scope to be converted to two way working for cyclists.
- 2.8 The Sustainable Travel budget will support getting more people walking and cycling. As an indication of activities it will fund disability cycling sessions, car free day closures, schools bike markets & learn to ride sessions, running the Try Before You Bike scheme, and Dr Bike sessions.
- 2.9 The Road Danger Reduction (Safe Behaviours) budget will provide education, training and promotional activity. Funding will be targeted at vulnerable groups or those known to pose the greatest danger. Much of the programme will be focused on schools to develop travel plans and deliver initiatives including pedestrian training to over 2,000 primary aged children, Theatre in Education performances tackling road safety issues to over 3,500 children and 350 SEND children receiving independent travel training. Between 6-10 Safer Urban Driving Courses will be funded for HGV drivers and 50 places on (motor) BikeSafe courses for those working, living or studying in the borough.
- 2.10 The Cycle Training budget will allow for every primary school to be offered cycle training at year 5. We will continue to offer training for this year group. Additionally, we have made contact with, and begun training in some secondary and some SEN schools. This will also continue in 2019/20 subject to additional funding for cycle training from TfL. We will continue to provide group training sessions for adults and for children in the school holidays. A portion of this budget will go to provide bespoke training on delivery of a Try Before You Bike cycle.
- 2.11 The Collision Reduction (Safer Streets) budget will pay for staff time to analyse casualty rates in the borough and to deliver schemes to address priority locations. The focus in 2019/20 will be on delivering schemes on Wandsworth Road, including at the junctions with Cedars Road and Queenstown Road, and sections of the A2217 Coldharbour Lane and Acre Lane.
- 2.12 The Clean Air Borough budget will be used to; deliver mitigation measures to reduce exposure to airborne pollution, including 10 green screens at schools, a minimum of 50 new EV charge points to facilitate people to transition away from vehicles powered by petrol and diesel and an increase in our monitoring network by mobile devices.
- 2.13 The Low Traffic Neighbourhoods budget will be used to investigate and tackle traffic issues affecting residential streets. This budget will allow us to respond to residents who raise concerns about rat running traffic. The focus will be on whole neighbourhoods rather than individual streets so that the issue is not merely re-located onto other streets.

- 2.14 The Cycle Parking budget will deliver a minimum of 150 spaces in secure cycle hangars and a minimum of 100 on-street spaces, at locations where existing on-street cycle parking is at capacity or demand is not being met.
- 2.15 The 2019/20 budget will develop existing concept designs for Voltaire Road into detailed designs. TfL are planning to design and deliver safety improvements on Clapham High Street which allows us to design and deliver the projects alongside each other. The outcome is for a much improved public realm and widened footway space at the entrance to Clapham High Street station.
- 2.16 20mph Compliance (Safe Speeds). The borough has implemented a 20mph limit on all borough roads but in some places speeds are still unacceptably high. Funding for this project in 2019/20 will allow us to continue to deliver targeted interventions, such as traffic calming, at key locations. We will prioritise roads where average speeds are above 24mph, where collisions have been recorded and where vulnerable road users are particularly exposed to these risks e.g. adjacent to schools. We will also work closely with the police and seek to reach an agreement with them whereby council funding is used to pay for officers to dedicate their time to enforcing speed limits within the borough.
- 2.17 The Walk Lambeth project will specifically focus on improving the pedestrian experience in high footfall areas. In 2019/20 the focus will be on; auditing the borough's high footfall areas to identify and investigate the feasibility of removing street clutter, along with engaging BT, and other utility providers, to understand what scope there is for phone box, utility infrastructure removal. We will also undertake a review of on council licensing processes to ensure that it is focused on ensuring that footway widths are preserved and the public can easily access information and report infringements. It will also support school streets initiatives

### **3. FINANCE**

- 3.1 The LIP sets out a three year TfL grant programme for the period 2019/20 to 2021/22 of £2.376m per annum, totalling £7.128m over three years.
- 3.2 The report seeks approval to spend the approved 2019/20 allocation of £2.376m.
- 3.3 The spending profile is detailed in table 15 of appendix A (Lambeth Local Implementation Plan Feb 19). Any amendments to the programme will require a further cabinet decision.
- 3.4 Only the 2019/20 allocation has been confirmed. However, it is expected by the service that the 2020/21 and 2021/22 allocations will be broadly similar.
- 3.5 The LIP grant covers both capital (£1.596m) and revenue projects (£0.780m), is time limited and is claimed on evidence of project delivery.

### **4. LEGAL AND DEMOCRACY**

- 4.1 Section 108 of the Transport Act 2000 requires local transport authorities to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport required to meet the needs of persons living or working in the council's area, or visiting or travelling through that area, including the transportation of freight and pedestrians to, from and within their area, and carry out their functions so as to implement those policies.

