

# LEWISHAM

## Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)

### Consultation Summary

OCTOBER 2018





CONTENTS

Foreword ..... 3

Challenges..... 4

Objectives ..... 7

Opportunities..... 8

Projects ..... 9

3 years projects ..... 10

Longer-term strategic projects ..... 12

Key targets for Lewisham council ..... 15

Consultation and next steps ..... 16

## FOREWORD

We welcome this opportunity to set out our plans for transport in Lewisham. A Local Implementation Plan (LIP) is a statutory document that each London Borough is required to produce. It allows the Council to detail its proposals for implementing the Mayor's Transport Strategy (MTS) within Lewisham up to 2041 and to help secure funding for these plans.

The Council recognises the importance of its role not only in delivering a programme of investment that supports the visions of the Mayor at a wider level, but is also tailored to the needs of its residents.

On this basis, we have adopted Transport for London's (TfL) Healthy Streets approach which will help us to achieve a transport network that is safe and inclusive for all. This will help to create active, attractive and vibrant places where people enjoy living, working, shopping and spending time. To ensure initiatives are supported by and tailored towards public need, we have also reached out to gather suggestions directly from the public.

Through working collaboratively with governing bodies, public transport providers, and those who reside and work in Lewisham, we believe we have created a LIP that will work towards achieving a healthy and sustainable network of vibrant links and places that are pleasant for all to use and spend time in.



**CLLR BRENDA DACRES**

Cabinet Member for Parks, Neighbourhoods & Transport (Job share) with responsibilities for Arts, Sports, Leisure, Culture, Town Centres, High Streets, Night Time Economy Strategy, Parking Enforcement, Highways & Transport



**CLLR SOPHIE MCGEEVOR**

Cabinet Member for Parks, Neighbourhoods & Transport (Job share) with responsibilities for Environment, Waste and Recycling, Air Quality and Parks and Green Spaces

## CHALLENGES

Lewisham has experienced major growth in recent years, with continued development and regeneration expected, to support economic growth and London's increasing population.

The existing infrastructure network in Lewisham is one that presents constraints to capacity and ease of movement. However, it also provides a range of opportunities for improvement and unlocking growth as a result.



