LONDON BOROUGH OF LAMBETH

Network Management Strategy

Draft
V4 21/06/2007
1 Introduction

1.1 This document sets out Lambeth’s strategy for undertaking its Network Management Duty in accordance with the Traffic Management Act 2004 over the next five years.

1.2 Although this is not a statutory document it is regarded as an important tool in addressing issues of traffic congestion and growth, developing more sustainable travel practices and making the road Network more people centred.

1.3 The preparation of the strategy along with subsequent reviews will provide a focus for consultation with internal departments and stakeholders. This will serve to raise the awareness of the Network Management Duty within the Council and among external stakeholders and provide the opportunity for their full input. The completed document will provide the basis for co-ordination and effective operation and management of the Highway Network.

1.4 There will be an annual review of the Network Management Strategy and the Local Implementation Plan resulting in a report to demonstrate that the Council is fully complying with its Network Management Duty. The draft report will be submitted to the Executive Member for approval prior to being published.

2 Background

2.1 Traffic Management Act 2004

2.1.1 The Traffic Management Act (TMA) was enacted in July 2004. The objective is to provide improved conditions for all road users including pedestrians and cyclists through the proactive management of the road network. The new duty which took effect on 4th January 2006 will require and enable authorities to focus more sharply on tackling the causes of traffic congestion and disruption.

2.1.2 The Act has seven parts:

2.1.2.1 Highway Agency Traffic Officers for Motorways and Trunk Roads

2.1.2.2 Network Management Duty and Traffic Managers

2.1.2.3 Permit Schemes

2.1.2.4 Street Works

2.1.2.5 London Issues and Highways Act 1980 amendments

2.1.2.6 Civil Enforcement of Parking and some moving traffic offences

2.1.2.7 Miscellaneous provisions relating to Parking surpluses and Blue Badges
2.2 **Network Management Duty**

2.2.1 Section 16 of the TMA 2004 places a Network Management Duty on all Traffic Authorities. It requires the Council to manage its network to secure the expeditious movement of traffic and to facilitate traffic movement on other traffic authorities’ road networks. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the local authority’s other obligations, policies and objectives. The action the Council may take in performing its duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

2.2.2 The duty particularly highlights consideration of actions that will contribute to securing more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on the Council’s network or on the network of any other authority. This duty is not limited just to traffic related departments but applies to the Council as a whole.

2.2.3 The definition of traffic is not limited to motorised vehicles but includes pedestrians and cyclists. Government is keen that streets are designed for people and not just for traffic. This concept is embodied in the Government’s new design guide Manual for Streets published in March 2007 which is particularly aimed at residential streets.

2.2.4 Section 17 of the TMA requires the appointment of a Traffic Manager to perform such tasks as the Council consider will assist them in undertaking their network management duty. This is an integral part of the arrangements the Council must make for planning and undertaking the network management duty. The fact that the Traffic Manager is a statutory appointment is a significant indicator of the importance the Government places on the Network Management Duty.

2.2.5 The arrangements must include provision for establishing processes to identify things which are causing or have the potential to cause road congestion or other disruption currently in the future. Consideration must also be given to possible action to resolve the problems identified.

2.2.6 The Council must also have specific policies or objectives in relation to different roads or classes of road and must monitor and review their effectiveness.

2.3 **Intervention Notices**

2.3.1 Section 20 of the TMA 2004 provides power for the Secretary of State to intervene if a local authority is found to be failing in its duty.
The Intervention criteria are set out in the Traffic Management (Guidance on Intervention Criteria) (England) Order 2007. Failure to adequately perform the network management duty could lead to the appointment of a Traffic Director by the Secretary of State to ensure the duty is properly performed. There is provision for the recovery of direct and consequential costs arising from any such appointment.

2.4 Network Management Duty Guidance

2.4.1 The Department for Transport published the Traffic Management Act 2004, Network Management Duty Guidance in November 2004 in accordance with Section 18 of the TMA 2004. Traffic Authorities must have regard to the guidance when exercising their network management duty under the TMA 2004.

2.4.2 Section 13 of the guidance emphasises that road users use the network as a whole and do not normally recognise the divide between local authorities. It is therefore important that Traffic Authorities not only consider their own network but also the affects of its actions on the networks of others. This is extremely important in the large conurbation of London where networks of adjacent authorities can be highly interrelated.

2.4.3 Sections 23 to 25 further emphasise and develop the strategic approach and the active and co-ordinated management of the road network. The strategies and planning undertaken to meet the duty must be consistent with the wider local, regional and national policies and guidance along with the overall policies of the local authority. Network management is regarded as one element of an authority’s transport activities and should complement other policies and actions and be consistent with the transport Local Implementation Plan (LIP).

3 Network Infrastructure

3.1 General Borough Information

3.1.1 Lambeth is the largest Inner London Borough, with a population of some 270,000 situated south of the River Thames and is a Borough of many contrasts. The north is mainly commercial and the south mainly residential. In the north Waterloo, Vauxhall and Kennington are densely built up; there are the mixed areas of Brixton, Herne Hill, Clapham and Stockwell with the suburbs of Streatham and Norwood in the South.

3.1.2 The north of the Borough, bounded by the River Thames is opposite the Houses of Parliament and Big Ben. Its proximity to central London and the location of the International Rail Terminal at Waterloo makes it the commercial heart of the Borough and the home of larger businesses. It is also home to the London Eye which is a popular tourist attraction. Lambeth includes the South Bank.
complex and has a number of internationally known venues such as the Old Vic, the Young Vic, the National Theatre, Royal Festival Hall and the National Film Theatre. Another well known site is the Oval Cricket Ground.

3.1.3 The Borough has two major town centres, Brixton and Streatham. There are three district town centres within the Borough, Clapham High Street, West Norwood, (including Tulse Hill), and Stockwell. In addition there are six other district town centres shared with adjoining boroughs, Waterloo (including Lower Marsh, The Cut and York Road), Norbury, Herne Hill, Lavender Hill, Camberwell Green, and Westow Hill/Crystal Palace.

3.1.4 Neighbouring Boroughs are Westminster (across the river), Wandsworth, Merton, Croydon, Bromley and Southwark. The City of London and Camden across the river and Lewisham in the South east are also close.

3.1.5 There are four road bridges that cross the River Thames from Lambeth, Waterloo Bridge, Westminster Bridge, Lambeth Bridge and Vauxhall Bridge. There is also the Golden Jubilee Bridges, the pedestrian bridges either side of the Hungerford Rail Bridge.

3.1.6 There are two Traffic Authorities with responsibilities for the road networks within the Borough. The main traffic corridors in the Borough are the responsibility of the Greater London Authority and are managed by Transport for London. These routes carry a significant amount of traffic and are particularly busy during peak hours. Lambeth Council is the Traffic Authority for the rest of the roads in the Borough. Both the Borough and TfL are also Highway Authorities for their respective networks.

3.1.7 The traffic on the Borough network is generally light apart from isolated roads where the traffic can become heavy and lead to congestion at peak times. There are a number of traffic pinch points on the TfL network which cause congestion. These can in turn create a knock on effect onto the Lambeth network. These areas will be catalogued and assessed to facilitate discussion with TfL.

3.2 Transport for London Road Network

3.2.1 The Transport for London Road Network (TRLN) is also known as the ‘Red Route’. It is owned, managed and maintained by Transport for London (TfL) who are also responsible for the Network Management Duty of the Red Route which includes the following Roads:

3.2.1.1 A3 - (Newington Butts, Kennington Park Road, Clapham Road, Clapham High Street, Long Road and part of Clapham North side)
3.2.1.2 **A23** - (Addington Street, Part of Kennington Road, Brixton Road, Brixton Hill, Streatham Hill, and Streatham High Road)

3.2.1.3 **A24** - (Clapham Common South Side)

3.2.1.4 **A202** - (Bridgefoot, Harleyford Road, Kennington Oval, Harleford Street, and Camberwell New Road)

3.2.1.5 **A203** - (South Lambeth Road, *South Lambeth Place*, Stockwell Road and Stockwell Park Walk)

3.2.1.6 **A204** - (Effra Road (Brixton Road to St Mathews Road) plus St Matthews Road)

3.2.1.7 **A205** - (Part of The Avenue, Cavendish Road, Poynders Road, Atkins Road, Streatham Place, Christchurch Road, Hardel Rise and Thurlow Park Road)

3.2.1.8 **A214** - (Tooting Beck Road, Tooting Beck Gardens and Ambleside Avenue)

3.2.1.9 **A301** - (Waterloo Bridge Road (Tenison Way to Alaska Street) and Tenison Way)

3.2.1.10 **A302** – (Westminster Bridge and Westminster Bridge Road (Westminster Bridge to Addington Street))

3.2.1.11 **A3036** - (Albert Embankment and Lambeth Palace Road)

3.2.1.12 **A3200** - (York Road and Stamford Street)

3.2.1.13 **A3203** - (Lambeth Bridge and part of Lambeth Road)

3.2.1.14 **A3204** - (Kennington Lane)

3.2.1.15 **A3205** - (Nine Elms Lane, Parry Street and Bondway)

3.2.2 In addition to the above roads there is a number of junction headways off the Red Route included in the TfL network. These extend into the side roads for a specific length. While TfL as the traffic Authority for the Red Route are responsible for the network including Winter Maintenance they are not responsible for other issues such as Planning, Street Cleansing and Waste Management.

3.2.3 If the Borough undertakes any work that could affect the Red Route they must notify TfL and seek approval in advance. The TfL road network is indicated on the plan in Appendix 1

3.3 **Lambeth Road Network**

3.3.1 Apart from the Red Route roads listed above all other adopted roads in the Borough are the responsibility of the Council. The Road
Network hierarchy for carriageways is indicated on the plan in the Appendix 2 and for footways in Appendix 3.

3.3.2 The Council is currently developing a Highways Asset Management Plan and is working to improve the maintenance of its road network. Inspections have also increased. In every quarter since the start of 2004/05, 100% of scheduled inspection activity on all borough roads has been achieved. This meant that every road was inspected in every quarter by the Council’s four dedicated inspectors. This inspection regime has been decreased to every four months from April 2007 and will decrease to every 6 months from April 2008. However defects are now identified and rectified much sooner than prior to 2004/05. This has led to a fall in the number of insurance claims and a higher repudiation rate.

3.3.3 There are a number of London Distributor roads within the Borough that are designated as Strategic by the Government Office for London. These roads remain the responsibility of the Council but TfL have a co-ordinating role on these roads. If the Council plans to carry out highway works or change the operation of any Strategic Roads they must notify TfL and seek approval in advance.

3.3.4 The traffic sensitive Strategic roads in Lambeth are listed below and are also indicated on the plan in Appendix 4:

3.3.4.1 Waterloo Bridge / Waterloo Road
3.3.4.2 Westminster Bridge Road
3.3.4.3 Kennington Road
3.3.4.4 Lambeth Road
3.3.4.5 Denmark Hill / Herne Hill / Norwood Road / Norwood High Street / Ernest Avenue / Knights Hill
3.3.4.6 Crystal Palace Parade
3.3.4.7 South Croxted Road / Croxted Road
3.3.4.8 Dulwich Road / Dalberg Road / Brixton Water Lane / Morval Road / Effra Road

3.4 Congestion Charging Zone

3.4.1 The north part of the Borough around Waterloo and north of Kennington Lane is included in the Congestion Charging Zone operated by TfL. The area within the Borough include in the zone is indicated on the plan in Appendix 5.

3.4.2 The Congestion Charging Zone operates from 07.00 hrs to 18.00 hrs Monday to Friday except Public Holidays. The zone is clearly
defined by signs and road markings at the entrance and exit points and the standard daily charge is currently £8. Residents living within the charging zone can apply for a 90% resident’s discount. People with disability holding a Blue Badge are able to apply for a full discount. Full discounts are also available to certain other users including drivers of vehicle run on alternative fuels, vehicles with nine or more seats and roadside recovery vehicles. There is also a discount, exemption or reimbursement facility for certain other groups of user including those involved in the provision of services.

