



## Consultation Record

Lewisham Transport Local Implementation Plan  
consultation workshops July 2010

August 2010

Lewisham Borough Council  
**Consultation Record – Lewisham transport Local  
Implementation Plan consultation July 2010**

A report by **CAG Consultants**

August 2010

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# Contents

Contents	1
Introduction	2
1. The London Mayor's Transport Strategy	2
2. Consultation workshops	2
3. The agenda	3
Consultation record	1
1. Questions and points of clarification	1
2. Objectives	1
3. Project suggestions for the delivery programme	3
4. Next steps	11
Annex	12
Annex 1: Participation list	12
Annex 2: Agenda	13
Annex 3: Questions and Answers	14

# Introduction

## 1. The London Mayor's Transport Strategy

The London Mayor's [Transport Strategy](#) was published on 10<sup>th</sup> May 2010. It sets out the Mayor's transport vision for London, together with a delivery plan for the Greater London Assembly (GLA), Transport for London (TfL) and partners (including Borough Councils) for the next 20 years.

Each London Borough now has a responsibility to develop a Local Implementation Plan (LIP), detailing the way in which it will deliver the strategy at Borough level. Lewisham Borough is developing the LIP both within the context of the London Mayor's transport objectives and the objectives for [Lewisham's Sustainable Community Strategy](#).

The timescale and timetable for developing LIPs have been set by TfL. The official London-wide consultation period for the LIP falls after the drafting period for the Plan and so Lewisham Borough have sought to include a small amount of engagement with representatives of the Local Assemblies plus consultation conducted at Lewisham People's Day, to feed into the plans development.

## 2. Consultation workshops

As the timeline for drafting the LIP is very tight, only a small amount of consultation could be carried out at this stage in LIP development. Lewisham Borough invited the Local Assemblies to send a small number of representatives to participate in one of three consultation workshops. 27 members of Assemblies attended one of the three workshops, which took place at Lewisham Town Hall on:

- Saturday 17<sup>th</sup> July 2010, 11am – 1pm
- Saturday 17<sup>th</sup> July 2010, 2 – 4pm
- Monday 19<sup>th</sup> July 6 – 8 pm.

A list of attendees is included in Annex 1. This consultation forms an important part of the evidence feeding into the LIP development. It is important to note, however, that due to significant time constraints and a very small consultation process, the views are those of a small number of active and self-selected residents and some Councillors and should be viewed within that context.

Lewisham Borough contracted [CAG Consultants](#) to facilitate the sessions to ensure their independence, and to provide a record of the discussion which acts both as an evidence



document in the development of the LIP, and as a record of events for participants. This report provides this record.

### 3. The agenda

The full agenda for the workshops is included in Annex 2. The workshops included the following elements:

- Introductions.
- Presentation by Ian Plowright, Lewisham Borough Transport Strategy and Development, explaining the Transport Strategy and LIP process, together with some of the background issues affecting transport planning in Lewisham. Ian outlined the objectives from the Mayor's Strategy and the objectives from Lewisham's Community Strategy which shape the development of the LIP.

Ian's PowerPoint presentation accompanies this report to participants.

- Group session – participants identified their own 'objectives' for Lewisham transport.

In one workshop (Monday evening), these objectives were then prioritised by participants.

- Group session – participants suggested specific projects (including geographically specific projects) to address transport issues in Lewisham.
- Next Steps – Ian Plowright outlined the next steps for the development of the LIP.

This report provides a record of the discussion (taken on flip chart and on post it notes) during the three workshops.

# Consultation record

Each workshop started with general introductions, followed by a presentation by Ian Plowright, Lewisham Borough Council Transport Strategy and Development, providing a grounding in the LIP process and some of the London Mayor's objectives for transport plus relevant priorities and objectives from the Lewisham . This presentation is available on a PowerPoint (and circulated to all participants with this report).

## 1. Questions and points of clarification

Following the presentation, participants were able to ask points of clarification and questions about the presentation. These questions and Ian Plowright's answers are summarised in Annex 3 for each of the three workshop sessions.

## 2. Objectives

The next session involved participants suggesting areas of focus for transport objectives for the LIP. This was undertaken in a plenary shared thinking session, with notes taken on a flip chart. The three sessions identified some common areas of focus / objectives which are listed first below, followed by the addition areas of focus for the three workshop sessions.