Figure 1. Glassmill Leisure Centre, Lewisham

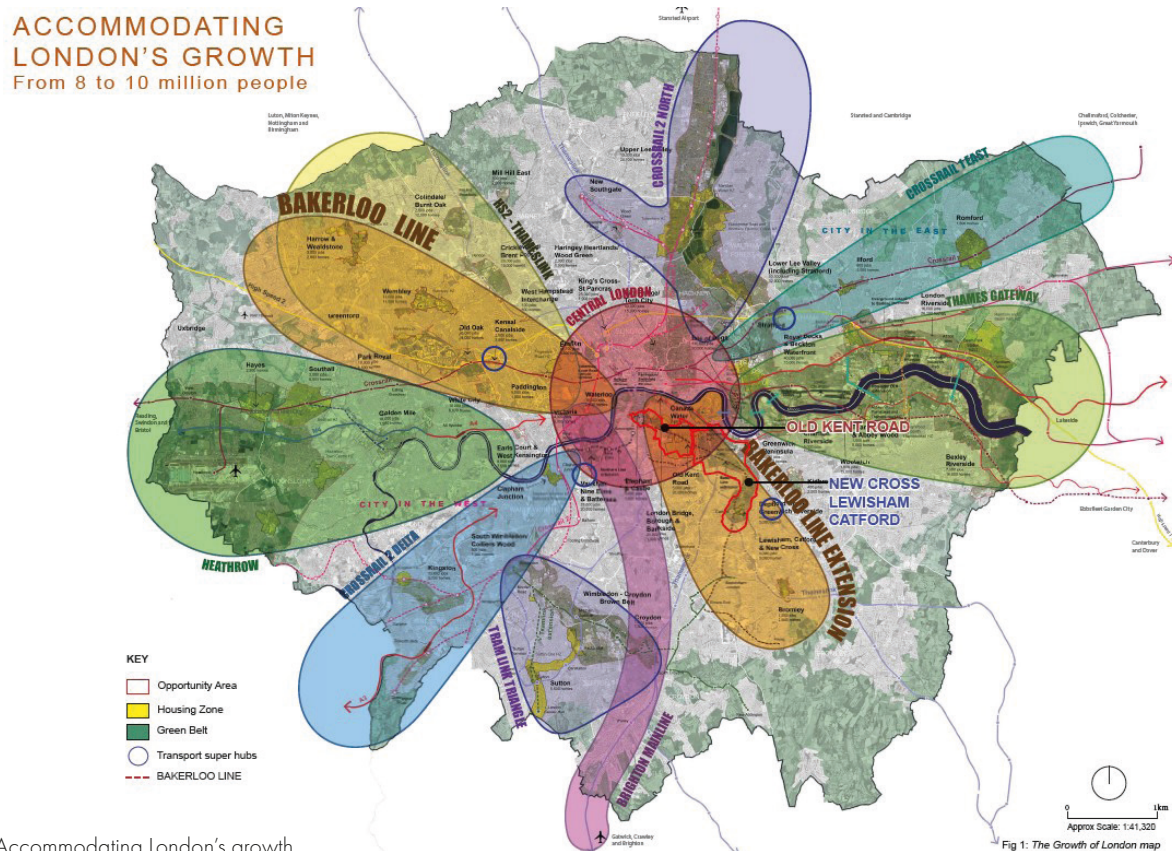


Figure 2. Accommodating London's growth



## Public Transport Accessibility Levels

The northern and central areas of the Borough, around New Cross, Deptford, Lewisham and Catford, is well served by rail and bus transport. A high density of stations link to frequent services on the DLR, National Rail and Overground Networks. However, the far north and south-east of the borough is lacking infrastructure with some areas only served by infrequent public transport services. This can be seen in the public transport accessibility levels diagram in Figure 3.

KEY

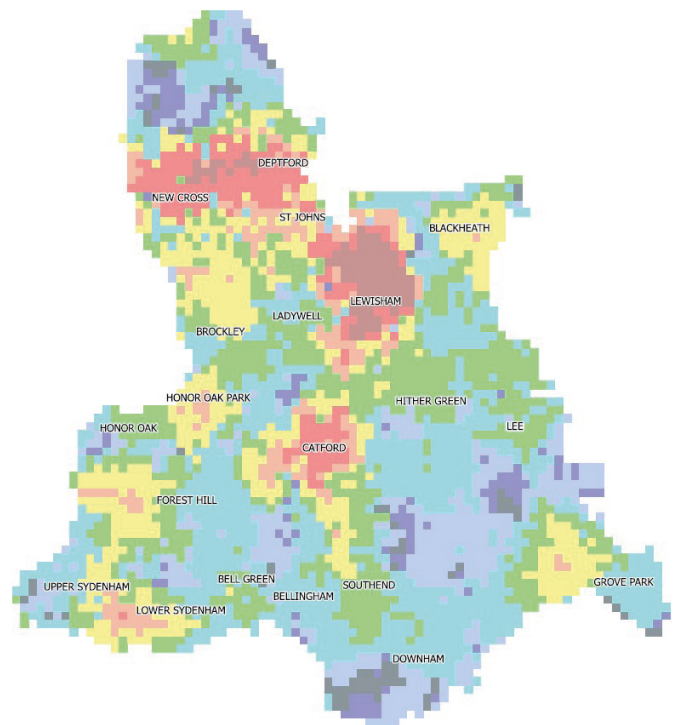
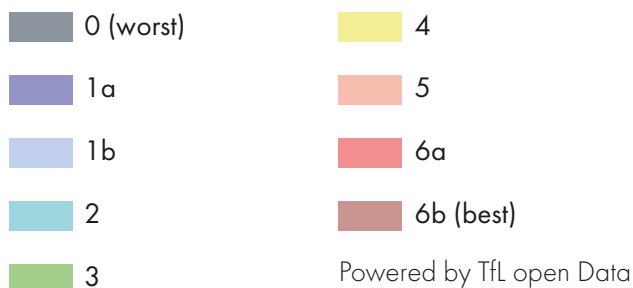


Figure 3. Public Transport Accessibility Level

## Perception of safety

Perceptions of safety and security in the borough are deterring active travel (walking and cycling) as are the number of road collisions (See figure 4). As such, the Council is setting ambitious targets to achieve the Mayor of London's Vision Zero plan which aims to have no fatal or serious injuries on London's roads by 2041.

Figure 4 shows the highest density of collisions in dark blue, which tend to be focused on the strategic road network where there are higher numbers of road users. These roads are mostly, managed by Transport for London. However, there are also clusters on borough roads, which our LIP will seek to address.