3.4.3 There is a single route through the centre of the zone allowing drivers to reach the northern boundary the zone without incurring a charge. This route can be accessed from the Borough via Vauxhall Bridge.

3.5 Traffic Signals

3.5.1 Traffic signals in Lambeth and throughout London are managed by TfL through the Traffic Light Control Centre. They are responsible for designing, installing, and maintenance. If the Council seeks new installations or reviews of existing facilities the requests are made to TfL. The plan in Appendix 6 shows the location of traffic signals in the Borough on both the TfL and Borough networks.

3.6 Street Lighting

3.6.1 Street Lighting is not only an important aspect of road safety but is seen by residents as one of the most important services provided by the Council.

3.6.2 The Council currently maintains 10,120 street lights and 2,615 illuminated signs. Much of the current lighting equipment fails to meet modern standards and most street lights will be replaced over a four year programme which commenced in November 2005 as part of the PFI contract. The number of street lights is planned to be increased to 14,000.

3.7 On Street Parking

3.7.1 Commuter car traffic and on street parking have an impact on the quality of life of residents, and on the environment, in terms of congestion, road safety and air quality. In order to address these problems about half the Borough is already covered by Controlled Parking Zones and these are indicted on the plan in Appendix 7.

3.8 Council Public Car Parks

3.8.1 Off Street Parking facilities are important for the viability of commercial areas and in reducing traffic congestion. The Council operates three public car parks listed below:

3.8.1.1 Multi-Storey, Brixton with 300 space
3.8.1.2 Leigham Court Road, Streatham with 33 spaces

3.8.1.3 Waylett Place, Norwood, with 12 spaces

3.9 **Road Signs and Street Name Plates**

3.9.1 Clear directional signs are essential for road safety and the reduction of congestion. In the same way street name plates help road users to navigate effectively to their destination. Misdirected traffic is not only a hazard but can lead to unnecessary additional journey lengths and additional congestion.

3.9.2 The network includes directional, regulatory, warning and information signs in the borough. The responsibility for design and implementation lies with Transport Section and they are installed and maintained by the Street Lighting unit of Highways. The design, installation of street nameplates is undertaken by Highways. Through the development of the Highways Asset Management Plan (HAMP) the Council has recognised that it has an incomplete record of assets including signs. The Council is therefore intending to develop a comprehensive Highways Asset Inventory, including signs as set out in the HAMP.

3.10 **Bridges and Subways**

3.10.1 There are nine bridges and seven subways on the Borough network. In addition there are a number of bridges and other structures over the network or supporting the network which are owned and managed by either Network Rail or Transport for London.

3.11 **Alleyways**

3.11.1 There is a small network of alleyways within the Borough. They can provide a useful local shortcut for pedestrians and they are indicated on the plan in Appendix 8.

3.12 **Containers Placed on the Highway**

3.12.1 There are a number of containers placed on the Highway for the purpose of keeping the network clean and safe. These include:

3.12.1.1 Some 500 Salt bins

3.12.1.2 Litter Bins

3.12.2 There are also some forty public recycling sites on or near the street.

3.13 **Closed Circuit Television**

3.13.1 Closed Circuit Television (CCTV) cameras are an important part of the Highway infrastructure. They are used to deter criminal activity and to provide the public with an enhanced sense of security. They
are also used by the Parking Enforcement Service to assist in the enforcement of bus lanes and moving traffic offences. CCTV can also be used to provide real-time information to assist in traffic management. The Metropolitan Police manage speed cameras and TfL manage Red Light cameras, used to deter traffic light offences.

3.14 **Air Quality Monitoring**

3.14.1 The whole of the Borough has been an Air Quality Management Area (AQMA) since 2003. The monitoring is undertaken by the Environmental Health Service which manages a number of kerbside and roadside monitoring points throughout the Borough. There is a correlation between air quality and the level of vehicular traffic and traffic congestion. The objectives of the Network Management Strategy and Air Quality Management are therefore synonymous.

4 **Transport Infrastructure**

4.1 **General**

4.1.1 The road network is part of a complex transport system incorporating other modes of transport. They are all essential to the effective delivery of the Network Management Duty as well as to the quality of life of residents and visitors to the Borough and to the economic viability of the community.

4.2 **London Underground**

4.2.1 There are nine London Underground stations within the Borough on four lines which provide vital links with central London. These are shown in the table below.

<table>
<thead>
<tr>
<th>Station</th>
<th>Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brixton</td>
<td>Victoria</td>
</tr>
<tr>
<td>Clapham Common</td>
<td>Northern</td>
</tr>
<tr>
<td>Clapham North</td>
<td>Northern</td>
</tr>
<tr>
<td>Kennington</td>
<td>Northern</td>
</tr>
<tr>
<td>Lambeth North</td>
<td>Bakerloo</td>
</tr>
<tr>
<td>Oval</td>
<td>Northern</td>
</tr>
<tr>
<td>Stockwell</td>
<td>Northern &amp; Victoria</td>
</tr>
<tr>
<td>Vauxhall</td>
<td>Victoria</td>
</tr>
<tr>
<td>Waterloo</td>
<td>Northern, Jubilee &amp; Bakerloo</td>
</tr>
</tbody>
</table>

4.3 **National Rail**

4.3.1 There are fourteen overland rail stations throughout the Borough which are shown in the table below.

<table>
<thead>
<tr>
<th>Station</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brixton</td>
<td>Streatham Hill</td>
</tr>
<tr>
<td>Clapham High Street</td>
<td>Tulse Hill</td>
</tr>
<tr>
<td>Gipsy Hill</td>
<td>Vauxhall</td>
</tr>
<tr>
<td>Herne Hill</td>
<td>Wandsworth Road</td>
</tr>
</tbody>
</table>
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<table>
<thead>
<tr>
<th>Loughborough Junction</th>
<th>Waterloo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streatham</td>
<td>Waterloo East</td>
</tr>
<tr>
<td>Streatham Common</td>
<td>West Norwood</td>
</tr>
</tbody>
</table>

### 4.4 Buses

**4.4.1** There are 95 bus routes serving the Borough with a further twenty night bus routes. These provide a vital service for many residents of the Borough which has low rates of car ownership and high rates of deprivation. The bus routes within the Borough are indicated on the plan in Appendix 9.

**4.4.2** In order to assist bus reliability there are a number of bus lanes on both the Borough and TfL networks and they are indicated on the plan in Appendix 10.

### 4.5 Cycling

**4.5.1** With half the Journeys undertaken in Lambeth being under five miles and a quarter less than two miles there is a significant opportunity to develop this mode of transport. As with public transport cycling is particularly relevant in view of the low car ownership in the borough.

**4.5.2** Cycle routes in the Borough, including those on the TfL network, are shown on the plan are shown in the Appendix 11.

### 4.6 Walking

**4.6.1** Walking is also seen as an important area for development not only as a mode of transport but for health and leisure benefits. Accessibility for the less able is a high priority.

### 4.7 Motorcycling

**4.7.1** Motorcycling can contribute to a reduction in congestion. A review to implement secure parking in key locations will be undertaken.

### 4.8 Taxis and Private Hire Vehicles

**4.8.1** These provide an important supplement to other scheduled modes of transport.

### 4.9 Community Transport

**4.9.1** Where eligible, Borough residents have access to both the Borough’s Taxicard and Dial-a-Ride schemes, which offer discounted door-to-door trips in accessible vehicles. These services can be vital for elderly, infirm and disabled residents in order to maintain their independence and minimise social exclusion.

**4.9.2** The London Taxicard Scheme is funded by the participating London boroughs and the Mayor of London. It is operated by London...
Councils and is available 24 hours per day throughout the year. It provides subsidised door-to-door transport for people who have serious mobility impairment and difficulty in using public transport. Taxicard holders make journeys in licensed London taxis and the subsidy applies directly to each trip. The London Dial-a-Ride scheme is operated by TfL and is a door to door service for disabled people who can not use public transport. It is established mainly for providing local trips.

4.9.3 Lambeth and Southwark Community Transport (LaSCoT) provides a low cost, personalised minibus and coach service for non-profit community groups and individuals who are unable to access conventional transport in Lambeth. LaSCoT works closely with Dial-a-Ride to augment their services and will take customers to locations further afield outside the Borough.

4.9.4 The Council have an integrated transport service which caters for a variety of transport needs including:

4.9.4.1 Children living beyond the statutory distance from school
4.9.4.2 Children with special needs requiring transport to school
4.9.4.3 Adults with limited mobility requiring transport to Day Centres

5 Stakeholders

5.1 General

5.1.1 The management and operation of the road network involves a large number of internal and external stakeholders. The road network is the lynchpin of the transport Infrastructure and the conduit for the basic services essential for the community. It is therefore necessary that there is effective and proactive communication and co-ordination with all stakeholders to ensure effective management and operation.

5.1.2 This section lists the various stakeholders and outlines their responsibilities or involvement.

5.2 Transport for London

5.2.1 Transport for London has a wide range of responsibilities that affect the operation of the network and the wider Transport Infrastructure and these are set out below. The Council is also required to consult with TfL where any works or operation on their network may affect a Red Route, Strategic Route or Congestion Charging Zone.

5.2.1.1 Traffic Authority for the Red Routes within the Borough and the rest of London.

5.2.1.2 Operation of the Congestion Charging Zone
5.2.1.3 Co-ordinates activity on or near the Strategic Road Network and TfL approval is required before any works are undertaken.

5.2.1.4 Manage the Traffic Signal system for London

5.2.1.5 Management of the Underground Transport system

5.2.1.6 Management of buses, bus stations and bus stops.

5.2.1.7 Licensing of taxis and private hire vehicles through the Public Carriage Office.

5.2.1.8 Provide transport funding to Boroughs.

5.2.1.9 Operate the London Dial-a Ride system for people with limited mobility

5.2.1.10 Operation of the Cycling Centre of Excellence

5.2.1.11 Walking Plan for London

5.3 **Boundary Authorities**

5.3.1 Where works, a change in operation or events planned on the Borough’s network could impact on another Traffic Authority the affected authority must be consulted. Lambeth shares boundaries with Westminster, Wandsworth, Merton, Croydon, Bromley and Southwark. It is also close to the boundaries of the City of London and Camden.

5.4 **Metropolitan Police**

5.4.1 The Police are key partners in the safe operation of the road network and have a wide area of involvement including:

5.4.1.1 Security Issues

5.4.1.2 Crime on the network and adjoining property.

5.4.1.3 Traffic offences on the network

5.4.1.4 Parking and Waiting offences on Red Routes through the Traffic Warden service

5.4.1.5 Control of incidents

5.4.1.6 Control of events and demonstrations

5.4.1.7 Need for rapid response to emergency situations

5.4.2 There are six Police Stations in the Borough located at, Brixton, Gipsy Hill, Streatham, Kennington, Cavendish Road and Clapham.
5.5 **Fire Brigade**

5.5.1 The London Fire Brigade is run by the London Fire and Emergency Planning Authority and their involvement includes:

5.5.1.1 Emergency response for fire and rescue

5.5.1.2 Attendance at road traffic accidents

5.5.1.3 Attendance at incidents involving hazardous or chemical materials

5.5.1.4 Attendance at terrorist incidents

5.5.1.5 Dealing with unsafe structures

5.5.1.6 Flooding incidents

5.5.1.7 Fire safety

5.5.1.8 Priority routes

5.5.1.9 Emergency planning

5.5.1.10 Checking of the Fire Hydrants

5.5.2 There are five Fire Stations in the Borough and these are located at Brixton, Clapham, Lambeth (Albert Embankment), Lambeth River (Albert Embankment) and West Norwood.