### 2.a) Common areas of focus / objectives identified by the participants of the three sessions

Objective theme	Session 1 (Saturday am)	Session (Saturday pm)	Session 3 (Monday eve)
<b>Revitalising neighbourhoods and quality of life</b>	<b>Revitalise Local Neighbourhoods</b> <ul style="list-style-type: none"> <li>- Streets not roads</li> <li>- Learn from work in, for example, Holland</li> <li>- Streets for people</li> <li>- Space for everyone</li> <li>- No road markings</li> <li>- Slow cars down</li> <li>- Design for place not passage</li> </ul>	<b>Improving local high streets and shopping parades and employment opportunities</b> <ul style="list-style-type: none"> <li>- By making streets more friendly, accessible, pleasant places to be</li> <li>- Making streets more attractive</li> </ul>	<b>Quality of life and the environment.</b> <ul style="list-style-type: none"> <li>- Air quality</li> <li>- Safety</li> <li>- Parking on pavements</li> <li>- Links to walking, cycling and reducing car journeys</li> <li>- Promote health and well being (link to reducing cars on the road and to safety for pedestrians and cyclists).</li> </ul>
<b>Behaviour, enforcement and education</b>	<b>Behaviour and enforcement.</b> <ul style="list-style-type: none"> <li>- Reduce poor driving</li> <li>- Working in partnership with the police re poor driving.</li> <li>- Smiles indicator signs are a very positive way of encouraging safe driving / speed.</li> </ul>	<b>Educating street users</b> <ul style="list-style-type: none"> <li>- Cars, vans, motorbikes, cyclists</li> <li>- Education and training</li> <li>- Advertising</li> </ul>	

	<ul style="list-style-type: none"> <li>- Police presence on the roads.</li> </ul>		
<b>CO<sub>2</sub> reduction and reducing car journeys</b>	<p><b>CO<sub>2</sub> reduction through illumination</b></p> <ul style="list-style-type: none"> <li>- Turn off lights in some areas later in night – but issues of safety</li> <li>- Light pollution issues</li> <li>- Use solar panels for signage? But Lewisham uses renewable energy. Which is most costly?</li> </ul>	<p><b>CO<sub>2</sub> reduction by reducing the number of car journeys.</b></p> <ul style="list-style-type: none"> <li>- Climate change</li> <li>- Link to healthy lifestyles</li> <li>- Modal shift</li> </ul>	<p><b>Reduce the number of car journeys.</b></p> <ul style="list-style-type: none"> <li>- Personal responsibility</li> <li>- Minibus use</li> <li>- Car sharing – car clubs</li> <li>- Incentives to use buses</li> <li>- Work with schools to reduce short journeys in peak times – travel plans and monitoring.</li> <li>- NHS role – partnership role (link to childhood anti-obesity work).</li> </ul>
<b>Safety</b>	<p><b>Street safety.</b></p> <p>Making journeys safer (including road surface / pot holes – distraction to drivers. If a road is well surfaced then it looks better, it is less of a distraction, there is less stress etc. Maintenance is more costly the more it is put off.)</p>	<p><b>Safer streets</b></p> <ul style="list-style-type: none"> <li>- More pedestrian crossings, traffic lights etc</li> </ul>	<p><b>Safety for pedestrians and cyclists.</b></p> <ul style="list-style-type: none"> <li>- 20mph – role out.</li> <li>- Education</li> <li>- Protect</li> <li>- Safe routes</li> <li>- Link to and promote health and well being (link to quality of life and environment)</li> <li>- Reduce cars (link to reduce car journeys).</li> <li>- Enforcement (camera driven)</li> <li>- People ignoring yellow boxes (education)</li> </ul>
<b>Cycling</b>	<p><b>Separation of cyclists from other road users.</b></p> <ul style="list-style-type: none"> <li>- Conflicting needs of</li> </ul>	<p><b>Cycling</b></p> <ul style="list-style-type: none"> <li>- Separation of cycling from other road users</li> </ul>	



	cyclists and walkers.	<ul style="list-style-type: none"> <li>- Education</li> <li>- Cycling on pavements</li> </ul>	
<b>Partnership work</b>	<b>Joining up with other agencies and service providers</b>	<b>Joint promotional work</b> <ul style="list-style-type: none"> <li>- E.g. with DLR</li> </ul>	
<b>South Circular</b>		<b>South Circular – congestion</b> <ul style="list-style-type: none"> <li>- Bottleneck</li> <li>- Increase in population will only increase the number of cars.</li> </ul>	<b>Tackle pinch-points on South Circular and other interchanges.</b> <ul style="list-style-type: none"> <li>- Use of technology to ease interface between pedestrians and cars.</li> <li>- Big barrier to pedestrian movement.</li> <li>- Will impact upon other streets (knock on effect of congestion)</li> <li>- Responsiveness (need a plan B when the main routes are too congested – open up side streets)</li> <li>- Traffic turning right is an issue.</li> </ul>
<b>Public transport</b>		<b>Making it easier to use public transport to reach the centre of London</b> <ul style="list-style-type: none"> <li>- Bus lanes (except it is very difficult to squeeze more out of the road space for buses)</li> <li>- Making Lewisham’s case to TfL</li> <li>- Pay the salary of an officer to look at frequency of trains at stations</li> <li>- People are getting on full</li> </ul>	<b>Overcrowding on trains and capacity / overcrowding on busy buses during school-peak times..</b> <ul style="list-style-type: none"> <li>- Improving infrastructure.</li> <li>- Longer trains</li> <li>- Accessibility for disabled people at train stations</li> <li>- More buses at busy times</li> <li>- Smaller circuits for buses</li> <li>- Lack of seating at bus stops</li> </ul>