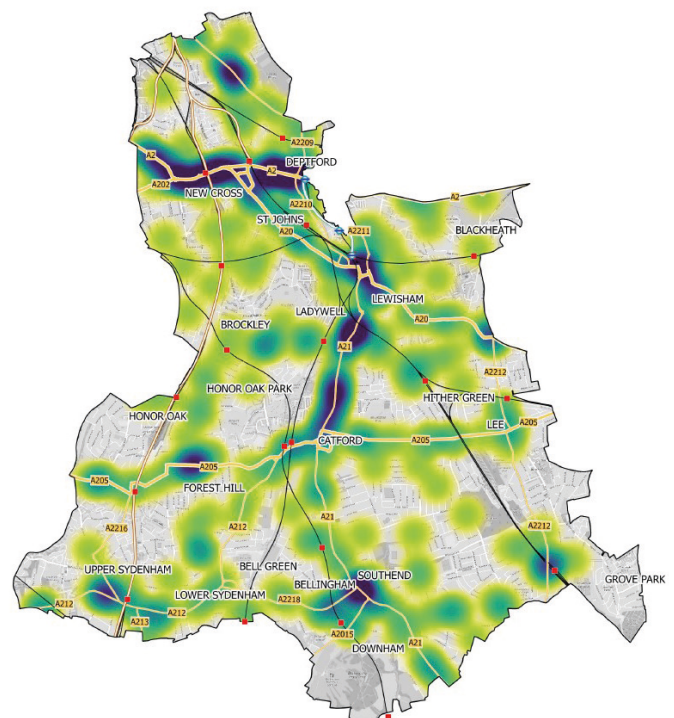


Figure 4. KSI Heat map

## Traffic and air pollution

















A further challenge that Lewisham faces is the large proportion of vehicular through-traffic on its road network and on the Transport for London Road Network (TLRN). This presents issues, both in implementing traffic reduction schemes and in reducing through-trips in Lewisham without pushing the problem into neighbouring areas.

Areas of poor air quality in the borough is another key challenge that the Council is seeking to address. The map below shows NO<sub>2</sub> concentrations, highlighting that the borough's main roads and many of its local centres suffer from the highest levels of pollution (See figure 5).

The map also shows a number of areas identified by the GLA where levels of exposure to poor air quality is high. This helps to inform borough air quality management and programme planning.

### KEY

- |                       |                         |
|-----------------------|-------------------------|
| ① Deptford Church St. | ⑤ Loampit Vale/High St. |
| ② New Cross           | ⑥ Catford Road          |
| ③ Brockley Cross      | ⑦ A201 Brown Hill Road  |
| ④ Honor Oak Park      | ⑧ Forest Hill           |

	<16		LIMIT
	16-19		40-43
	19-22		43-55
	22-25		55-58
	25-28		58-73
	28-31		73-76
	31-34		76-97
	34-37		>97
	37-40		

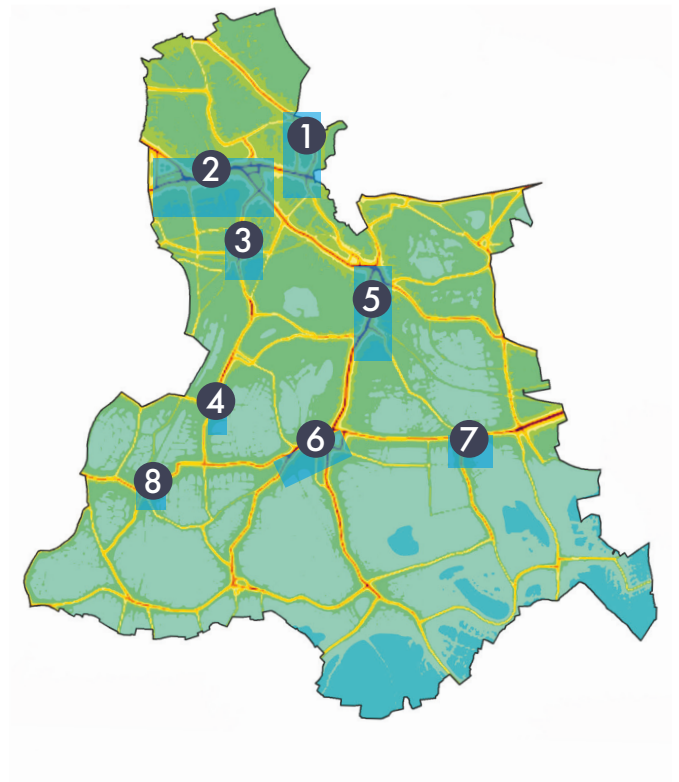


Figure 5. GLA AQ Focus areas and Annual Mean NO<sub>2</sub> concentration 2013



## OBJECTIVES

Based on the challenges and opportunities considered within the LIP, a set of objectives for Lewisham has been derived, which are listed below:

- Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham
- Lewisham's streets will be safe, secure and accessible to all
- Lewisham's streets will be healthy, clean and green with less motor traffic
- Lewisham's transport network will support new development whilst providing for existing demand

All measures identified within the LIP will also support the delivery of the Mayor's Transport Strategy within Lewisham. It will enable the Council to plan strategically for transport, to achieve the three overarching MTS goals of:

- A good public transport experience
- New homes and jobs and
- Healthy streets and healthy people

Figure 6. Example of a Healthy Street improvement with new crossing and planting provided





## OPPORTUNITIES

Though there are challenges facing Lewisham in the coming years, there are also opportunities, and these have been taken into account when developing our LIP delivery plan. Some key opportunities include:

- Working with TfL to improve active travel links to public transport access points, particularly in the areas with low Public Transport Accessibility Levels (PTAL) to facilitate multi-modal journeys.
- Collaborative working with TfL and neighbouring boroughs to reduce traffic levels, particularly through-traffic and to improve air quality.
- Securing transport and public realm improvements through new development, ensuring that healthy street principles are incorporated.

Figure 7. Hither Green Festival, Lewisham





## PROJECTS

The Council is responding to the challenges and opportunities outlined above by setting out its short and long-term goals and transport objectives for Lewisham up to 2041. The LIP details a programme of investment over a three-year period from 2019/20 to 2021 /22 and sets out the aspirations for the borough for long-term major infrastructure improvements to be delivered up to 2041.





## 3 YEARS DELIVERY PLAN

### Deptford Parks Liveable Neighbourhood

The Council has secured funding to develop a 'Liveable Neighbourhood' project in Deptford Parks, using match funding from our LIP3. The three core aims of this programme are to encourage active travel, improve air quality and reduce traffic and congestion. The scheme will include new cycling and walking links, the removal of through traffic, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools. The project will mobilise and empower the local community, fostering collaboration at the neighbourhood level and empowering people to have a say in the design of their streets and public spaces. This will build on the Rolt Street scheme concept designs that were developed in partnership with the community, as shown in the image below.

### Crofton Park

Crofton Park is the highest priority scheme along the B218 corridor, based on the road safety, air quality and the relatively high footfall it experiences as a local shopping parade. The project is now moving towards the detailed design stage, following public consultation and dialogue with key stakeholders. The image below shows the aspiration for the area, which were consulted on last year. Key aspects include widened pavements and a narrowed carriageway, improved crossing provision, resurfacing and the addition of street trees.



### OTHER PROJECTS IN THIS 3 YEAR DELIVERY PLAN:

- Road Danger Reduction: including review of 20mph speed limit enforcements, traffic calming and speed camera schemes and further road safety education.
- Local Pedestrian Improvements: including accessibility, resurfacing and urban realm improvement schemes.
- Local Cycling Improvements: including upgrading of public cycle parking, contra-flow cycle lanes, installation of on-street bike hangars and identifying and upgrading cycle links. Improved cycle network through partnership working with TfL on Cycle Superhighway and Quietway programmes.
- Air Quality and Noise: including electric vehicle charging points, air quality monitoring.
- Safer and Active Travel: cycle training, bike loan scheme, school travel planning, campaigns and events.
- Public Transport Supporting Interventions: improved access to bus stops and railway stations.



## Healthy Neighbourhoods

Lewisham's Healthy Neighbourhoods programme is a key component within the LIP strategy. It will adopt the principles of Transport for London's 'Liveable Neighbourhoods' schemes ([www.tfl.gov.uk/info-for/boroughs/liveable-neighbourhoods](http://www.tfl.gov.uk/info-for/boroughs/liveable-neighbourhoods)) and apply them at similar scale.

