

Sustainable Development Select Committee			
<b>Title</b>	Modern Roads Review: Scoping Paper	<b>Item No</b>	6
<b>Contributors</b>	Scrutiny Manager		
<b>Class</b>	Part 1	<b>Date</b>	30 October 2014

## 1. Purpose of paper

- 1.1. At its meeting on 9 September 2014, the Committee decided as part of its work programme to undertake an in-depth review into Modern Roads.
- 1.2. This paper sets out the rationale for the review, provides some background information on the current situation within Lewisham and sets out proposed terms of reference for the review.
- 1.3. The in-depth review process is outlined at Appendix A.

## 2. Recommendations

- 2.1. The Select Committee is asked to:
  - note the content of the report
  - consider and agree the proposed terms of reference for the review, outlined in section 9 and the timetable, outlined in section 10.

## 3. Background

- 3.1. At its meeting on 9 September 2014, the Committee decided as part of its work programme to undertake an in-depth review into Modern Roads. The Committee agreed that the focus would be around improving the road infrastructure in the borough for local residents and would look at three related strands:
  - Introducing a borough-wide 20 mph speed limit
  - Improving the borough for cyclists
  - Improving air quality

## 4. Policy context

- 4.1. The Mayor's Transport Strategy (MTS) is a statutory document, developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor of London's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision.
- 4.2. The Local Implementation Plan (LIP) is Lewisham's transport plan, detailing its policies and programme for delivering the MTS within Lewisham. The LIP enables the borough to plan strategically for transport, helping achieve broader goals for

safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all. The Lewisham LIP takes the goals, challenges, policies and outcomes from the MTS and tailors them to the Lewisham context, shaped by the vision outlined in the borough's Sustainable Community Strategy and the spatial planning policies in the Local Development Framework. The LIP enables the borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.

4.3. This review falls under a number of aims included in Lewisham's Sustainable Community Strategy, including:

- Clean, green and liveable – where people live in high quality housing and can care for and enjoy their environment. Specifically the review will deal with the area concerned with maximising Lewisham's contribution to a sustainable future by tackling waste and making effective use of resources, especially encouraging the use of sustainable forms of transport and minimising the need for people to rely upon car travel by making it easier and safer to walk or cycle around the borough.
- Dynamic and prosperous – where people are part of vibrant communities and town centres, well connected to London and beyond. Specifically the review will deal with area concerned with improving access to sustainable modes of transport within the borough and our connections to London and beyond.

## **5. Introducing the 20 mile per hour speed limit**

5.1. The introduction of a borough wide 20mph zone was recently carried out by Islington Council and has been considered by a number of other boroughs across London, including Camden, Haringey and Southwark. Lewisham Labour Party's 2014 election manifesto included a pledge to 'build on the success of the 20mph zones which targeted local problems by adopting a 20mph speed limit across the borough'. Key challenges to the Council in implementing this could include the impact on journey times across the borough, the enforcement of the speed limit and the costs associated with changing the speed limit. In addition many of the main roads that run through the borough are the responsibility of TfL and not the responsibility of the Council.

5.2. A report outlining the background to introducing a borough-wide 20 mph limit, the approach required to introduce the limit as well as the funding and consultation required will be going to Mayor & Cabinet in November or December 2014.

## **6. Improving the borough for cyclists**

6.1. Lewisham's LIP includes measures to promote cycling, including cycle superhighways and extending the cycle hire scheme. The LIP integrates these objectives with wider travel opportunities to make physical activity an everyday choice. The Committee received an update on the LIP at its 9 September 2014 meeting.

6.2. Lewisham Labour Party's 2014 election manifesto included a pledge to develop a programme of cycling safety measures, to increase the number of cycle racks

across the borough and to work with schools and local businesses to develop green commuter strategies. Measures set out in the manifesto include a potential bid for a Cycle Super-Hub at a key railway station, increasing the number of cycle racks, continuing to promote the local cycle-hire scheme, cycling training to allow new cyclists to gain more confidence on the roads and lobbying for cycling infrastructure improvements.

6.3. The Sustainable Development Select Committee received a report on Road Safety and Cycling at its February 2014 meeting. The report highlighted a number of cycling initiatives being carried out in the borough:

- Cycle Super Highways 4 & 5 (CS4/CS5), part of the wider TfL Cycle Super Highway programme. Both routes are in early stages of design and are proposed to run down the A200 and A2 respectively.
- The Quietway programme, drawing on funding from the Mayor of London's financial commitment of £980m to improve all aspects of cycling in London, the Quietway Programme aims to provide quiet back street cycle routes that less confident or new cyclists will be able to use comfortably.
- Borough cycling programme. TfL has provided the opportunity for boroughs to bid for funding to deliver a range of cycling initiatives. Lewisham has bid to the programme to fund extra cycling initiatives on top of what is delivered through the boroughs LIP allocation.
- Adult and child cycle training. Through the Boroughs LIP allocation Lewisham offers cycle training to adults and children from fully nationally accredited cycling instructors.
- Borough cycle hire scheme- The Lewisham Road Safety Team have been working in partnership with the cycling charity London Cycling Campaign (LCC) to run a project to offer short term bike hire to local residents. The main driver behind the project is the fact that many Lewisham residents would like to try cycling either to get to work or for leisure but are put off by the initial financial outlay of buying the equipment.