		trains and standing, or even not being able to get onto trains.	
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## 2.b) Additional areas of focus / objectives identified by each workshop session

<b>Session 1 (Saturday morning)</b>
<p><b>Imaginative ideas for improving what we already have.</b></p> <ul style="list-style-type: none"><li>- Experimenting to allow communities to feel more in control</li><li>- Address issue of aggression of everyone – not just drivers</li><li>- Reduce the stress of users of road space</li></ul> <p><b>Reduce clutter / signage</b></p> <ul style="list-style-type: none"><li>- Including silly signage for cycle routes</li><li>- This could be more costly than we think? Removing posts and replacing pavements?</li></ul> <p><b>Maintenance / mending pavements.</b></p> <ul style="list-style-type: none"><li>- TfL funding can be used for A road maintenance but not for other maintenance.</li></ul> <p><b>Changing back 1 way streets to 2 ways streets</b></p> <ul style="list-style-type: none"><li>- Democracy on roads</li><li>- Opening up of the road network</li></ul> <p><b>Clarity over salting responsibilities</b></p> <ul style="list-style-type: none"><li>- E.g. of bus routes.</li></ul>
<b>Session 2 (Saturday afternoon)</b>
<p><b>Accessibility at interchanges</b></p> <ul style="list-style-type: none"><li>- Make it friendly and accessible</li><li>- Link to town centres</li></ul> <p><b>Connectivity and better bike facilities at stations</b></p> <ul style="list-style-type: none"><li>- No good schemes where as part of hubs you can leave bikes e.g. at stations</li><li>- Worries about bike thefts</li><li>- So much better in continental cities</li><li>- At Lewisham, even after all the rebuilding, there is no visible bike parking</li><li>- Locate bike parking safely where it feels safe and secure, not round the back of a station.</li></ul> <p><b>Parking</b></p> <ul style="list-style-type: none"><li>- People driving to station then park in residential areas.</li><li>- CPZs</li></ul> <p><b>Park and Ride</b></p> <ul style="list-style-type: none"><li>- How would this apply to Lewisham?</li></ul> <p><b>Getting rid of contradictions</b></p> <ul style="list-style-type: none"><li>- For example Lewisham Town Centre are promoting a 'bring your car free' on a Saturday promotion – but this is contrary to the rest of the strategy.</li></ul> <p><b>Tram between Lewisham and Catford</b></p>
<b>Session 3 (Monday evening)</b>
All objectives covered in 2.b) above.

## 2.c) Prioritisation of objectives

No prioritisation of objectives was carried out during sessions one and two (Saturday morning and afternoon) however on Monday evening, a short prioritisation exercise was carried out using dots. Three dots were allocated to each participant and they used them to 'vote' for the issues they felt were most pressing. They were able to use all dots on one issue or to use them on different issues. It is important to note the context for this prioritisation and that the 'votes' below are the views of a small number of participants.

The prioritisation was as follows:

<b>Number of 'votes'</b>	<b>Objectives</b>
8	Safety for pedestrians and cyclists.
6	Tackle pinch-points on south circular and other interchanges.
4	Reducing car journeys.
3	Overcrowding on trains.
3	Quality of life and environment.
2	More buses.
2	People ignoring yellow boxes.
1	Enforcement.
1	Accessibility for disabled people at stations.
1	Capacity / over-crowded / busy buses during school-peak times.
1	Responsiveness (a plan B when main routes become too congested - opening up side streets etc).
1	Safe routes.

### 3. Project suggestions for the delivery programme

The participants then spent time discussing and noting key issues and project suggestions for inclusion in the delivery programme. These were split into two categories:

- Borough-wide issues and project suggestions;
- Geographically specific issues and project suggestions.

The geographical issues were noted on post it notes and attached to a map of the Borough.