- Reduce traffic and congestion
- Encourage active travel
- Improve air quality



A key element will be reducing through traffic through the introduction of 'filtered permeability' measures (such as the sample image below), which involves closing off rat runs to general traffic, but still allowing pedestrians and cyclists to pass through. This will be complemented with a series of other measures such as contraflow cycling on one-way streets, improved crossing points, cycle hangars, and electric vehicle charging points, parklets, street trees and benches.

The impact of these small interventions spread across a defined zone or area will create an impact that is greater than the sum of its individual parts. This will make Lewisham's diverse communities greener, healthier and more attractive places to live, work, play and do business. As part of the LIP consultation, the Council is seeking to gauge interest from communities in this programme.



## LONGER-TERM STRATEGIC PROJECTS

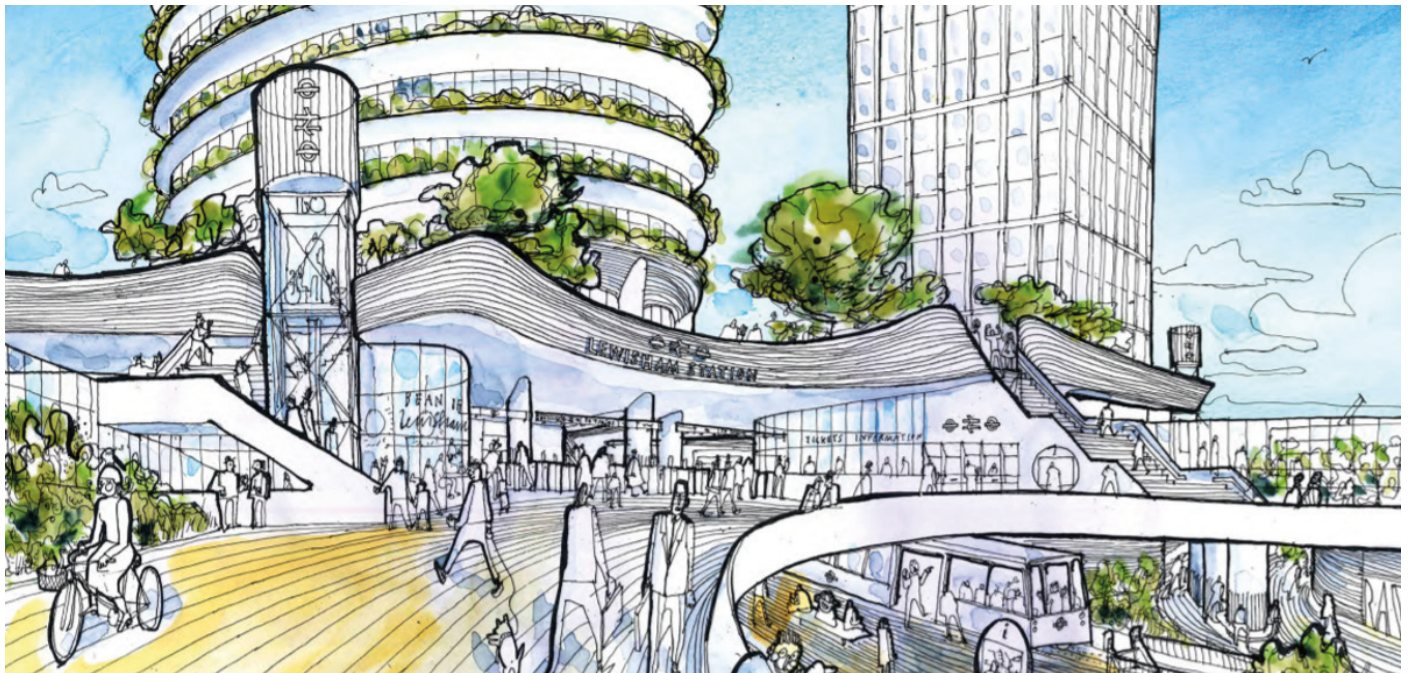
The Council's 'A Vision for Rail' document aims to increase rail capacity through a series of strategic rail projects to address the need to provide for the growing population. This is a live document that forms part of the Council's Transport Strategy and Local Implementation Plan, and that the Council would therefore welcome views on.

It outlines six vision goals, against which potential rail improvement schemes will be appraised:

- To provide better links and sufficient rail capacity between all areas of Lewisham Borough and central London employment areas.
- To provide sufficient rail capacity between all areas of Lewisham Borough and East London employment areas.
- To increase rail access to and from Lewisham's growth areas.
- To improve rail connectivity across the Borough, especially east-west links and services to the south of the Borough.
- To enhance the quality of stations and provide step-free access at all stations in the Borough.
- To improve the connectivity between stations and their local areas.