5.6 **Ambulance Service**

5.6.1 The Ambulance Service provide:

5.6.1.1 Accident and emergency service

5.6.1.2 Non-emergency patient transport service

5.6.1.3 Emergency planning

5.6.1.4 Attendance at incidents

5.6.2 The Ambulance Service also seeks well maintained streets with free passage to facilitate rapid emergency response and the safe conveyance of people with serious injury or illness.

5.6.3 There are three Ambulance Stations located in the Borough located at the Waterloo, Oval and Streatham.

5.7 **Utilities**

5.7.1 Statutory Undertakers are utilities or organisations that have been conferred the legal right to install and maintain equipment in or on the Highway. These include gas, electricity, water telecoms and
cable. There are nearly forty statutory undertakers that work in the Borough and these are listed in Appendix 13.

5.7.2 The New Roads and Street Works Act 1991 (NRSWA) places a duty on the Traffic Authority to co-ordinate and maintain a register of all street works. Section 60 of the NRSWA requires undertakers to use their best endeavours to co-operate with the Traffic Authority and other undertakers. The NRSA also has detailed provisions relating to the serving of notices of intended works, restrictions on opening streets following substantial works, street with special controls and the avoidance of unnecessary delay and obstruction.

5.8 **Highway Maintenance**

5.8.1 Maintenance of the Borough roads is the responsibility of the Council and is managed by the Highways Section of Street Management. The work undertaken by the Highways Section is divided between responsive and planned works and includes:

5.8.1.1 Inspection of roads
5.8.1.2 Repair of roads and footways
5.8.1.3 Maintenance of street furniture
5.8.1.4 Licensing, Co-ordination and Inspection of Street Works
5.8.1.5 Monitoring the work undertaken on the highway by Utilities
5.8.1.6 Control of Highway obstructions and Street Works
5.8.1.7 Managing highway emergencies and incidents
5.8.1.8 Winter Service operation
5.8.1.9 Design and supervision of major road improvement schemes
5.8.1.10 Resurfacing of footways and carriageways
5.8.1.11 Supervision of major works associated with Section 106 Agreements and Development related works.

5.8.2 The actual work is undertaken by an appointed contractor which is F M Conway with effect from April 2007 for a period of five years.

5.9 **Street Lighting**

5.9.1 Street Lighting is also the responsibility of the Transport and Highways Section and includes the following:

5.9.1.1 Provision of lighting and illuminated signs on all roads and footways.
5.9.1.2 Regular inspection, maintenance and repairs.

5.9.2 The Council is currently replacing and upgrading most of the street lights in the Borough over a four year period from November 2005 as part of a £17.2 million Private Finance Initiative. The work is being undertaken by Lambeth Lighting Services and will ensure the street lights meet the latest European Standards.

5.10 Network Management

5.10.1 The Traffic Manager has the key statutory role of ensuring the efficient operation of Lambeth’s road network and the networks of adjoining and nearby road networks. The role is aimed at ensuring:

5.10.1.1 Traffic Management Act duties are met and associated guidance is complied with.

5.10.1.2 Balanced policies, plans and procedures are in place to meet the duty and provide value for money.

5.10.1.3 Policies and plans are consistent with local, regional and national policies.

5.10.1.4 Congestion and potential traffic disruption is identified and mitigation measures developed and introduced.

5.10.1.5 Management of traffic growth to provide more efficient use of the network through partnership with other teams in Street Management.

5.10.1.6 There is a clear understanding of the needs of the various users and of the problems facing different parts of the network at different times.

5.10.1.7 Communication with all internal and external stakeholders is maintained to raise awareness of the duty and promote involvement and commitment to the effective operation and management of the network.

5.10.1.8 Co-ordination and management of competing demands on the network.

5.10.1.9 Effective contingency plans are in place to deal with unplanned events and emergencies.

5.10.1.10 The effective use of powers to co-ordinate and regulate uses of the network.

5.10.1.11 Appropriate indicators are developed and management systems are in place to monitor performance.
5.10.1.12 The Council produces an annual report to demonstrate with supporting evidence how the network is effectively operated and managed.

5.10.1.13 The operation and management policies and procedures are regularly reviewed.

5.11 **Transport Planning and Strategy**

5.11.1 This section undertakes a vital role in developing the Council's transport policies and their responsibilities include:

5.11.1.1 Producing the Local Implementation Plan (LIP) and Local Implementation Plan Annual Progress Report (LIP APR).

5.11.1.2 Collection and analysis of accident statistics and reporting.

5.11.1.3 Development and promotion of Road Safety programmes, and managing School Crossing Patrols.

5.11.1.4 Developing and promoting workplace travel plans and a walking strategy through the Lambeth Business Travel Plan Network.

5.11.1.5 Development of a walking strategy through a Walking Plan in partnership with other agencies.

5.11.1.6 Working with schools to develop and implement School Travel Plans and managing the Safer Routes to Schools Programme.

5.11.1.7 Assessing transport impacts of developments and working with town planners to ensure consistency with Planning Policy guidance.

5.11.1.8 Working with the Accessible Transport Unit in the Adult and Community Services Department to develop and promote community transport and implementing community transport schemes.

5.11.1.9 Implementation of the Council’s cycling strategy as set out in its Cycle Action Plan, improvements to infrastructure through implementation of the London Cycle Network (LCN) cycle training and parking.

5.11.1.10 Working in partnership to influence major transport initiatives such as the Cross River Tram (CRT). Developing and maintaining relations with partners such as: Cross River Partnership (CRP), Central London Partnership (CLP), South East London Transport Strategy (SELTRANS), Transport for London (TfL), South Bank Employers Group (SBEG), London European Partnership for Transport (LEPT) and resident groups.
5.11.11 Promoting Car Clubs through the increase in specific car club parking bays and in partnership with developers.

5.12 Traffic Section

5.12.1 This Unit is responsible for:

5.12.1.1 Design, consultation and implementation of traffic, safety, environmental improvement and bus priority schemes.

5.12.1.2 Development of measures to improve safety and traffic congestion

5.12.1.3 Schemes for 20 MPH Zones and Home Zones

5.13 Highway Engineering and Management

5.13.1 This unit is responsible for:

5.13.1.1 Highway inspections and planned and responsive maintenance

5.13.1.2 Street Works Management and Highway Licensing

5.13.1.3 Abnormal Loads

5.13.1.4 Events co-ordination

5.13.1.5 Street Works Register

5.13.1.6 Bridges, tunnels and engineering projects

5.13.1.7 Management of the Street Lighting contract

5.13.1.8 Investigating insurance claims

5.13.1.9 Design and implementation of schemes

5.13.1.10 Development of the Design Guide to ensure consistent and quality works on the highway

5.13.1.11 Development of the Highways Asset Management Plan

5.13.1.12 Winter Maintenance

5.14 Transport (Parking Design)

5.14.1 This unit is responsible for:

5.14.1.1 Preparation and implementation of Controlled Parking Zones

5.14.1.2 Investigation of Parking and Waiting Restriction requirements

5.14.1.3 Installation of Disabled Bays.
5.15 **Parking Enforcement Service**

5.15.1 Parking Services are responsible for

5.15.1.1 Parking Offences

5.15.1.2 Certain moving traffic offences including bus lanes

5.15.1.3 Parking Permits

5.15.1.4 Disabled Parking Permits (not Blue Badges)

5.15.1.5 Static and mobile CCTV Enforcement.

5.15.1.6 Vehicle clamping and removal

5.15.1.7 Management of car parks

5.15.1.8 Processing of Penalty Charge Notices

5.16 **Environmental Health Air Quality Management**

5.16.1 The Environmental Health Service is responsible for Air Quality Management and monitors air quality at a number of sites in the Borough.

5.17 **Markets and Street Trading**

5.17.1 Markets in the Borough are well established and popular with local residents and visitors. They are controlled through licensing and are located at:

5.17.1.1 Brixton Station Road

5.17.1.2 Brixton Concourse

5.17.1.3 Electric Avenue, Brixton

5.17.1.4 Popes Road, Brixton

5.17.1.5 Lower Marsh

5.17.1.6 Lambeth Walk

5.17.1.7 Tunstall Road

5.17.1.8 Various scattered pitches

5.18 **Cleansing Services**

5.18.1 The Cleansing Service is essential for the maintenance of a safe clean and attractive environment and includes:
5.18.1.1 Regular cleansing of all public roads, footpaths and open spaces
5.18.1.2 Wash down of pavements in the town centres
5.18.1.3 Emptying of litter bins
5.18.1.4 Removal of Abandoned Vehicles
5.18.1.5 Gully emptying
5.18.1.6 Control of weeds
5.18.1.7 Removal of chewing gum, graffiti and fly-posting
5.18.1.8 Co-ordination of the Freshview initiative
5.18.1.9 Assisting with the Winter Service plans to apply salt

5.19 Waste and Recycling Collection

5.19.1 The Council collects household waste from over 120,000 residential premises each week. Residents in street properties are supplied with a wheeled bin for the storage of their residual waste. Residents in flats above shops can request black waste sacks for the storage of their waste. When full they are placed on the footway and removed as part of the Council’s ‘clear all’ policy. Householders are also supplied with orange plastic sacks for the storage of materials for recycling including paper, brochures, catalogues, plastic, glass, tins and cardboard. The filled orange bags are also collected weekly on the same day as the residual waste but in a different vehicle.

5.19.2 There are over forty public recycling sites around the borough mainly on the highway that take a range of materials. There is a reuse and recycling centre in the Borough located at Vale Street. There are also re-use and recycling centres located at Smugglers Way and Cringle Dock. There are some 725 recycling sites located on estates off the highway.

5.19.3 In addition to the regular scheduled services there are three separate special and bulky collections:

5.19.3.1 Standard bulky refuse collection service
5.19.3.2 Large metal goods recycling service
5.19.3.3 Fridges and freezers

5.19.4 The Council also operates a chargeable waste collection service for commercial organisations within the Borough. The contracts are individual and can be tailored to suit the customer’s waste storage and collection frequency requirements.
5.20 **People with Disabilities**

5.20.1 It is important that people with disabilities are given full access to the network. Account needs to be taken of all types of disability including, wheelchair users and the ambulant disabled as well as people that are partially sighted, blind, deaf or have hearing difficulties.

5.21 **Walkers**

5.21.1 Pedestrians are at the top of the Council’s road user hierarchy and walking is a key element of the Councils objective to contain the growth of vehicle traffic through modal shift and for a sustainable transport system. All traffic schemes take account of the impact on pedestrians. Walking groups operating in the Borough include Living Street (London) and Walk First.

5.22 **Cyclists**

5.22.1 As with walking cycling is high on the Council’s road user hierarchy and is a key constituent for modal shift. There has been a significant increase in cycling and the Council is keen to develop this further. The high number of short journeys undertaken within the Borough makes cycling a practical and economic sustainable alternative to the car. As with walking all traffic schemes take account of the impact on cyclists. The London Cycling Campaign (LCC) was consulted at the draft stage of the LIP.

5.23 **Public Toilet Facilities**

5.23.1 The provision of public toilets is not only a convenience to the general public but is also important for public health reasons. For some the availability of public toilets can make a significant difference to their freedom and confidence to making even a local trip. It is vital that they are well maintained, kept clean and well signposted. There should be unisex facilities for wheelchair users. Baby changing facilities are an advantage where their location is practicable.