- 4.2 In developing and implementing policies pursuant to this duty, the Council is required to take into account any policies announced by HM Government and have due regard to any guidance issued with regard to the mitigation of, or adaption to, climate change or otherwise with respect to the protection or improvement of the environment.
- 4.3 Section 112 of the Transport Act 2000 requires that the council in developing and implementing their policies under section have regard to the transport needs of disabled persons (within the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems.
- 4.4 Section 144 of the Greater London Authority Act 1999 requires the Council in exercising any functions to have regard to the Mayor of London's transport strategy and any written guidance given to it.
- 4.5 Section 149 of the Equality Act 2010 sets out the public sector equality duty replacing the previous duties in relation to race, sex and disability and extending the duty to all the protected characteristics i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment. The public sector equality duty requires public authorities to have due regard to the need to:
- a) Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited under that act
  - b) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it; and
  - c) Foster good relations between those who share a protected characteristic and those who do not share it, which involves having due regard, in particular, to the need to-
    - (i) tackle prejudice, and
    - (ii) promote understanding.
- 4.6 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
  - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it, including, in particular, steps to take account of disabled persons' disabilities;
  - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 4.7 Compliance with the duties in section 149 of the Act may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under the Act.
- 4.8 The Equality Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken - that is, in the development of policy options, and in making a final decision. A public body cannot satisfy the Equality Duty by justifying a decision after it has been taken.
- 4.9 This proposed key decision was entered in the Forward Plan on 01 March 2019 and the necessary 28 clear days' notice has been given. In addition, the Council's Constitution requires the report to be published on the website for five clear days before the proposed decision is approved by the Cabinet Member. Any representations received during this period must be considered by the decision-maker

before the decision is taken. A further period of five clear days - the call-in period – must then elapse before the decision is enacted. If the decision is called-in during this period, it cannot be enacted until the call-in has been considered and resolved.

**5. CONSULTATION AND CO-PRODUCTION**

- 5.1 The draft Transport Strategy and draft LIP were consulted on together for an 8 week period beginning on the 22 October 2018. Both documents share the same key objectives in the form of ‘guiding principles’, desired outcomes and associated priority actions. The Transport Strategy is a high level, non-statutory document, being created by the council in order to set out the borough’s priorities for transport and public realm improvements. The LIP is a statutory document, which is required to set out how the borough will deliver the Mayor of London’s transport objectives, as set out in the Mayor’s Transport Strategy.
- 5.2 We went beyond the consultation requirements in an effort to engage with stakeholders. Prior to the public consultation a drop in session was held with ward councillors and help shape the draft LIP. The consultation was publicised in the winter edition of the Council’s quarterly magazine, which is distributed to households in the borough and has a circulation of approximately 6,000. Each of the borough’s libraries was also sent a hard-copy of the transport strategy and LIP documents so they could make it available to view. Stakeholder sessions were help with disabled groups, young people, business groups and an open one available to the general public. The main channel for people to respond was via an on-line questionnaire
- 5.3 Just over 300 responses were received. 260 were via an online survey, which asked particular questions about the principles and objectives of the strategy, and allowed free comments on it. The remainder were via e-mail, including responses from 19 organisations:

Clapham BID	Lambeth Cyclists	Loughborough Jct Forum	SEND Transport, Lambeth
The Clapham Society	Lambeth for a Cool Planet	Mums for Lungs	SBEG
Clapham Transport User Group	Lambeth Green Party	Network Rail	The Brixton Society
London Borough of Croydon	Lambeth Staying Healthy Partnership Board	Port of London Authority	Westminster Council
Knights Hill Councillors		Save Oval Streets	Transport for London

**Table 1 – Organisations which submitted a response to the Transport Strategy/LIP consultation**

- 5.4 A full report on the consultation responses is attached as an appendix. The respondents to the survey strongly supported the principles and objectives of the strategy. With regards the 3 year LIP programme approximately 45% of people supported it but there was a high level of ambivalence with 40% neither supporting nor opposing it. In response to this the delivery plan has been changed, as outlined above, in order to better deliver on the LIP objectives. The main concern raised by TfL was the extent to which the borough supported their vision zero principle – to eliminate fatalities and serious injuries on London’s roads by 2041.
- 5.5 The Transport Strategy and LIP were also presented to the Overview and Scrutiny Committee on 30 January 2019. This gave non-executive Members of the council and the public an opportunity to question the Cabinet Member for Environment and Clean Air on the substance of the document.

## 6. RISK MANAGEMENT

6.1 A number of risks have been identified as key for management. Likelihood is scored on a scale of 1-4 and impact on a scale of 1, 2, 4, 8. The main risks (and mitigations) are identified as follows.