Several key projects are included that will improve and increase transport accessibility throughout the borough.

Figure 8. Lewisham Interchange Visualisation

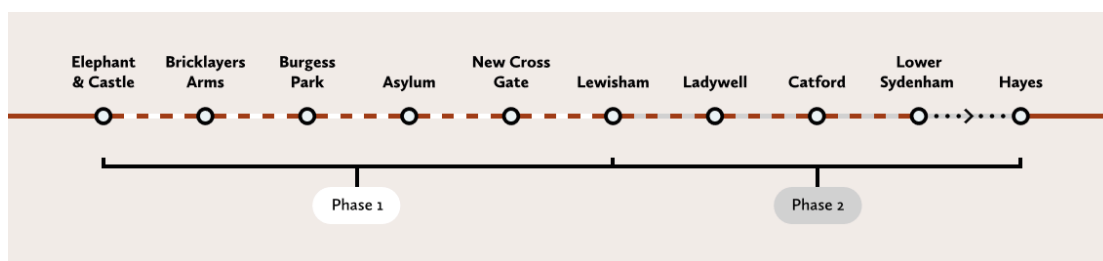
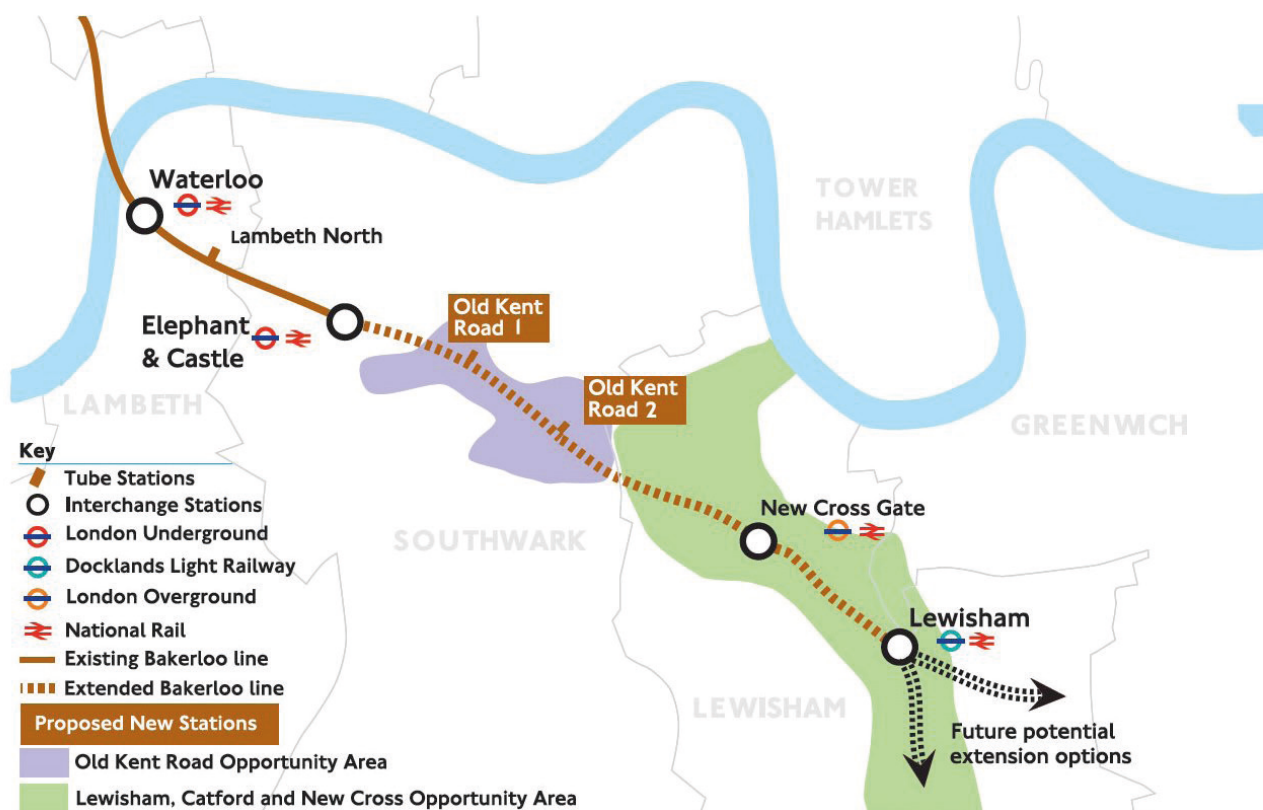