#### 3.a) Borough-wide issues and project suggestions

##### **Session 1 (Saturday morning)**

- Remove unnecessary street signs.
- Mend pavements.
- Separation between cycle lanes and the rest of roads on the main routes where there is no parking.
- Cycle lanes disappear with no reason.
- Rights and responsibilities of road users.
- Behaviour of drivers, cyclists, walkers – do what we want rather than respect other road users. Respect and education is key.
- European drivers – do not understand the road signs, speed, do not respect cyclists – all about education and knowledge. However others felt that European drivers respect cyclists more.
- Enforcement.
- Education of motorcyclists.
- Build and put in place things of beauty.
- Clean up and make less shabby rather than doing big fancy schemes.
- Aspiration ideas are needed too as the plan goes to 2031.
- General tidy up of roads, pot holes etc.

- More of the smiley speed signs .
- Children allowed to cycle on pavements under a certain age – health and also safety benefits.
- Cycle routes in Lewisham need to be looked at from a safety perspective.
- School travel – especially walking buses. Ban private car use for travel to school?

### **Session 2 (Saturday afternoon)**

- More green streets and play streets.
- LCD displays at bus stops showing next bus information.
- Educating street users. No tolerance on cycling on pavements – they are breaking the law.
- Enforcement. Public opinion changes a lot of things. Local knowledge about cycling on pavements needs to be increased. Learn from elsewhere and concentrate on areas where it is happening frequently.
- Link the above issue to continuity of cycleway.
- Funded cycle officer posts to increase training levels (training could be paid for via Cycling Super Highways funds).
- Activities in green squares – open up to discussion about how to use them (competitions, carnival days, paintings for sale, gorilla gardening, big lunch).
- Street trees – great and need to be kept but some are causing real problems with the pavements which are presenting a danger to pedestrians.
- Generally take out speed humps.
- General 20 mph zone across the Borough.
- North of the Borough trying to develop E-W cycle routes. Need to think more about cycle routes away from the main routes – locally strategic cycle routes e.g. along Lewisham Way.

### **Session 3 (Monday evening) (group 1)**

- Trains need to be longer.
- Provide seating at more bus stops to make accessible to less able residents e.g. Woolstone Road (opposite Lutwyche Road).
- The moving of Lewisham Bus station – danger to pedestrians crossing roads to

buses.

- Over crowding at major interchange which leads to anti social behaviour.
- Poor accessibility to Catford prevents economic regeneration.
- More enforcement of regulations – speeding and parking.
- Incentives to encourage fewer private car journeys.

### **Session 3 (Monday evening) (group 2)**

- More dedicated cycle lanes.
- Intelligent enforcement (by) people to traffic management.
- More parking points for bicyclists and SAFE parking for cycles.
- General safety issue: Placement of ‘cushions’ means cars frequently drive in the middle of the road causing potential problems.
- Generally better lighting at bus stops along with seating wherever possible.
- Service information signs for each bus stop.
- Direct bus route from Lewisham to the West End. The 453 could be extended to Lewisham rather than Deptford.
- A bus route from Lee High Road direct to Catford, Forest Hill and Sydenham.
- Promote walking and cycling e.g. walking buses to schools and a competition for the most successful school each term with a prize for the school that wins.
- Promote cycling to the station. Establish a safe lockable cycle ‘pods’ at Catford and Lewisham stations – avoids drop off and pick up journeys.
- Establish local loop pick ups within half to three quarters of a mile of Catford station to accommodate people who cannot get on buses served by routes at peak times.
- Electronic bus signs to indicate when bus is coming. ‘Real time’ information at every bus stop.
- The Council and NHS to encourage staff to cycle and walk (Town Hall, Schools, Hospitals. Clinics) and provide some storage for bikes. Lead by example!

### **3.b) Geographically specific issues or project suggestions**

Area	Geographically specific schemes or issues
<b>Session 1 (Saturday morning)</b>	
Forest Hill	Especially, on the bridge – smell of urine. More toilets needed?  <i>Issues elsewhere in the Borough too.</i>
Lewisham Centre	Lewisham town centre (between the shopping centre and the station) looks very tatty. There is lots of different street furniture from lots of different eras. Paint it all the same colour and make it all look tidier. De-clutter and clean the streets. Maintain it better and it will feel better. This issue could be addressed in all the centres in the Borough.
Lewisham Roundabout	Safety is a real issue. Needs improving for pedestrians. Traffic lights / controls need to be put in place – NOT just pedestrian lights.
Lewisham Roundabout	Put police on the streets to help enforce better driving and use of the streets.
Lewisham Roundabout	Build a suspension bridge for pedestrians between the shopping centre and the station. Make it imaginative.  <i>Link to the point about things of beauty.</i>
Lewisham	Junction between Lewisham High Street, Lee High Road, Belmont Hill and Lewis Grove is dangerous for pedestrians. Not all parts have pedestrian crossing signals. This is especially an issue as there is a filter light for buses.
Lewisham	Lewisham High Street – junction with Albion Way – safety issues.
Lewisham	Junction of Lewisham High Street and Courthill Road – no pedestrian lights and it is not safe.
Lewisham	St Saviours Primary School is issuing parking permits for parents wanting to drive to school to allow them to park in the local streets. The Council seem unaware but the school says that they are issuing the permits with the full knowledge of the Council.
Ladywell	There is an issue of people parking in places which impedes traffic. Buses turning into Chudleigh Road cannot get in because of cars parked. This will be improved by the CPZ but needs an eye kept on it.
Ladywell village	Streetscape improvements, shared surfaces etc.
Blackheath	Blackheath already gets a lot of money and people are very verbal so can fight for things to be done. Other parts of the Borough are more in need. In Blackheath just de-clutter (including cycle signs).