Risk	Likelihood	Impact	Score	Mitigation
Strategy relies on support/action from 3 <sup>rd</sup> parties and this is not forthcoming	4	4	16	The strategy emphasises actions that are within the council's control e.g. improvements for walking and cycling and traffic reduction on local roads. Where this is not the case, the strategy proposes a pro-active approach to lobbying and influencing other decision makers. The strategy is consistent with the MTS objectives
Funding is not available to deliver the strategy	4	4	16	While significant investment is required to deliver all aspects of the strategy, small scale, low cost measures will make a significant contribution delivering objectives and investment will be targeted where it is most needed
Some projects / proposals may be contested at public consultation	2	4	8	The LIP has already undergone public consultation and early engagement will be carried out early on to minimise the risk
Some projects will not benefit all sections of the community	2	8	16	The LIP emphasises the need to make the transport network more inclusive and prioritises the needs of those with particular mobility requirements. Consultation on the strategy has included disability groups and the delivery plan has been adjusted to focus on improving the pedestrian environment.

## 7. EQUALITIES IMPACT ASSESSMENT

7.1 An EQIA has been completed and is included as an appendix. The impact of the policy was judged to be broadly positive on groups with protected characteristics.

## 8. COMMUNITY SAFETY

8.1 Crime and fear of crime are considered to be significant issues on the transport network, particularly in relation to young people using public transport for education related trips, but also generally in terms of personal security in public spaces, theft of property and in terms of public protection from acts of violence. The Strategy proposes a proactive approach to working with public transport providers to address issues occurring on networks they are responsible for. Improvements to public realm, including better lighting and street design as well as encouraging more footfall are expected to improve public safety and perceptions of safety. Delivery of more secure parking facilities e.g. bike hangars, is expected to reduce incidence of vehicle theft and hostile vehicle mitigation measures at priority locations to improve public protection.

## 9. ORGANISATIONAL IMPLICATIONS

### Environmental

- 9.1 The LIP is focused on improving air quality and reducing CO2 emissions. The SEA report has concluded that no significant adverse environmental effects will result from the implementation of the Transport Strategy and the LIP in Lambeth. As such, no specific recommendations for the mitigation of effects are required.

### Health

- 9.2 The LIP aspires to deliver the overarching aim of the MTS; getting more people making trips by public transport or active modes like walking and cycling. Getting more people more active would have dramatic health benefits. The LIP also aims to reduce pollutants causing poor air quality, by facilitating the transition to Electric Vehicles, and reduce people's exposure to it through mitigation measures and the creation of low traffic neighbourhoods.

### Other Considerations

- 9.3 No procurement activity or staffing and accommodation impacts will be generated through adoption of this policy.

## 10. TIMETABLE FOR IMPLEMENTATION

- 10.1 The below indicative timetable shows the stages and deadlines for implementing the recommendations.

Stage	Timescale
Decision date	24 April 2019
LIP approved by TfL	by 30 April 2019
2019/20 LIP Programme initiated	1 May 2019
Project outputs delivered	May 2019 – August 2020

## AUDIT TRAIL

### Consultation

Name/Position	Lambeth directorate / department or partner	Date Sent	Date Received	Comments in paragraph:
Councillor Holland,	Cabinet member for Environment and Clean Air	09.04.19	12.04.19	n/a
Emma Peters, Strategic Director	Sustainable Growth	05.04.19	09.04.19	n/a
Sandra Roebuck, Director	Development, Planning and Housing Growth	11.03.19	03.04.19	n/a
Andrew Ramsden, Finance	Finance and Investment	11.03.19	13.03.19	3.1 to 3.5
Greg Carson Legal Services	Legal and Governance	11.03.19	02.04.19	4.1 to 4.8
Maria Burton, Democratic Services	Legal and Governance	11.03.19	15.03.19	4.9

## REPORT HISTORY

<b>Original discussion with Cabinet Member</b>	07.02.19
<b>Report deadline</b>	N/A
<b>Date final report sent</b>	N/A
<b>Part II Exempt from Disclosure/confidential accompanying report?</b>	No
<b>Key decision report</b>	Yes
<b>Date first appeared on forward plan</b>	01.03.18
<b>Key decision reasons</b>	Expenditure, income or savings in excess of £500,000
<b>Background information</b>	<a href="#">Mayor's Transport Strategy</a> <a href="#">LIP guidance</a> <a href="#">Travel in London reports</a> <a href="#">Cabinet Report 15.10.18 – Lambeth Transport Strategy</a>
<b>Appendices</b>	Appendix A – Local Implementation Plan (LIP) Appendix B – LIP Consultation Report Appendix C – Equalities Impact Assessment & Strategic Environmental Assessment

**APPROVAL BY CABINET MEMBER OR OFFICER IN ACCORDANCE WITH SCHEME OF DELEGATION**

**I confirm I have consulted Finance, Legal and Democratic Services, and taken account of their advice and comments in completing the report for approval:**

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Post:** Kieran Taylor, Principal Transport Planner

**I confirm I have consulted the relevant Cabinet Members, including the Leader of the Council (if required), and approve the above recommendations:**

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Post: Councillor Claire Holland**  
Cabinet Member for Environment and Clean Air

**Any declarations of interest (or exemptions granted):** None

**Any conflicts of interest:** None

**Any dispensations:** None