## The proposed Bakerloo line extension (BLE)

With Council support for the full potential extension to Hayes, the BLE will provide a step-change in public transport provision for the under-served south, with the potential for trains to run roughly every 2 minutes during peak hours. It will also enhance north-south links, improving access to central London and unlocking potential for bus routes linking to the south of the Borough.

Lewisham and Southwark Councils are working with the Mayor and TfL to build a strong case for the Bakerloo line extension. If central government approves plans for the extension and the funding needed is secured, construction could begin in 2023 and be completed by 2029. Bringing the Bakerloo line to Lewisham will bring economic benefits and opportunities for everyone in the borough with 6,000 more jobs and 27,500 homes in Lewisham's opportunity areas including new homes which are genuinely affordable.



### **Lewisham interchange**

The Council has advocated improvements to Lewisham station given its position as one of London's four strategic interchange stations. This will not only facilitate the delivery of the Bakerloo Line Extension, ease capacity pressures, and aid interchange, but also enhance access to Lewisham town centre and support growth.

### **New Bermondsey Overground station**

The proposed New Bermondsey Overground Station will significantly improve the public transport provision for the north-east of the Borough and unlock potential growth and regeneration as a result. However, the north-west of the Borough remains in need of improvement. The area is bordered by the Thames and the London Bridge – Dartford line, and as a result experiences a level of severance in movement. Lewisham's Deptford Parks Liveable Neighbourhood project will seek to improve walking and cycling connectivity in this area.

### **Brockley Station interchange**

The proposed Brockley Station Interchange will strengthen rail links by providing a new upper platform linking them to existing rail services like the East London Line and the Lewisham – Victoria Line.

### **OTHER KEY MEDIUM TO LONGER-TERM PROJECTS FOR LEWISHAM ARE:**

#### **The Lewisham Spine**

The Lewisham Spine (A21 Healthy Streets Corridor) could unlock potential for greater social inclusion and a shift towards more multi-modal longer distance journeys by linking the south of the Borough to the better-connected public transport infrastructure to the north. TfL has committed to working in partnership with Lewisham Council to undertake a feasibility study on this corridor. This will set out a vision for the corridor which can then be delivered in phases as funding opportunities arise.

#### **Catford Regeneration Masterplan**

This project will include the rerouting of the South Circular Road to provide more pedestrian space and improve provision for cyclists, as well as enhancing the public realm across the town centre.

#### **A2**

This scheme involves working in partnership with TfL to transform the A2 New Cross Road and the area surrounding the station in advance of the Bakerloo Line Extension. Facilities for pedestrian, cyclists and bus users will be improved to help reduce the feeling of traffic dominance along this corridor.

#### **Air Quality projects**

A range of projects will be delivered in collaboration with Transport for London to help improve air quality. This includes an expanded Ultra Low Emission Zone and new low emission bus corridors.

Figure 9. Brockley Overground station



## KEY TARGETS FOR LEWISHAM COUNCIL

Lewisham has set itself ambitious targets for both the next 3 years to 2021 but also up until 2041. Some of the key targets are set out below.

### MODAL SHIFT:

The Council aims to see 72% of journeys made by sustainable transport (walking, cycling and public transport) by 2021 and 81% by 2041. Over 70% of residents will also be within 400m of a Cycle Superhighway or Quietway and do at least 20 mins of active travel per day by 2041.