Catford	Congestion is a major issue on the south circular.
Downham	Streets look very neglected and shabby. Focus on tidying up: mending pavements, street trees, street furniture.  <i>Link to physical regeneration of the area.</i>
Whitefoot ward	Tiger's Head Junction. Needs to be sorted out.
Forest Hill	Perry Vale – bridge up to Forest Hill. The road bends and there is danger. Pelican Crossing. Road / street safety. Driver and pedestrian. Speed signs and smiley face speed indicators needed.
Forest Hill	Forest Hill – Perry Vale roundabout. Local shopping centre – not safe. Better parking for local shopping. School parking.
Brockley Road	Brockley Road and Brockley Grove. This junction is dangerous because visibility is restricted.
Brockley Road	Traffic travelling mostly MUCH too quickly. Enforcement.
Brockley Road	The railings between C.P. station and Brockley Grove are VERY shabby.
<b>Session 2 (Saturday afternoon)</b>	
Deptford river front	Surrey canal road station – station needed!
Deptford river front	Riverboat stop at Convoys Wharf
Deptford river front	River frontage at Convoys Wharf. Make this possible despite working wharf (protect under a canopy?)
Brockley	Better local access Brockley station.
Lewisham	Clearly designated crossing area across the High Street at Lewisham to the market (Peacocks). <i>Second post it note echoed this:</i> Pedestrian crossing in Lewisham near Peacocks.
Lewisham	Lewisham Way / Tyrwhitt Road. Keep pedestrian crossings.
Lewisham	Courthill Road / Lewisham High Street. Pedestrian phase in traffic lights at crossing – safer streets.
Ladywell	Develop cycleway to connect Ladywell Fields to Cornmill Gardens possibly council depot. Cycle Super Highway.
Ladywell	Cycle lanes are sometimes causing problems. Cycle lane as you come down to the junction at Bellingham Road has taken over one of the car lanes and this causes confusion and congestion.

Ladywell	Ladywell Road. Improve streetscape. Widen pavements. Narrow road. Remove railings. Short stay parking.
Ladywell	Chudleigh Road / Ladywell Road. Remove speed cushions as they encourage bad driving.
Rushey Green	Rushey Green Crossing – unsafe – drivers don't stop.
Catford	Cycle route bridge over Catford stations to get cyclists off the main highway?
Catford	Rethinking Catford on a big scale. Buy up the town centre. Raise it all up so two levels to work with. Be imaginative.
Catford	Catford Bridge and station. Congestion. South Circular.
Catford	Merge Catford and Catford Bridge Stations to include exits and entrances at ends of platforms.
Catford	Dog track redevelopment would bring in a LOT of new people and simply add to the congestion – too dense a development.
Honor Oak	Wheelchair access to Honor Oak Park Station.
Hither Green	Hither Green Station improvements to access from Spring Bank Road. Open all platforms access.
Bellingham	Accessibility improvement at Bellingham station (relatively easy to make step free. Travel Watch have supported this.
Tigers Head	Pedestrian crossing needed at Tigers Head junction – Bromley Road / Southend Lane / Whitefoot lane.
Bellingham	Problems at Bellingham and Lower Sydenham stations with commuters parking in residential roads. Phoenix Community Housing working on this.
Bell Green	Improvements to junction at Bell Green (quite probably a major project).
	Southend Lane – rail bridge needs widening – currently a bottleneck and lots of bridge strikes.
	Measures needed to prevent rat-running in Priestfield Road – to improve safety.
<b>Session 2 (Monday evening) – Group 1</b>	
New Cross Gate	East London Line stops 1 hour earlier than before extension.
New Cross Area	343 bus too fast (Pepys Road).