5.23.2 The Council is reviewing the provision of public toilets in the Borough and currently has public toilets on or near its road network at the following locations:

5.23.2.1 Popes Road, Brixton

5.23.2.2 Clapham Common

5.23.2.3 Leigham Court Road, Streatham

5.23.2.4 Gracefield Gardens, Streatham

5.23.3 There are 24 hour Universal Super Loos at:
5.23.3.1 West Norwood Library

5.23.3.2 The Rookery, Streatham Common

5.23.4 In addition, there are also toilet facilities in most parks within the borough.

5.24 Car Clubs

5.24.1 The Council has secured funding from TfL to provide on-street bays and to promote the car club concept. There are already 15 bays allocated with plans for a further significant expansion across the borough. There are also a number of off-street car club locations in the Borough.

5.25 Schools

5.25.1 The ‘school run’ by parents delivering and collecting their children by car presents safety, sustainability, traffic volume and congestion issues that need to be addressed in partnership. This is undertaken mainly through School Travel Plans and Safer Routes to Schools programme. There are two operational ‘Walking Bus’ schemes with plans for a further eleven. In addition the Council Manages the School Crossing Patrol service and is fully mindful of the needs of schools in the operation and management of the network.

6 Compliance with the Network Management Duty

6.1 General

6.1.1 Local circumstances will influence how a local authority manages its network and the Council must decide how to plan and perform its duties as a Traffic Authority in respect to the Network Management Duty. However, Statutory Instrument 2007 No.339 The Traffic Management (Guidance on Intervention Criteria) (England) 2007 (TMGIC) sets out in detail issues that need to be addressed by all authorities. Dealing with these issues will be regarded as a minimum indication that the Council has taken full account of the Network Management Duty Guide.

6.1.2 The issues fall into eight categories which are listed below:

6.1.2.1 A - Considering the needs of all road users

6.1.2.2 B - Co-ordinating and planning works and known events

6.1.2.3 C - Gathering information and providing information needs

6.1.2.4 D - Incident management and contingency planning

6.1.2.5 E - Dealing with traffic growth
6.1.2.6 **F** – Working with stakeholders – internal and external

6.1.2.7 **G** – Ensuring parity with others

6.1.2.8 **H** - Providing evidence to demonstrate network management

6.1.3 For each of the above main categories there are a number of questions and each must be positively addressed in order that the Council can demonstrate they are effectively performing their Network Management Duty.

6.1.4 If the Council is seen not to be performing its duty there is the potential for the Government to intervene in accordance with the criteria set out in the Statutory Instrument.

6.1.5 Each of the questions is listed below along with how the Council addresses each issue.

6.2 **How does the Council manage the road space for everyone? (Category A  TMGIC Paragraph 35.1)**

6.2.1 The Council is committed to making the best and most efficient use of its road network taking account of the needs of all the users including utilities. The current road network and its hierarchy are shown in the appendices with the carriageway hierarchy in Appendix 2 and the footway hierarchy in Appendix 3.

6.2.2 The Council has also identified traffic sensitive roads which are shown in Appendix 4. There are plans to monitor the traffic and pedestrian usage, traffic speed, volume and accidents in these roads to assist in management. The emphasis will be on at junctions and along major busy corridors.

6.2.3 The Council’s Local Implementation Plan 2005 - 2011 (LIP) embodies the Council’s transport strategy and policies. It sets out the Road User Hierarchy in paragraph 3.11.5. In considering the management of the network and the impact of new development and improvements priority will be given in the following order:

6.2.3.1 Walking (including people with impaired mobility)

6.2.3.2 Cycling

6.2.3.3 Buses

6.2.3.4 Rail Services

6.2.3.5 Taxis and Private hire vehicles

6.2.3.6 Motor Cycles and Scooters

6.2.3.7 Freight Transport
6.2.3.8 Cars

6.2.4 In addition to these basic underlying hierarchies set out above the Council recognises and balances the needs in defined areas in a number of ways. These include:

6.2.4.1 Public Realm improvements such as Home and 20 MPH zones as set out in Item 6.6.7 below.

6.2.4.2 Traffic restraint such as Controlled Parking Zones as detailed in Appendix 7

6.2.4.3 Road Safety improvements such as Cycle Routes as set out in Appendix 11 and Speed humps as set out in Appendix 12.

6.2.5 The concept of shared space and surfaces incorporating simple, effective, people focused design and maintained to a good standard is likely to become more important in future. For example, on roads such as Streatham High Road, Brixton Road, Vauxhall Cross, Albert Embankment, York Road and Waterloo roundabout, Lambeth is working with TfL to provide much greater pedestrian priority and comfort at key crossing points – including reallocating road space to the pedestrian environment. There is the potential to remove gyratory systems, such as at Tulse Hill, which have severe problems of air quality and pedestrian severance, can encourage bottlenecks and do not substantially improve journey times.

6.2.6 The Council maintains the Street Works register in order to co-ordinate and control highway obstructions, street works and events that could affect the network. This also meets the needs of the utilities that have equipment and services on or in the highway. There is advance notification of all planned works or activities that may affect traffic.

6.2.7 Where the Emergency Services identify areas in which on-street parking gives concern for access surveys are undertaken with a view to implementing parking restrictions. In a similar way parking restrictions are considered where access for waste collection is made difficult particularly at road junctions.

6.2.8 Where heavy and regular parking obstructs street cleansing operations the Street Care team arrange for the periodic special cleansing of such streets. They place advance notices in the road and distribute leaflets asking residents and visiting vehicle drivers to avoid parking at a particular time and place. The Council has the power to move vehicles where drivers ignore the notices.

6.2.9 Waste Collection and carriageway cleansing on Red Routes and Strategic Routes is restricted to off peak periods which are 10.00 hrs to 16.00 hrs and 19.00 hrs to 07.00 hrs (the following day).
6.2.10 In order to assist in reducing the pressure on parking the Council offers a free service for the collection of unwanted resident’s vehicles. In addition the Council exercises powers to reduce vehicles left for sale on the highway.

6.3 Has the Council set out a clear understanding of the problems facing the different parts of the network? (Category A TMGIC Paragraph 35.2)

6.3.1 The Council’s consultation strategy and practices are designed to reach all stakeholders and all areas of the community including people who are hard to reach and who traditionally have not had contact with the Council. The Council’s draft LIP was consulted on widely over a period of four months in order to establish a clear understanding of the problems facing the different parts of the network. In addition to sending out the draft to a large number of organisations the draft LIP was presented at a number of area-based workshops.

6.3.2 The results of the consultation are set out in detail in Chapter 7 of the LIP, which is a key document contributing to the effective management of the network.

6.3.3 Officers from Transport Planning & Strategy host a quarterly Transport Forum which is a public meeting open to Councillors, residents, businesses and resident groups. These meetings provide a platform to discuss operational transport issues through a mixture of presentations and open floor general discussions. They also provide information on the full range of operational, strategic and policy issues relating to transport.

6.3.4 Integral to the Transport Forum is the Public Transport Liaison Group also meeting quarterly. This group brings together key transport officers, Councillors and representatives from the various public transport operations, including rail, bus and underground.

6.3.5 The Council monitors all complaints about the network and proactively responds to problems. On-going issues highlighted by complaint analysis are considered as part of the review process. Complaints relating to the Red Route network are refereed to TfL.

6.4 Is the Council aware of the needs of different users? (Category A TMGIC Paragraph 35.3)

6.4.1 The Council communicates with all user groups and there are clear policies set out in the LIP related to each of the users which are kept under review. In addition the Council has developed a four stage Equalities Impact Assessment (EQIA) methodology. All service plans, project plans and policy documents undergo an EQIA. This document draws from policies that already exist such as the LIP which have already undergone an EQIA. The initial view is that
strategy will have a low equalities impact and therefore first stage assessment will be completed before the document is finalised. This will be reviewed in the light of feedback during consultation. An outline of each user group is set out below:

6.4.1.1 Walking

6.4.1.1.1 The Mayor of London is committed to making London one of the world’s most walking friendly cities for pedestrians by 2015, and the Council support this aim. In order to support this the road user hierarchy places walking as the top priority and is currently developing a Walking Plan in consultation with various user groups and relevant stakeholders. The need to improve conditions for pedestrians including footway and lighting improvements along with the removal of street clutter and the improvement of waymarking is recognised. The Walking Improvement Plan is included in the LIP and can be found in section 5.6.

6.4.1.1.2 Walking is an important mode of transport in the Borough which has a low level of car ownership. The encouragement of increased walking can have environmental and health benefits.

6.4.1.1.3 The Safer Routes to Schools Programme incorporates walking as an integral part of the process and is outlined in section 6.2 of the LIP.

6.4.1.1.4 There are currently two walking bus schemes operating in the Borough with a further 11 being considered.

6.4.1.1.5 The Council always considers the implications for pedestrians in all engineering schemes with the aim to prioritise to people with disabilities and pedestrians.

6.4.1.2 Cycling

6.4.1.2.1 Research has shown that forty percent of Londoners would consider cycling but are put off by intimidating traffic conditions and other barriers including the weather, effort, cycle security and knowledge and skill. Half the car journeys in the Borough are under five miles and a quarter are less than two miles. Research has shown that over these distances cycling is the fastest, cheapest and most reliable form of transport. As with walking there are also environmental and health benefits associated with cycling. Cycling has been shown to be increasing but there is a significant potential to increase further.

6.4.1.2.2 In order to promote cycling and encourage a modal shift there is a need to address barriers to increased cycling. Cycle audits are undertaken at the development stage of engineering projects. Cycle training and awareness campaigns will
continue to be supported. A shower facility and changing room has been installed in Blue Star House.

6.4.1.2.3 The Council have produced a Cycle Action Plan which sets out in detail the needs of cyclists.

6.4.1.3 Buses

6.4.1.3.1 With 50.9% of the Boroughs’ household having no access to a car access to Public Transport including buses is very important. The Borough has the highest proportion of people who travel to work by public transport in the county at 58.6% compared to 14.1% nationally. The London Bus network provides an extensive range of local scheduled services providing links to key transport interchanges on the underground and surface rail networks and usage is rising.

6.4.1.3.2 Residents in the south of the Borough in Streatham and Norwood have no access to the underground and therefore rely on the bus and surface rail connections. Bus routes tend to be north/south radial routes into central London. The lack of east/west services leaves some housing estates with a low level of accessibility. It is also recognised that bus services can be slow due to the lack of bus priority measures.

6.4.1.3.3 The Council recognises the need for bus stops to accommodate low floor buses to improve accessibility for all groups. Work will proceed with priority given to bus stops with a high level of users with mobility problems and high usage stops.

6.4.1.4 Taxi Services

6.4.1.4.1 The Council recognises that taxis make a valuable contribution to public transport in London and supports the Mayor of London’s objective that ‘taxi availability and service quality should be improved and taxis should be better integrated with other transport modes’.

6.4.1.4.2 The LIP allows for the need to investigate the improvement of taxi facilities, accessibility and signage at a number of key rail and bus stations.

6.4.1.5 Private Hire Vehicles

6.4.1.5.1 Private hire vehicles can provide a flexible valuable service to the community and can be particularly useful for vulnerable groups. It is particularly important for the safety of users that the vehicles are properly regulated through the Public Carriage Office and have a valid London Private Hire Licence.

6.4.1.6 Community Transport
6.4.1.6.1 Community Transport has a vital role in the local transport system. These services are important for elderly, infirm and disabled residents in order to maintain their independence and minimise social exclusion. There is a Council Managed service operated for clients of the Children and Young People Service and the Adult and Community Service. In addition London Dial-a-Ride operates a local service and this is supplemented by Lambeth and Southwark Community Transport (LASCOT) which can offer transport to locations further afield.

6.4.1.6.2 The Council also supports the Taxicard scheme, which offers a door-to-door service in the Borough for residents with assessed mobility difficulties.

6.4.1.6.3 It is important that the drivers and attendants are properly trained. This group will be particularly sensitive to poor carriageway and footway surfaces which can make journeys more difficult to cope with.