### VISION ZERO:

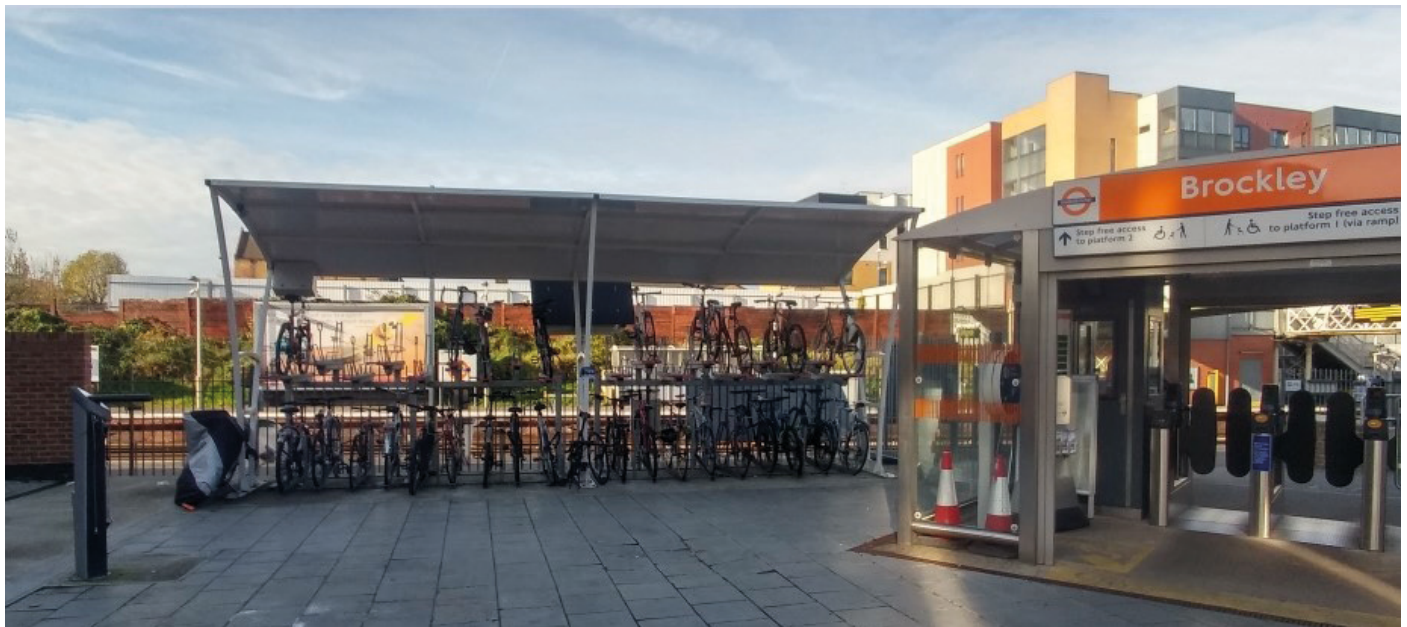
Lewisham is committed to adopting the Vision Zero approach, which means that it is aiming for no one to be killed or seriously injured on Lewisham's road network by 2041. With an interim target of a 28% reduction in KSI's by 2021.

### TRAFFIC REDUCTION TARGETS:

Lewisham manages up to 95 per cent of its road network and the Council will develop a traffic reduction strategy with the assistance of TfL. It is aiming for a 3-5% reduction by 2021 and 15-20% reduction in traffic by 2041 with a target to also reduce car ownership and improve air quality.

### PUBLIC TRANSPORT:

A 15% increase in the number of trips made by public transport, and improved journey times for all users by 2021, increasing to 49% by 2041.



## CONSULTATION AND NEXT STEPS

Lewisham Council are holding a consultation and we are keen to have your feedback on our:

- Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) objectives, proposed delivery plan and targets.
- Healthy Neighbourhoods programme, which forms part of the LIP3 - we are seeking to gauge interest from communities in seeing their neighbourhood feature in the initial 3-year programme
- Associated Rail Vision document

You can register your feedback on the above by filling out the questionnaire on our website as well as viewing the full Lewisham LIP document on the Council's website at <https://consultation.lewisham.gov.uk/planning/lip>

### Commonplace

To help develop the programmes in the draft LIP3 we wanted to ask the public what issues and opportunities they thought were important in their areas. In July 2018 we therefore launched a map based online survey called 'Lewisham Streets'. People had the opportunity to report transport issues in their local areas, everything from concerns around rat running to requests for new cycle parking. The response rate was overwhelming: in the 6 weeks the survey was open we received just over 11,000 contributions, just going to show the level of desire by local people to improve the streets and spaces they live, work and study in. The high level themes to come out of this preliminary consultation have been used to inform the programme lines in the LIP3. A more detailed analysis is ongoing and will be used to develop more specific programmes of schemes on an annual basis. Due to this positive response we are also considering using this online mapping tool throughout the life of the LIP so the public can continue to help identify up to date projects and opportunities under the new LIP programme headings.