New Cross Area	Pepys Road – lack of parking on street.
New Cross Road	Congestion and accidents.
New Cross	Make the most of the cycle super highway – transport interchange at New Cross.
New Cross / Telegraph Hill area	Shardeloes Road (top and bottom) . Residents want alternative speed controls to speed bumps in these two areas.
New Cross / Nunhead	Drakefell Road / Lausanne Road area – air quality and safety issues. Many vehicles for residents.
Brockley Station	Disabled and buggy access.
Catford	Redevelopment of Catford Town Centre to improve traffic flow.
Catford	Ignoring yellow boxes e.g. outside old cinema on Bromley Road.
Catford	Improve the pinch point (road widening) in Catford Hill Road / Stanstead Road.
Lower Sydenham	Traffic flow problems due to prolonged disruption to roads / traffic through Sydenham High Street (Road works etc).
Bromley Road	Bellingham Road interchange: Children congregating around stops whilst waiting for buses. Capacity issues on buses at key points. Safety and access issues.
Hither Green	St Mildred’s Road / Verdant Road / Hither Green Lane. Pinch point. Safety. Quality of Life.
Hither Green	Burnt Ash Hill / Westbourne Avenue / Baring Road. Pinch Point, safety, quality of life.
Grove Park junction	Safety of pedestrians.
Blackheath	Too much traffic going through Blackheath village (link to health, safety and wellbeing objective).
<b>Session 3 (Monday evening) - Group 2</b>	
Brockley	Difficulties for pedestrians crossing roads – Brockley Cross. Pedestrian safety.
Brockley	Cars travelling much too fast on the 30mph limit on Brockley Road. Link to pedestrian safety and enforcement.
Bell Green Gyratory	Sydenham Road / Bell Green / Southend Lane. Pinch points for road traffic.
Perry Vale	Rat runs via mainly residential roads (Garlies Road, Perry Rise, Houston

Ward / South Sydenham Ward	Road, Adamsrill Road, Champion Road.
A205 at Forest Hill	Waldram Cres. – Pinch Point for road traffic.
Catford west (A205 / A212)	Pinch Point for road traffic.
St Mildred's A205	Pinch point for road traffic.
Baring Road / Downham Way.	Traffic junction and Grove Park railway station. Relocate bus station as it causes blockage to traffic.
Grove Park junction.	Lots of recent work with no improvement to pinch point. Pedestrian crossing less safe than before from Baring Hall to station. Yellow boxes regularly ignored. Signal phasing is poor.
Lee High Street / Burnt Ash Road.	Traffic intersection needs separate lights for those turning right. Currently only two cars can get through. Bus stops for 321 / 122 moved so now pedestrians have to cross 2 busy roads to get to shopping precinct.

## 4. Next steps

Ian Plowright outlined the next steps for the LIP which were as follows:

- Mayor and Cabinet to consider proposals for 2011/12 (and beyond) LIP funding (informed by emerging draft LIP) in October
- Draft LIP to be recommended to Mayor and Cabinet and to the Council in November
- Draft LIP to be sent to TfL in December for it to check that adequate to recommended to the London Mayor for approval.

Three month consultation on the draft LIP starting in December

The following questions were asked about this process in session 3 (Monday evening), with the answers summarised below each question:

- Will there be feedback to the local assemblies?  
Ian Plowright will look into this.
- Will all LIPs will be consulted on at the same time?  
Yes
- Once the LIP has been developed can you give explanation of why some projects or ideas were not taken forward?  
Yes will provide an 'audit trail'.

# Annex

## Annex 1: Participation list

The attendees for each session were as follows (note this list does not include the full list of invitees):

<b>Ward</b>	<b>Attendee</b>
<b>Session 1 Saturday morning</b>	
Blackheath	Dru Vesty
Crofton Park	Mike Burnside
Ladywell	Valerie Weber
Ladywell	Tony Major
Lewisham	Matthew Morley
Central	
Perry Vale	Ena Williams
Whitefoot	Duncan Peterkin

<b>Session 2 Saturday afternoon</b>	
Ladywell	Cllr Vincent Davis
Ladywell	Geoffrey Thurley
Lewisham	Cllr Stella Jeffrey
Central	
Rushey Green	Tessa Pearce
Rushey Green	James Dobson
Bellingham	Cllr Ami Ibitson

<b>Session 3 Monday evening</b>	
Blackheath	Pat Hughes
Catford South	Chris Monro
Catford South	Ann Coppinger
Downham	Derek Wade
Downham	Nigel Mumford
Grove Park	Peter Brown
Ladywell	Gordon Cowie
Lee Green	Mary Petty
Lee Green	Peter Richardson
Perry Vale	Sylvia Warner
Perry Vale	Cllr John Pschoud
Telegraph Hill	Cllr Dan Whittle