## **7. Improving air quality**

7.1. The Sustainable Development Select Committee received a report on 1 May 2013 entitled Development of an Air Quality Action Plan. The report highlighted that EU Directives have been issued which set Limit Values for a number of pollutants that occur in ambient air and which can impact on health. Under the Environment Act 1995, Local Authorities have legal duties for Local Air Quality Management (LAQM). This means that each local authority has to review the air quality in its area and assess it against objectives set by the UK government for each pollutant. These objectives can be stricter, but no less strict, than the EU Limit Values. An area where the objectives are not being met must be declared as an Air Quality Management Area (AQMA). There will then be an Air Quality Action Plan developed for that area.

7.2. Lewisham Labour Party's 2014 election manifesto included a pledge to launch a Low Emission strategy for vehicles in Lewisham by improving the Council's fleet through greater use of electric vehicles and encouraging drivers to reduce their emissions. Within the LIP includes the aim to promote better health by addressing poor air quality, particularly at AQMAs, such as through Low Emission Zone enhancements as well as modal shift.

## **8. Meeting the criteria for a review**

8.1. A review into Modern Roads meets the criteria for carrying out a scrutiny review, because it is:

- It is strategic and significant
- The Council is due to review the relevant area (specifically the introduction of the 20 mph limit)

## **9. Key lines of Inquiry**

9.1. Under each strand the Committee could consider the following questions and lines of enquiry:

### 20 mph speed limit

- The potential benefits in introducing the 20 mph limit in the borough
- The potential limitations in introducing the 20 mph limit (such as TfL controlled roads)
- How the new speed limit will be enforced
- How local people will be informed about the 20 mph limit
- The costs in introducing a new 20 mph limit
- The experiences of other London Boroughs in implementing the 20 mph limit

### Improving the borough for cyclists

- What cycling infrastructure is present in the borough and who it is provided by (i.e. TfL or Council provided and maintained)
- What initiatives are in place to promote cycling in the borough
- How have initiatives improved cycling safety and cycling numbers in the borough
- How can the Council further improve cycling safety and cycling numbers to make cycling an everyday occurrence
- How can the Council further secure funding for improved cycling infrastructure

### Improving air quality

- The impact of traffic upon road pollution
- How improved roads could reduce air pollution
- Ways to reduce traffic to potentially decrease air pollution and ways to mitigate air pollution
- How the new AQMA action plan is progressing and whether this is impacting on air quality
- How Lewisham is reducing the emissions of its own fleet of vehicles

## **10. Timetable**

10.1. The Committee is asked to consider the outline timetable for the review as set out below.

### **Evidence-taking session (9 December 2014):**

Report from officers providing information on introducing a borough-wide 20 mph speed limit, improving the borough for cyclists and improving air quality.

Witnesses will include officers, as well as a representative from Transport for London.

There is the potential for a second evidence session on 20 January 2015 involving input from local interest and advocacy groups, should the Committee wish to seek their input.

**Recommendations and final report (20 January 2015)**

The Committee will consider a final report presenting all the evidence taken and agree recommendations for submission to Mayor & Cabinet.

**11. Further implications**

- 11.1. At this stage there are no specific financial, legal, environmental or equalities implications to consider. However, each will be addressed as part of the review.

**Background Papers**

London Borough of Lewisham: Local Implementation Plan 2011-2031

<http://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%202011-31.pdf>

Road safety and cycling – Report to Sustainable Development Select Committee, 4 February 2014

<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=136&MId=2934&Ver=4>

Development of an Air Quality Action Plan – Report to Sustainable Development Select Committee, 1 May 2013

<http://councilmeetings.lewisham.gov.uk/documents/s22310/06%20Air%20quality%20010513.pdf>

Lewisham Together: Labour's Manifesto for the 2014 Mayoral and Local Elections on 22 May 2014

[http://d3n8a8pro7vhmx.cloudfront.net/stevebullock/pages/15/attachments/original/1396979527/Lewisham\\_Labour\\_Manifesto\\_2014\\_FINAL.pdf?1396979527](http://d3n8a8pro7vhmx.cloudfront.net/stevebullock/pages/15/attachments/original/1396979527/Lewisham_Labour_Manifesto_2014_FINAL.pdf?1396979527)

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## How to carry out an in-depth review