6.4.1.7 Motorcycles

6.4.1.7.1 Motorcycles are seen as a solution by some to heavy congestion and are easier to park. However, they do present safety concerns and training and awareness is of particular importance.

6.4.1.8 Freight, Delivery and Servicing

6.4.1.8.1 Servicing and deliveries in the Borough are largely made by lorries using the local road network. The efficient and reliable handling and distribution of freight and the provision of servicing is vital in supporting Lambeth’s economy. However, the negative aspects of heavy lorries are recognised and efforts are made to minimise the problems associated with such vehicles. These problems include traffic disruption and congestion caused by loading and unloading, environmental impact and potential hazards to pedestrians and other road users.

6.4.1.8.2 The Council recently launched the Lambeth Business Travel Network (LBTN) which is a joint initiative between Lambeth Council, South East London Transport Strategy (SELTRANS), the good going campaign and local businesses in the borough. The main aim of the Network is to provide a means by which businesses can share views with other businesses and the council on local transport issues and opportunities. It also provides access to a range of resources, including funds and grants, related to all aspects of transport guidance. Along with providing advice on how to develop initiatives and strategies to reduce their transport impact LBTN will also seek to assist plans for the efficient movement of goods vehicles, and reduce
the impact of delivery vehicles on congestion. The project will ensure adequate consultation and a 'whole route' approach to freight and deliveries. It will look at viable alternatives to road freight to reduce traffic congestion where possible and will concentrate initially on town centre areas.

6.4.1.8.3 The London Lorry Ban (LLB) restricts the use of Large Goods Vehicles at night and at weekends. It is administered by the London Councils (formerly the Association of London Government) on behalf of the London Boroughs. Its objectives are to remove through-London freight trips and minimise the use of unsuitable roads during those periods, thus safeguarding the environment for residents, particularly in relation to noise, without unduly affecting London’s economy.

6.4.1.8.4 Parking policies are designed to restrict on-street loading and un-loading to times and places that will present the minimum of traffic disruption and congestion or potential hazard. Planning Policies seek to provide adequate off-street facilities for loading and un-loading.

6.4.1.9 Private Cars

6.4.1.9.1 Although car ownership in the Borough is amongst the lowest in the country the private car remains a very significant user of the road network. Those that own cars consider them to be essential in the provision of their personal mobility. Low car ownership is in part related to the level of deprivation and the Council will need to manage the latent potential growth that could be associated with improved financial prosperity.

6.4.1.9.2 The Council recognises the needs of disabled drivers and provides dispensations to holders of Blue Badges in off-street car parks and on-street parking places.

6.4.1.9.3 Commuter car traffic and on street parking have an impact on the quality of life of residents, and on the environment, in terms of congestion, road safety and air quality. Controlled Parking Zones and other restrictions are used to manage parking and traffic for the benefit of residents and local business. However, many parts of Lambeth still suffer from the effects of central London bound commuter parking at rail heads or as a result of displaced parking.

6.4.1.9.4 When introducing new parking controls, or amending existing controls, the Council will seek to provide the best balance for the competing demands in that particular street or area taking account of safety issues. The allocation of available space will be made according to the parking hierarchy set out below, specific local circumstances and feedback arising from local consultation. The Parking Hierarchy is:
6.4.1.9.4.1 Local disabled resident parking

6.4.1.9.4.2 Non-local disabled parking

6.4.1.9.4.3 Residents needs

6.4.1.9.4.4 Essential public services

6.4.1.9.4.5 Local business essential parking/servicing

6.4.1.9.4.6 Short stay shopper/visitor parking

6.4.1.9.4.7 Long stay shopper/visitor parking

6.4.1.9.4.8 Long term commuter parking.

6.4.1.9.5 Parking charges are designed to encourage the turnover of spaces to accommodate local needs and circumstances. They are also designed to discourage long stay commuter parking and cross boundary parking.

6.4.1.9.6 The Council has been funded by TfL to promote car clubs and to provide car club bays in the Borough. Car clubs give members access to a pool of cars or other light vehicles for flexible periods of time on a pay-as-you-drive basis. The provision of Car Clubs not only aims to reduce car ownership but can enable people who cannot afford a car, the use of a cheap, local alternative on a short-term basis. They also have the advantage of reducing unnecessary trips as the true cost of motoring is more transparent and reducing the demand for parking with more efficient use of the asset. There are currently 15 car club bays at eight locations on the Borough situated in Tulse Hill, Streatham, Herne Hill, Clapham and Waterloo. Consideration is being given to a further 52 bays in 26 locations throughout the Borough. In addition there are over 20 off-street locations all over the borough including Waterloo, Kennington, Brixton, Clapham North, Clapham Old Town, Clapham Common, Herne Hill, Stockwell, Oval, Vauxhall, and Streatham.

6.4.1.9.7 The Road User Hierarchy re-balances priorities for action away from the car and towards pedestrians and cyclists.

6.4.1.10 Emergency Services

6.4.1.10.1 It is clearly essential to the community that all the emergency services are able to respond to calls in the shortest possible time. The needs for the emergency services are taken into account when planning road works, highway licensing, events and traffic management. It is also essential that traffic congestion or disruption is managed and minimised.
6.4.1.10.2 The ambulance service and fire authority will have particular concerns about un-even surfaces and traffic calming measures involving vertical deflection such as speed cushions, humps and tables.

6.4.1.10.3 There is a need to provide suitable emergency access to all buildings as part of the Planning process. The access points must also be kept clear.

6.4.1.10.4 The Fire Brigade will require ease of access to fire hydrants which they will need to regularly test and may require in an emergency.

6.4.1.11 Utilities

6.4.1.11.1 There is a large number of services and equipment belonging to the various Statutory Undertakers within or on the road network. The utilities have the right to gain access to their equipment for the purposes of maintenance, upgrade or renewal. The Council has the duty to co-ordinate and manage such works to ensure traffic disruption is minimised.

6.4.1.12 Highway Maintenance

6.4.1.12.1 The Council is responsible for the maintenance of the road network in order to keep it safe for users and to avoid this valuable asset depreciating. As with work undertaken by the utilities highway maintenance must be co-ordinated and managed to minimise traffic disruption.

6.4.1.12.2 The Council is developing a Highways Asset Management Plan (HAMP). The key aim of the HAMP is to ensure the highway network asset is managed in a cost effective way for the benefit of the road users. The HAMP process ensures a long term maintenance programme is developed to protect and improve the highways asset, making best use of the resources available. The HAMP is customer focused and has very similar aims to the Network Management Strategy but focuses on the management of the physical assets associated with the network such as carriageway and footway maintenance.

6.4.1.12.3 The Council has powers to ensure overhanging vegetation does not impede footways and carriageways.

6.4.1.13 Highway Cleansing

6.4.1.13.1 The Council is responsible for keeping the road network clean for safety purposes. It also has the duty to keep both the Council’s network and the Red Route within its area clean to given environmental standards. This essential work must be undertaken without causing undue disruption to traffic on the
road networks. There is also a responsive service for the removal of debris following accidents or other incidents on the highway.

6.4.1.14 Waste Collection

6.4.1.14.1 The Council is also responsible for the separate collection of recyclable materials and residual waste from household properties and the collection of waste from commercial premises if requested to do so. This is normally done once each week but commercial collections may be more frequent. In some cases household waste must be collected 14 times each week to accommodate inadequate local waste storage facilities.

6.4.1.14.2 In order to minimise disruption the Planning process must also take account of waste storage and presentation as well as access for waste collection particularly for large buildings and blocks of flats.

6.5 Have the Council balanced policies for addressing these problems and needs? (Category A TMGIC Paragraph 35.4)

6.5.1 The Council's Transport Policies take account of European, National and Regional Transport Policies, in particular the Mayor of London’s Transport Strategy (MTS). The key issues have been built into the drafting of the Council's Local Implementation Plan (LIP). The Council also takes account of The London Plan which sets out strategic policies for the development and use of land as well as providing the spatial context for the Mayor's other strategies - particularly those relating to transport, regeneration and sustainable development.

6.5.2 The Mayor's Transport Strategy (MTS) sets out policies to increase the capacity, reliability, efficiency, quality and integration of the transport system so as to provide the world class transport system the city needs. The Council's LIP supports the MTS.

6.5.3 Transport is also an integral part of the Council's strong corporate vision. Briefly summarised, by 2008 Lambeth will have established a reputation as a leading inner London Council known for delivering reliable, efficient and cost effective public services to all its citizens. The community will have greater confidence in the Council. The Council will not only be recognised for achieving value for money, but also for its innovative solutions to some of the more difficult problems facing London Boroughs.

6.5.4 Transport is an integral part of the planning process and transport requirements are included within the Unitary Development Plan.
6.5.5 More detailed and tailored policies have been developed from the strategy framework and can be found in the following plans and strategies:

6.5.5.1 Road Safety Plan
6.5.5.2 Cycle Action Plan
6.5.5.3 Work Place Travel Plan
6.5.5.4 Parking and Enforcement Plan
6.5.5.5 School Travel Plan Strategy
6.5.5.6 Winter Service Operational Plan
6.5.5.7 Walking Plan (Planned)
6.5.5.8 Highway Design Guide (In draft)
6.5.5.9 Highways Asset Management Plan (in draft)
6.5.5.10 Corporate Plan
6.5.5.11 Departmental Plan
6.5.5.12 Service Plan

6.6 Has the Council identified and grouped roads according to their location and activities on them? (Category A TMGIC Paragraph 35.5)

6.6.1 The Council have established carriageway and footway hierarchies and identified traffic sensitive streets.

6.6.2 Bus lanes and Bus Gates have been established in order to improve public transport reliability band journey times.

6.6.3 There are many roads in the Borough where there are waiting and loading restrictions imposed and where on-street parking is controlled. Parking controls are designed in accordance with the parking hierarchy:

6.6.3.1 Local disabled resident parking.
6.6.3.2 Non-local disabled parking.
6.6.3.3 Residents needs.
6.6.3.4 Essential public service.
6.6.3.5 Local business essential parking/servicing.
6.6.3.6 Short stay shopper/visitor parking.

6.6.3.7 Long stay shopper/visitor parking.

6.6.3.8 Long term commuter parking.

6.6.4 Specific cycle and walking routes have been established.

6.6.5 Street Cleansing frequencies are designed in accordance with the level of usage.

6.6.6 The frequency of Street Inspections also depends on the classification of the street.

6.6.7 Certain areas and roads have been identified as suitable for additional speed controls for the benefits of residents. There is a Home Zone at Homewood Gardens and there are eight 20 MPH Zones located at:

6.6.7.1 Mervan Road, SW2
6.6.7.2 Kellet Road, SW2
6.6.7.3 Saltourn Road, SW2
6.6.7.4 Dalberg Road, SW2
6.6.7.5 Talma Road, SW2
6.6.7.6 Rattray Road, SW2
6.6.7.7 Probert Road, SW2
6.6.7.8 Bankton Road, SE11

6.6.8 There are also roads with traffic calming measures and those with road humps are indicated in the plan in Appendix 12.

6.6.9 Roads have been identified where commuter parking can cause problems and these are controlled by the implementation of parking restrictions, particularly at peak hours.

6.6.10 Heavy vehicles are restricted in certain areas by the use of width and weight restrictions.

6.6.11 Waste Collection and Street Cleansing operations are limited to off-peak working on all traffic sensitive roads and Category 1 and 2 roads.

6.7 How has the Council shown that it has balanced competing demands while continuing to manage the network efficiently? (Category A TMGIC Paragraph 35.6)
6.7.1 The Councils LIP forms the policy basis for the effective management of the network. The LIP reflects the Mayor's Transport Strategy which is in accordance with the guidance set out in paragraph 81 of the Network Management Guidance produced by the Department for Transport. There is a requirement to review the LIP annually which will provide evidence that the Council is continuing to manage the network effectively.