## Annex 2: Agenda

**London Borough of Lewisham  
Local Implementation Plan (LIP)  
Ward Assemblies Consultation Event July 2010**

### Agenda

- 1. Welcome and outline of workshop** **CAG (5 mins)**
- 2. Introduction to the LIP process and Council's objectives for transport**  
**Ian Plowright LB Lewisham (15 minutes)**
- 3. Questions/ clarifications (10 mins)**
- 4. Group session 1** **CAG (25 mins)**  
**Objectives and priorities**  
Participants asked to:
  - comment on Council objectives for transport, identify gaps and suggest changes;
  - for any new objectives proposed, cite the evidence base which justifies the objective, and any further research or consultation which may be required;
  - prioritise final list of objectives.
- 5. Feedback from group session 1** **CAG (5 mins)**  
*Break for tea, coffee (10 mins)*
- 6. Group session 2** **CAG (45 mins)**  
**Project suggestions for delivery programme**  
Participants asked to identify transport projects for inclusion in the LIP, by suggesting schemes on post-it notes placed on local maps (provided). Each suggestion should be linked back to the objectives discussed earlier.
- 7. Summing up and next steps** **CAG/IP (5 mins)**

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## Annex 3: Questions and Answers

Following the presentation by Ian Plowright (Lewisham Borough Transport Strategy and Planning) at the start of the workshop, participants were able to ask points of clarification and questions about the presentation. These questions and Ian Plowright's answers are summarised below for each of the three workshop sessions.

### 1.a) Session 1 (Saturday morning)

**Question:** Lewisham Roundabout  
Causes problems, its dangerous, congested and unsafe for pedestrians and cyclists as well as for drivers.

**Answer:** There are proposals for Lewisham centre which include removing the roundabout. However, this is linked to built development proposals and so no clear timetable.

**Participant response:** Yet even without the large scheme we need to make it safer.

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**Question:** Budgets. Not much can be done with £3m.

**Answer:** Over the last three years this money has been spent in various ways: There had been a large programme of 20mph zone introduction and the relative cost of these schemes meant that a large area of the Borough has been covered which has had a significant benefit of reducing casualties.

**Subsequent question:**  
Enforced how?

**Answer:** Self enforcing. However the remaining casualties tend to be focused more on the main corridor routes so the focus will need to shift from creating 20mph zones to reducing casualties on these routes.

There was also about £300-400K spending on improvements to Blackheath Town Centre about 5 years ago.

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**Question:** Congestion – this is a London-wide issue. Presumably TfL need to focus on this but what can we do to affect the main corridors?

**Answer:** We have to use the performance indicators set by TfL, but Lewisham cannot really influence traffic levels on the corridors on its own. On those corridors Lewisham is responsible for we can seek to make parts of them more pleasant and aim for reduction in casualties, but action is required by TfL and others as well as the Council to influence traffic levels.

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**Question:** Cannot see much

**Answer:** One of the questions to be considered is



visible action that benefits the community.

whether we spread available funding widely and thinly or concentrate on a few areas, make a visible difference but other areas do not get anything or have to wait for funding These sorts of strategic decisions need to be made and it would be useful to get your perspective on them.

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**Question:** What about the use of / linking to regeneration funding?

**Answer:** Accessed regeneration funding in the North of the Borough - £4.5 m from the Homes and Community Agency for cycling and walking on 'Deptford and New Cross Links'. Routes through the park created and subway being revamped. However a lot less likely to be able to access such funding in the future

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**Question:** What about the use of speed camera income?

**Answer:** On-street parking income (including that from penalty charges) has to be used on parking and any surplus can be spent on transport. In Lewisham, this income funds borrowing which is used to maintain footways and carriageways

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**Question:** What has the major scheme funding been used for?

**Answer:** 2 such schemes:

- A2 Kender Triangle at New Cross – gyratory – roads within this will cease to be TfL streets and be turned into 'Streets for People'.
- Sydenham high street – it is the length of street with the worst casualties in the Borough. Over £3m due to be spent on the high street.

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**Question:** Digging up of roads by different utilities and by the Council – it seems completely uncoordinated.

### 1.b) Session 2 (Saturday afternoon)

**Question:** Tell us a little more about the Mayor's Transport Plan in relation to Boroughs, and how this influences the Local Implementation Plan. How does one influence the London Mayor's Transport Plan and how do we get to know about it?

**Answer:** This is the second Local Implementation Plan. The first time around the London Mayor / TfL gave very detailed instructions about what Boroughs should do and how they should address many aspects of the Transport Strategy . This time there is much more flexibility. We need to show how we are propose delivering the goals (see Mayor's Transport Strategy Goals and Outcomes table) but beyond this have much more freedom than previously.

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**Question:** How does this all relate to other wider consultations about routes going through this Borough?