6.7.2 The Network Management Strategy will also be reviewed annually in conjunction with the LIP.

6.7.3 Working in partnership with both internal and external agencies to achieve a best fit whilst considering a wide spectrum of objectives.

6.7.4 Managing community aspirations.

6.7.5 Developing an integrated approach to scheme delivery both at design and implementation stages.

6.7.6 There will be a regular review of the performance indicators set out in item 7 below.

6.7.7 Facilities for loading and unloading off-street are taken into account at the planning stage of new buildings. Parking controls are used to manage on-street loading in order to avoid traffic disruption at peak times.

6.7.8 Bus lanes are used to assist bus timetable reliability and passenger confidence.

6.7.9 Cycles are permitted to use the majority of bus lanes within the borough. Some cycle lanes incorporate shared use of footways where appropriate. There are also advance stop lines for cycles at Traffic Lights, as well as a small number of cycle contra-flow lanes which allow cyclist improved access to areas.

6.7.10 Toucan Crossings are designed to allow pedestrians and cyclists to share a wide un-segregated crossing area. Recent developments can improve the efficiency of the facility through the use of sensors as well as pedestrian button control.

6.7.11 Taxi ranks are provided at appropriate transport interchanges.

6.7.12 On a day to day basis the co-ordination and management of the works of Statutory Undertakers, and other planned obstructions, events and activities reduces to potential for traffic disruption. This is undertaken by the Street works co-ordinator in conjunction with the Traffic Manager and recorded in the Street Works Register.

6.8 In reaching decisions on competing demands, has the Council taken account of their policies and the particular circumstances
of the part of the network being considered?
(Category A TMGIC Paragraph 35.7)

6.8.1 All significant decisions relating to network management, traffic related schemes, planned maintenance and major development are approved through delegated authority or scheme approval. Planning guidance plays a key role in the assessment of developer scheme proposals and the Unitary Development Plan sets out the policies for improvements. Officer recommendations are considered for the approval of developer schemes by the Planning Committee. Consideration for approval takes account of:

6.8.1.1 Technical and practical benefits and dis-benefits
6.8.1.2 Safety aspects
6.8.1.3 Impact on local residents
6.8.1.4 Impact on congestion
6.8.1.5 Impact on the network and the network of other Traffic Authorities
6.8.1.6 Consistency with the LIP and UDP
6.8.1.7 Impact on pedestrians and cyclists
6.8.1.8 Impact on Public Transport
6.8.1.9 Affects on other stakeholders as appropriate
6.8.1.10 Results of Public Consultation
6.8.1.11 Environmental and Sustainability Issues
6.8.1.12 Financial, Legal and Equality Issues

6.9 Is the authority working together with local business, retailers, representatives of the freight haulage industry, public transport operators and statutory undertakers?
(Category A TMGIC Paragraph 35.8)

6.9.1 The Council works with and consults with a wide range of stakeholders including the following:

6.9.2 Local Implementation Plan Consultation

6.9.2.1 The draft LIP underwent a very wide consultation process which included all these stakeholders.

6.9.3 Transport Forum
6.9.3.1 The Transport Forum meets regularly to discuss a wide variety of transport issues and involves transport operators, transport user groups, Council officers and Members.

6.9.4 Public Transport Liaison Group

6.9.4.1 The Public Transport Liaison Group discusses and advises on the implementation of transport projects where they will affect public transport provision such as road closures or road maintenance that will affect bus services. The Group meets quarterly and attendees include transport officers, public transport operators and the emergency services.

6.9.5 Lambeth Traffic Liaison Meeting

6.9.5.1 This group is organised by Lambeth every quarter to enable coordination with the Police Ambulance Service, Fire Brigade, TfL Road Network Assurance and Bus operators. It is chaired by the Traffic Manager and is also attended by the Street Works Coordinator and other Lambeth Officers as necessary. The purpose of the meetings is to assist co-ordination and communication. It deals with plans for schemes and programmes connected to the works of utilities, capital works, development works, and other significant events and activities that could affect the network.

6.9.6 Lambeth Business Travel Plan Network

6.9.6.1 The Council recently launched the Lambeth Business Travel Network (LBTN) which is a joint initiative between Lambeth Council, South East London Transport Strategy (SELTRANS), the good going campaign and local businesses in the borough. The main aim of the Network is to provide a means by which businesses can share views with other businesses and the council on local transport issues and opportunities. The LBTN was not in existence when the LIP was consulted but meets quarterly and is open to all businesses within the borough.

6.9.7 Transport for London Traffic Liaison Meeting

6.9.7.1 This group is organised by TfL to discuss work within the Lambeth area. The meetings are held quarterly, chaired by TfL and include representatives from TfL Road Network Management and Development, the emergency services as well as Lambeth officers.

6.9.8 Street Works Co-ordinators Meeting

6.9.8.1 The Councils Street Works Coordinator meets with the Coordinators from other Boroughs and representative from the statutory Undertakers every quarter.
6.10  **Is the Council developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems?**  
*(Category A  TMGIC Paragraph 35.9)*

6.10.1 The current UDP Policy 11 favours the use of rail or water for the significant movement of freight. Development proposals with significant number of distribution trips should be located in or close proximity to the Transport for London Network. The Council’s Planning Policies also seek to provide adequate off-street loading and unloading facilities.

6.10.2 Care is taken to allow for appropriate lorry loading and unloading facilities within any highway scheme.

6.10.3 Paragraph 6.3 of the Council’s Parking and Enforcement Plan states ‘...the Council will continue to review waiting and loading restrictions, inside and outside of Controlled Parking Zones (CPZs) to help reinforce London's road user hierarchy.’ Wherever possible loading and unloading will be permitted but in some cases this will be within restricted time periods and lengths of time where appropriate.

6.10.4 The Lambeth Business Partnership referred to in the previous section will assist in developing effective improvements.

6.11  **To what extent has the Council promoted pro-active co-ordination of activities on the network?**  
*(Category B  TMGIC Paragraph 35.1)*

6.11.1 The Council has appointed a full time Traffic Manager to manage the effective operation of the network. There is also a full time Street Works Co-ordinator to manage the Street Works Register and co-ordinate the activities within the Borough. This will include, in conjunction with the Traffic Manager assessing the impact of proposals on the network capacity and balancing competing demands.

6.11.2 The Council, through a procedure of pre-notification, proactively manages all street works, highway licensing, abnormal load movements, special events, filming events and street parties. There is also coordination of works by adjacent authorities and TfL where activities on their network will affect the Lambeth network. The work of internal departments and stakeholders such as street cleansing and waste collection is organised in a way to avoid traffic disruption. Where necessary Temporary Traffic Orders are made under the provisions of Sections 14, 15 and 16 of the Road Traffic Regulation Act 1984. More details are set out in the next paragraph.

6.11.3 The Council also notifies near by authorities including TfL where activities in Lambeth could have an affect on their networks.
6.11.4 The Council organises or is involved with a wide number stakeholder liaison groups and details of the main groups is included in Item 6.9.

6.12 To what degree has the Council adopted a planned, evidence-led approach to known events? (Category B TMGIC Paragraph 36.2)

6.12.1 General

6.12.1.1 The Council has in place an extensive system for proactively managing known events to assist the effective management of the network. They could include any proposal that may result in an adverse impact on the network in the short or long term. Network users are informed in advance of any planned works or activities that could affect the traffic movement on the Lambeth Network or neighbouring Boroughs.

6.12.1.2 In support of the Traffic Management Act 2004 and as part of the process of ensuring the authority is carrying out its Network Management Duty, any works or activities that are proposed and are likely to adversely impact the Transport for London Road Network (TLRN) or Strategic Road Network (SRN) Transport for London, Network Assurance Team (NAT) are formally notified to assess the impact of the activities on the network. Included in this process are the requirements that wider communication and co-ordination take place prior to submission of the formal notification and approval being given. The notification procedure that is in place requires NAT to make a decision on any submitted notification within one calendar month. However, in practice the decisions are made much earlier due to the well established pre-notification procedure, whereby proposals are discussed and all issues are addressed with NAT well in advance of the submission.

6.12.1.3 The Council is in the process adopting the Advance Planning of Works technology available in LondonWorks Central Register. The will enable the Council to share information, co-ordinate and plan activities (including utility works) in the borough

6.12.1.4 The main areas of action are set out below.

6.12.2 Street Works

6.12.2.1 Before any street works, involving breaking into the highway, can be undertaken an application of a street works license must be made, or notification given, at least a month in advance of the planned work and in the case of major work or work on traffic sensitive roads this must be three months in advance.

6.12.2.2 The process for Statutory Undertakers requires electronic notification to the Council, other utilities and other Traffic
authorities as appropriate. Full details are required including the intended duration of the works. The details are recorded on the Street Works Register to enable assessment by the Street Works Co-ordinator, the Maintenance and Utilities engineers and Transport team as appropriate. All proposed sites are visited and site meeting organised to agree methods and timing of working to ensure the potential for traffic disruption is minimised. Inspections are undertaken on the works at all stages to ensure safety, quality of work, minimised disruption and completion within schedule.

6.12.3 **Highway Licensing and Obstructions**

6.12.3.1 The approval of the Council is required before any structure is erected on any part of the Highway. The application for a Highway Licence must be made at least two weeks in advance and for large jobs a month must be allowed. As with Street Works the planned obstruction is recorded on the Street Works Register and assessed by the Street Works Co-ordinator and the Street Works team.

6.12.3.2 Highway Licences are issued for:

- **Scaffolds**
- **Hoardings and Fences**
- **Cranes, Cherry Pickers, Mobile Towers and Hoists**
- **Gantries over the highway**
- **Vault Bridging over cellar or basement works**
- **Storage of building materials on the highway**
- **Port-a-cabins and Containers**
- **Builders Skips**

6.12.4 **Abnormal Loads**

6.12.4.1 The Council must be informed two days in advance before a haulier carries a wide or heavy load which is above 40 tonnes gross weight on the network.

6.12.4.2 The implications for the network are considered by the Street Works Co-ordinator, the Bridge Engineer and the Highways Engineer.

6.12.5 **Special Events**
6.12.5.1 In order to avoid traffic disruption the Council is able to make arrangements such as road closures to accommodate special events. Notification must be made in advance and the arrangements must be in accordance with the provisions of the Road Traffic Regulation (Special Events) Act 1994. Again these are co-ordinated by the Street Works Co-ordinator and the Traffic Engineer to ensure there is no conflict with other activities and other stakeholders notified. The event is recorded on the Street Works Register and advertised in advance.

6.12.5.2 The Main special events in the Borough include:

6.12.5.2.1 London to Brighton Bike Ride
6.12.5.2.2 Large activities at the Oval Cricket Ground
6.12.5.2.3 Vintage Car Rally
6.12.5.2.4 Fireworks events
6.12.5.2.5 Tour de France Cycle Race

6.12.6 Filming Event

6.12.6.1 Filming events are also managed but normally only require parking dispensations rather than road closures. On occasions where these involve road closures the request is managed in the same way as a special event.

6.13 Has the Council developed, or are they developing, contingency plans for unforeseen events? (Category B TMGIC Paragraph 36.3)

6.13.1 The Council has an Emergency Response Planning Service responsible for responding quickly and pro-actively to major incidents or emergencies. These could include air and rail crashes, serious fires, chemical and gas incidents, bombs and terrorist activity or extreme weather.

6.13.2 The Emergency Planning Manager works with other stakeholders, trains and instructs Council staff and helps co-ordinate the Council's response. A major emergency requires a joint response from many individuals and agencies. Apart from the emergency services and the Council, voluntary organisations, the health services, public utilities, public transport providers, church and faith communities, the military, the media and many others may be involved.

6.13.3 The Council also has formal support and mutual aid links with its neighbouring boroughs and is a partner to pan London emergency planning managed by the London Resilience team.
6.13.4 Timely maintenance, proactive inspections and active feedback from users can do much to reduce the number of unplanned events. However, there are established procedures for dealing quickly with day to day unplanned events that can cause congestion or local traffic disruption such as road traffic accidents, abandoned vehicles, debris or mud on the highway and localised flooding. The Call Centre directs the reports immediately to the service or services best able to respond. There is a call out system to ensure these issues can be addressed twenty four hours per day and every day of the year.

6.13.5 The response time for dealing with unplanned incidents is:

6.13.5.1 **Emergency:** Immediate attendance within two hours of notification to deal with hazards such as oil or debris on the road as a result of road traffic accidents.

6.13.5.2 **Urgent:** Attendance as soon as possible within 24 hours. If minor deal with immediately otherwise barrier or cone immediately and make safe within three days. Could relate to a minor footway collapse.

6.13.5.3 **Priority:** Attendance as soon as possible within three days Make safe and repair within 14 days. Could relate to minor damage to Street Light column.

6.13.5.4 **Normal:** Repair within 28 days. Could relate to potholes.

6.13.6 Problems are also picked up from the CCTV system and from the London Traffic Control Centre.

6.13.7 The Council has a Winter Service Operational Plan designed to ensure there are adequate resources available to deal with ice and snow adversely affecting the highway.

6.13.8 Under Section 148 of the Highways Act 1980 the Council has the power to remove anything from the Highway they consider to be unlawfully deposited and constitutes a danger to users of the highway.

6.13.9 The Council operates a free collection and disposal service to residents that have unwanted vehicles. This service is designed to reduce the potential for vehicles being abandoned on the highway. Such vehicles increase the pressure on parking space and present a potential for vandalism and arson which can cause local disruption and hazard to roads users and the public. The policy can reduce the possibility of serious unplanned events.
6.14 How effective are the arrangements the Council have in place to gather information about planned works and events? (Category C TMGIC Paragraph 37.1)

6.14.1 Gathering information about planned works and events is the key role of the Network Co-ordinator who ensures that the Street Works Registrar is up to date with the latest information. Information comes from a variety of sources and in different formats including:

6.14.1.1 Electronic transfer of notices from Statutory Undertakers

6.14.1.2 Information from TfL Network Management and Network Assurance Team

6.14.1.3 Programme of Highway Maintenance works

6.14.1.4 Information arising from Traffic Liaison Meetings

6.14.1.5 Highway Licensing and Street works licence applications

6.14.1.6 Works on neighbouring networks that may have knock on effects

6.14.1.7 Planning Permission decisions and start of work notifications

6.14.1.8 Special events applications

6.14.1.9 Filming requests

6.14.1.10 Abnormal load notifications

6.14.1.11 Incidents or emergencies are notified by London Traffic Control Centre

6.14.1.12 Programme of Cleansing and Waste Collection

6.15 How does the Council organise planned works and events to minimise their impact and agree or stipulate their timing to best effect? (Category C TMGIC Paragraph 37.2)

6.15.1 The Street Works register forms the basis for the forward planning of works or activities on the network. The information is shared with the other stakeholders, neighbouring authorities and TfL Network Assurance Team where appropriate. Issues are discussed at the Traffic Liaison meetings and Network Co-ordinators meetings. The timing and method of operation of works is agreed in the light of many factors including the following considerations:

6.15.1.1 Off-peak hours working

6.15.1.2 Reduced traffic flow during school holidays
6.15.1.3 Potential for night time working where appropriate and where noise nuisance will not be created to local residents.

6.15.1.4 Weekend working where appropriate

6.15.1.5 Specific requirements relating to traffic sensitive streets

6.15.1.6 Conflict with other works, activities or events

6.15.1.7 Advance notification

6.15.1.8 Use of temporary Traffic Lights

6.15.2 All planned works, events and activities take account of the needs of pedestrians. Wherever necessary alternative pedestrian crossing and passage facilities are provided and are designed to cater for the needs of people with disabilities. Account is also taken of the requirements for disabled parking facilities.

6.16 Do the Council provide access on demand to information, from the authorities systems for recording utilities’ works and road works, to utility companies, contractors and adjoining authorities?

(Category C TMGIC Paragraph 37.3)

6.16.1 The Council does make information available and there are plans to make the Street Works Register available on the Web.

6.17 Does the Council have, or aim to have, a good and timely source of travel information for road users and the community?

(Category C TMGIC Paragraph 37.4)

6.17.1 Planned highway works and traffic management orders are advertised in the local press and on nearby street light columns.

6.17.2 Residents are sent letters informing them of planned works in their area.

6.17.3 Information signs are put out in advance of the start of works.

6.17.4 The Council offers travel plan services to schools and businesses which provide information about travel options.

6.17.5 The radio and TV provide daily information about severe congestion and problems on public transport systems across London.

6.17.6 The Council supports the use of real time information about services at bus stops.

6.17.7 There are plans to make road works in the Borough available to the public on the Lambeth website by summer 2007.
6.17.8 TfL also have a system of Variable Message Signs on their network.

6.18 **Does this allow road users to choose a different route or mode of travel or to delay or defer their proposed journey?**  
*(Category C TMGIC Paragraph 37.5)*

6.18.1 Advance warning provides road users with the opportunity to make choices about their travel arrangements.

6.18.2 To assist users diversion routes are clearly signed, with reminder signs throughout the diversion.

6.19 **Does the Council work with a variety of travel information providers and do they communicate through a wide range of channels?**  
*(Category C TMGIC Paragraph 37.6)*

6.19.1 All major works in the Borough are notified to TfL Network Management who maintains a web site available to all Boroughs and the Public.

6.19.2 The Council have set up a quarterly evening Transport Forum with Council Officers of which the public are encouraged to attend and find out information on key transport issues. Guest speakers cover subjects including, road safety issues, the Cross River Tram, car clubs and cycling. The forum also offers Councillors, public and resident groups the opportunity to have their say and question the officers in attendance.

6.19.3 In addition to the Transport Forum a public transport operators’ group meeting is organised prior to the public meeting. This allows operators from the buses, tube and rail to meet with officers and Councillors to discuss various operational issues. This facilitates a more open and detailed discussion of the operational issues. The issues discussed are then summarised at the public meeting. Travel information leaflet are also made available.

6.19.4 The Council is developing the information available on the Council’s website.

6.20 **What evidence has been provided to show how well the authority are providing to other street authorities and meeting existing statutory obligations such as their duty to keep a street works register?**  
*(Category C TMGIC Paragraph 37.7)*

6.20.1 The minutes of Lambeth Traffic Liaison meetings, the TfL Traffic Liaison and the Street Co-ordinators meetings are all available for inspection.

6.20.2 The Street Works Register is also available for inspection.
6.20.3 Information from the Street Works register and other street data is entered onto the National Street Gazetteer and it is intended to further develop this when the Highways Asset Management Plan is produced.

6.21 Has the Council established contingency plans for dealing with situations outside the Council’s control promptly and effectively, as far as is reasonably practicable? (Category D TMGIC Paragraph 38.1)

6.21.1 The Council has established plans for dealing with situations outside the Council’s control and the arrangements in place are set out in 6.13 above.

6.22 Has the Council provided evidence to demonstrate that they have ensured that all parties involved in making these contingency arrangements work, have been, or are, fully consulted during their development? (Category D TMGIC Paragraph 38.2)

6.22.1 Emergency situations in Lambeth are fortunately rare but in order to be prepared it is important that staff and stakeholders are trained in what to do. The Emergency Response Service is responsible for the preparation of the plan, training staff in dealing with Emergency situations and periodically arranges exercises to test the systems work and staff are fully aware. After each exercise the operation is reviewed with the stakeholders and changes are made where necessary.

6.22.2 Day to day unplanned events are happening all the time and therefore the systems and staff knowledge is regularly tested. Clearly at times mistakes can occur but it is important to have a system in place not only to rectify the mistake but to learn from it and avoid persistent failure. The Council has a three stage complaint process to ensure problems are dealt with quickly and effectively.

6.23 Have these parties the information they need to put the plans into practice? (Category D TMGIC Paragraph 38.3)

6.23.1 The appropriate parties have a copy of the plan and are included in the practice exercises the last one of which was the Safer Cities exercise held on 18th October 2006.

6.24 What evidence has been given to show the Council has identified trends in traffic growth on specific routes? (Category E TMGIC Paragraph 39.1)

6.24.1 As an inner-London borough Lambeth is required to achieve and where possible exceed zero growth as set out in item 6.5 of the LIP. The Road Traffic Reduction Act 1997 (RTRA) which, among other
things places a duty on the borough to assess current levels of local
road traffic, forecast future growth in those levels and identify targets
for reduction. In the recent DfT National Road Traffic Survey
(published 07/07/05), the total volume of traffic in Lambeth fell by
2.9% over the last decade. Lambeth intend to continue with this
downward trend and are committed to reducing traffic volumes
through a multitude of measures and sets a local target of zero
growth.

6.24.2 The Borough is seeking to assess, prioritise and implement a range
of traffic management and demand restraint measures. Initiatives
include Car Free and Car Capped Housing, Controlled Parking
Zones and Green travel Plans. Improvements to public transport
infrastructure, by Lambeth, and to services by TfL and operating
companies will also help modal shift.

6.24.3 Physical measures that complement the TLRN traffic management
are proposed at key sites across the borough, with the focus
primarily on local distributor roads. This and item 6.24.2 above is
set out appendix A of the LIP in the response to the Mayors
Transport Strategy (4G.Pr12).

6.24.4 Plans are to be developed to identify congestion sites and to survey
them. This survey information will add to the knowledge base will
also lead to a prioritised action plan to address any identified
problems.

6.25 **What policies have been put in place for managing incremental
change?**
*(Category E TMGIC Paragraph 39.2)*

6.25.1 The Council is committed to a policy of modal shift to contain traffic
volumes. There are a number of policies and initiatives dedicated to
managing traffic volumes and encouraging modal shift which
embody soft and physical measures. The policies and measures
that contribute to reducing traffic volumes include:

6.25.1.1 Community Strategy

6.25.1.2 Environment Service Plan

6.25.1.3 Highways and Transport Service Plan

6.25.1.4 Unitary Development Plan

6.25.1.5 Local Implementation Plan (LIP)

6.25.1.6 School Travel Plan Strategy

6.25.1.7 Work Travel Plan Strategy

6.25.1.8 Cycle Action Plan
6.25.1.9 Parking and Enforcement Plan
6.25.1.10 Road Safety Plan
6.25.1.11 Car Free and Car Capped Housing
6.25.1.12 Controlled Parking Zones
6.25.1.13 Safer Routes to Schools
6.25.1.14 Introduction of Bus Lanes and Cycle Lanes
6.25.1.15 Sustainable Transport awareness raising and education
6.25.1.16 Home Zones and 20 MPH Zones
6.25.1.17 Transport Interchange Development

6.26  **What evidence is there to show that those responsible within the authority for exercising any power to regulate or coordinate the uses made of any road or part of a road in the road network are aware of, and act upon, the authority’s responsibilities arising in relation to the network management duty?** (Category F TMGIC Paragraph 40.1)

6.26.1 Paragraph 5 above sets out the external and internal stakeholders associated with the network. The majority of the key internal stakeholders are all part of the Environment Culture, and Community Safety Department which enhances awareness and understanding as well as simplifying the resolution of any conflicting priorities. It is recognised that there is room to improve the awareness of all internal stakeholders of the importance of the new Network Management Duty in the light of the latest guidance.