**Answer:** So the public transport providers have been involved in some local consultations which are separate to the Council's own consultations.

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**Question:** Regarding

**Answer:** We do need to make this clear in the LIP. As



aspirations such as behaviour change and regeneration. Much depends on routes and connections and so aspirations are much more meaningful if they are concrete.

**Participant response:** Railway usage – the projections are not accurate. They are underestimating projected usage.

part of putting together the Local Development Framework, the Council did an assessment of what growth meant in terms of travel. We know the intentions with regards rail capacity improvements and Network Rail have been clear about what could be done within existing infrastructure.

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**Question:** Buses for children to go to school are needed. Children on the bus at home time over across the buses across Lewisham.

**Answer:** By the time children are at senior school they are generally walking or getting buses themselves. In Lewisham, primary schools are generally in walking distance. The policy is to encourage children to be walking or cycling to primary school. There is recognition however that children / young people on buses and congregating on streets at bus stops can be an issue for some people.

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**Question:** Lewisham alterations near the station – is this going to be an improvement?

**Answer:** The intention is that the roundabout will go and the town centre will extend much nearer to station. Areas of demolition that have recently taken place will be temporarily landscaped until the construction of the extension to the retail centre and the new road system. However for the time being this will not be happening.

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**Question:** What degree of coordination is there between Transport for London and local planning?

**Answer:** I am optimistic that there may be more coordination in the future as a result of the City Charter. However there are difficulties – Transport for London sets the Borough indicators that we have to monitor our performance against, yet the Borough does not have much influence over most of the issues being monitored on its own, such as modal shift. The indicators require a partnership response by the Council, TfL and others.

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**Question:** There seems to be little room for a big vision.

**Answer:** Transport for London are making non-statutory plans for each of the sub regions (e.g. the eastern sub region of which Lewisham is part). However the timing doesn't match up with the LIPs. It is slightly chaotic.

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**Question:** This 3 year delivery plan and the strategy – is there a shift from the previous 3 years?

**Answer:** The LIP is a plan to implement the Transport Strategy. The things in this new Strategy include:

- Smoothing traffic flow and perhaps less emphasis on restraint on traffic flow;

- Transport for London Cycle Super Highways;
- Better Streets – and a recognition of streets as places;
- The decluttering agenda;
- An experiment to reduce the number of traffic lights and pedestrian crossings

**Participant’s response to the**

**above:** the reduction in the number of traffic lights seems to be a move which will make the streets less safe and prioritise the needs of car drivers.

**Subsequent answer:** We appear have a different driver attitude than in some other European countries. Some countries may rely less on traffic lights but the drivers maybe more willing to give way to pedestrians and allow them to cross.

**Question / issue raised:**

There is a big problem where roads cross over with rail – these are bottle necks.

**1.c) Session 3 (Monday evening)**

**Question:** How does the plan address the needs between residents and people using roads for other uses?

**Answer:** London has a ‘Road Hierarchy’ whereby different streets are allocated different functions (either ‘Distribution’ or ‘Access’) related to motor vehicle movement. The Council’s emerging Local Development Framework Core Strategy begins to acknowledge that these ‘roads’ are actually complex streets accommodating a range of activities, renaming the ‘road hierarchy’ the ‘street hierarchy’. The Local Implementation Plan will recognise the complex nature of streets and the different roles they fulfil and it is intended to overlay the street hierarchy with town centres indicating a raised ‘place status’ for streets forming high streets.

A LIP will recognise different roles and overlay these with town centres to recognise an increased role for streets in the hierarchy.

**Question:** How will the plan address population increase?

**Answer:** The emerging Local Development Framework seeks to focus new development and population growth in an around the two major centres, namely Catford and Lewisham where there is easy access to a range of services and to public transport. It also seeks to focus development and population increase in Deptford/New Cross but parts of this area do not have good public transport access the LIP will seek to encourage and support the building of a station at Surrey Canal Road on phase II of the East London Line Extension. This process is about raising

those issues.

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**Question:** Can the Catford part of the south-circular be part of the plan?

**Answer:** Reshaping Catford and the nature of the South Circular could be part of our aspirations.

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**Question:** Does the car ownership data take into account recent trends?

**Answer:** The Council is monitoring trends. The information on the car ownership slide was taken using information from the population censuses going back as far as 1971.

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**Question:** To what extent do the needs of two separate groups – residents and car users – get balanced?

**Answer:** Streets have different roles. London Boroughs are responsible less for the major distributor streets which tend to be the responsibility of TfL. Pedestrian accidents – 20mph zone projects aimed at casualty reduction. However we have gone about as far as justifiable with this and the focus perhaps needs to shift to reducing casualties on the more major routes.