6.26.2 There is already liaison regarding traffic regulation orders and parking enforcement. There is also liaison in respect to waste collection and street cleansing schedules. Liaison with Emergency Response Planning will be developed to ensure the Network Management Duty fully taken into account. This will be further developed through an integrated approach to delivery, informal liaison and protocols together with seminars.

6.27  **Do authorities that are in two-tier areas liaise with all the relevant departments in the second tier organisations whose work affects the road network?** (Category F TMGIC Paragraph 40.2)

6.27.1 Lambeth is a unitary authority for all services with the exception of Waste Disposal. Lambeth as a Waste Collection Authority is a constituent authority of the Western Riverside Waste Disposal Authority (WRWDA). The waste authority operates a river based waste Transfer Station for the residual waste collected by the
Council. This means that the onward transport of this waste to the final disposal is normally by river rather than by road.

6.28 Does the Council ensure that other bodies (e.g. planning authorities) are aware of the duty and their impact on the movement of traffic? (Category F TMGIC Paragraph 40.3)

6.28.1 Planning is part of the Council’s function and the Unitary Development Plan demonstrates full understanding of traffic issues.

6.28.2 The Council consults with other stakeholders as necessary.

6.28.3 The draft of this document will be circulated to all internal and external stakeholders for comment and input.

6.29 What evidence is there to show that the Council take actions that include consultation on initiatives, the sharing of information needed to meet the duty, processes for ensuring that policies are consistent and agreeing joint working arrangements, including particularly with the Secretary of State and Transport for London? (Category F TMGIC Paragraph 40.4)

6.29.1 The Council consulted with all Stakeholders on the LIP.

6.29.2 Key stakeholders are described in paragraph 5 above.

6.29.3 Paragraph 6.9 above sets out how the Council works with other key stakeholders on a regular basis.

6.29.4 All traffic schemes and traffic orders undergo full consultation with the public, stakeholders and joint working partners.

6.29.5 Proposals are also discussed at various Fora and Liaison meetings.

6.29.6 The Council is involved in or supports a number of London and regional initiatives involving joint working and these include:

6.29.6.1 Cross River Tram
6.29.6.2 City Tram
6.29.6.3 South London Tramlink
6.29.6.4 Waterloo Opportunity Area
6.29.6.5 Central London Partnership
6.29.6.6 South East London Transport Strategy (SELTRANS)
6.30 Has the Council involved the police, statutory undertakers, Passenger Transport Executives, bus operators, the Traffic Commissioners, residents, local businesses and different road users where appropriate in decision-making processes? (Category F TMGIC Paragraph 40.5)

6.30.1 Yes, all these important stakeholders were included in the consultation of the LIP which is the document that underpins the transport strategy.

6.30.2 The decision making process requires that stakeholders are identified in each case requiring a decision and that their comments are taken into account.

6.31 Does the Council apply the same standards and approaches to their own activities as they do to those of others and do they provide evidence of this, particularly in relation to utilities’ street works and developers’ works? (Category G TMGIC Paragraph 41.1)

6.31.1 The Council does, within the constraints of contract law relating to the pre-estimate of liquidated damages; aim to be consistent in its approach to standards. In terms of the Network Management Duty it is essential that any work is done as quickly as possible. However, it is also important that the work is of high quality to avoid further disruption resulting from reparation of poor work or repeat work as a result of premature failures.

6.31.2 The Council has a term maintenance contract and the specification is based on the principle of producing good quality work and getting it right first time. It includes a number of performance indicators relating to the quality of the work, timeliness, health and safety, consideration to the public and the sustainable use of materials.

6.31.3 It is a partnership contract and the Council will work with the contractor to review issues of parity over the term of the contract.

6.32 Does the Council use locally determined indicators and where relevant any centrally developed key performance indicators? (Category G TMGIC Paragraph 41.2)

6.32.1 The performance indicators that the Council is using or working towards developing are set out in Item 7.

6.33 Have the arrangements established by the Council for performing the duty been reflected in their LTP, LIP or any other interim monitoring report? (Category H TMGIC Paragraph 42.1)
6.33.1 The Councils LIP sets out the Councils strategy for Transport in the Borough and this document deals in more detail with the Councils Network Management Duty.

6.34 **Do reports about the duty performed by the Council provide clear evidence to demonstrate how they manage their road network? (Category H TMGIC Paragraph 42.2)**

6.35 The Council will produce an annual report to demonstrate how the Council manages its network in accordance with the Network Management Duty Guidance and taking account of Guidance on Intervention Criteria. The report will include a review of the LIP, the Network Management Strategy and the Performance Monitoring described in Item 7 below. It will also address the following issues:

6.35.1.1 The extent to which the Council have considered action and taken action where appropriate in order to comply with its Network Management Duty. It will particularly highlight evidence showing action the Council considers will contribute to:

6.35.1.1.1 The more efficient use of the road network
6.35.1.1.2 The avoidance, elimination or reduction of congestion or other disruption to the movement of traffic on the network
6.35.1.1.3 In the same way as 6.35.1.1.2 above the efficient operation of the road network of any other Traffic Authority

6.35.1.2 The extent to which the Council has exercised any power in support of the action. It will highlight any power used to regulate or co-ordinate uses of the network.

6.35.1.3 The extents to which indicators have been adopted and targets to reduce congestion have been met and monitoring systems are in place. The indicators will be designed to measure the efficient movement of traffic. It will also show how the results are used to develop plans and drive improvement.

7 **Performance Monitoring**

7.1 **General**

7.1.1 *The following are suggested areas for consideration for monitoring:*

7.2 **Significant Decisions Relating to the Network Management Duty**

7.2.1 Reports to the Executive Member
7.2.2 Executive Member Decisions
7.2.3 Review of Action Plans and Strategies
7.2.4 Funding allocation
7.2.5 Audit Reports
7.2.6 Scheme Progress and review Reports

7.3 **Communication with Stakeholders**

7.4 Consultation exercises undertaken
7.4.1 Lambeth Traffic Liaison Meetings
7.4.2 TfL Traffic Liaison Meetings
7.4.3 Transport Forum Meetings
7.4.4 Public Transport Liaison Group Meetings
7.4.5 Lambeth Business Partnership Meetings
7.4.6 Street Works Co-ordinators Meetings

7.4.7 TfL Network Management and Network Assurance:
7.4.7.1 Number of Notifications
7.4.7.2 Number Approved
7.4.7.3 Number Rejected
7.4.7.4 Number Re-submitted

7.5 **Exercise of Powers**

7.5.1 Number of New Roads and Street Works Notices Issued:
7.5.1.1 Section 56 Notices issued relating to the timing of street works
7.5.1.2 Section 57 Notices received notifying of Emergency works
7.5.1.3 Section 58 Notices issued placing restrictions on Street works
7.5.1.4 Section 74 charges imposed for prolonged street works

7.5.2 Permanent Traffic Regulation Orders
7.5.3 Temporary Traffic Regulation Orders
7.5.4 Removal of Abandoned Vehicles
7.5.5 Removal of Untaxed vehicles
7.5.6 Removal of Vehicles for Sale on the Highway
7.5.7 Parking Charge Notices Issued
7.5.8 Number of Vehicles clamped
7.5.9 Number of vehicle towed away
7.5.10 Number of illegal obstructions removed
7.5.11 Number of illegal notices removed

7.6 Congestion, Modal Shift and Capacity Monitoring
7.6.1 Sites prone to congestion and causes
7.6.2 Traffic Monitoring sites results
7.6.3 Traffic Volume Target
7.6.4 Traffic Flow Monitoring
7.6.5 Pedestrian volume monitoring site returns
7.6.6 Cycle volume monitoring site returns
7.6.7 BVPI 102 Number of local bus passenger journeys originating in the Borough taken each year
7.6.8 Number of schools that have adopted the school travel plan
7.6.9 Number of organisations that have adopted the workplace travel plan
7.6.10 Bus reliability
7.6.11 Number of bus stops with current readable timetables
7.6.12 Number of bus stops with real time bus arrival times information
7.6.13 Usage levels of other Modes of transport

7.7 Management of Planned Works
7.7.1 Number of Street Works
7.7.2 Number of Highway Licences
7.7.3 Enforcement Action taken
7.7.4 Number of Special Events
7.7.5 Number of Abnormal Loads
7.7.6 Number of filming events
7.7.7 BVPI 100 - Number of days per kilometre of traffic sensitive road subject to temporary traffic orders, road closure

7.8 **Management of Unplanned Events**

7.8.1 Number of Traffic Light Failures

7.8.2 Number of preventative Winter Maintenance events

7.8.3 Number of days of snow cover

7.8.4 Number of highway minor incidents split by type

7.8.5 Number of Major incidents

7.8.6 Number of Major Emergency exercises

7.8.7 BVPI 218 (a) Percentage of new reports of abandoned vehicles investigated within 24 hours of notification

7.8.8 BVPI 218 (b) Percentage of abandoned vehicles removed within 24 hours from the point the Council is legally entitled to remove the vehicle

7.8.9 Number of unwanted vehicles removed free of charge

7.9 **Road Safety**

7.9.1 BVPI 99 Accident Statistics

7.9.2 Casualty data

7.9.3 Fatality data

7.9.4 BVPI 165 Percentage of Pedestrian Crossings for people with disability

7.10 **Highway Maintenance**

7.10.1 BVPI 187 Percentage of category 1,1a, and 2 footway network where structural maintenance should be considered

7.10.2 BVPI 223 Condition of Principal Roads

7.10.3 BVPI 224 (a) The percentage of the non-principal classified road network where maintenance should be considered (previously BV97a)

7.10.4 BVPI 224 (b) The percentage of the unclassified road network where structural maintenance should be considered

7.10.5 BVPI 215 (a) The average number of days taken to repair a street lighting fault, which is under the control of the local authority
7.10.6 BVPI 215 (b) The average time taken to repair a street lighting fault, where response time with the Council’s control

7.10.7 Highways works orders completed in time

7.10.8 Pothole index: Carriage surface quality

7.10.9 Percentage of inspected streetlights found to be defective on principal road network

7.10.10 Percentage of inspected streetlights found to be defective on non-principal road network

7.10.11 Percentage of streetlights repaired within 5 working days of defect being reported.

7.10.12 BVPI 199 (a to d) Local Street and environmental cleanliness

8 Action Plan

8.1 General

8.1.1 The following Action Plan will be reviewed and revised annually.

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<th>No</th>
<th>Action Description</th>
<th>Time Scale</th>
<th>Action By</th>
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<td>1</td>
<td>Agree a clear description of the role, responsibilities and duties of the Traffic Manager</td>
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<td>2</td>
<td>Traffic Manager to be made a statutory consultee on all significant plans, strategies and programmes in to ensure the impact on the network is taken into account</td>
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<td>3</td>
<td>Consider the creation of a Network Management Steering Group to assist in the preparation of the Network Management Strategy and the Council’s delivery of the Network Management Duty</td>
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<td>4</td>
<td>Review of the Emergency Plan in respect of the Network Management Duty</td>
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<td>5</td>
<td>Identify locations subject to congestion or potential traffic disruption</td>
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<td>6</td>
<td>Monitor the traffic and pedestrian usage, traffic speed, volume and accidents in traffic sensitive roads</td>
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<td>7</td>
<td>Make planned street works, events and activities available on the Council’s website</td>
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<td>8</td>
<td>Prepare written procedures for all Network Management tasks</td>
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<td>9</td>
<td>Annual review of the LIP</td>
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<td>Annual review of the Winter Service Plan</td>
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<td>Annual report on the Council’s compliance with the Network Management Duty</td>
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<td>10</td>
<td>Consider the new Permitting System when the guidance has been produced.</td>
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<td>12</td>
<td>Testing of the Major Emergency Plan</td>
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<td>14</td>
<td>Meetings with Transport for London</td>
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### LONDON BOROUGH OF LAMBETH

#### Statutory Undertakers Operating in the Borough

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