

Mayor and Cabinet			
Report Title	Mayor of London's "London Infrastructure Plan 2050" consultation response – Overview and Scrutiny Committee views		
Key Decision	No	Item No.	7
Ward	All Wards		
Contributors	Executive Director for Resources & Regeneration		
Class	Part 1	Date:	22 October 2014

1. PURPOSE OF REPORT

- 1.1. To outline the views of the Overview and Scrutiny Committee in response to the Mayor of London's "London Infrastructure Plan 2050".

2. BACKGROUND

- 2.1. The Overview and Scrutiny Committee met on 29 September 2014 to consider the Mayor of London's "London Infrastructure Plan 2050" and a draft officer response.
- 2.2. The Committee heard from officers and discussed the draft plan and the consultation questions posed by the Mayor of London.
- 2.3. The Committee then agreed its views in relation to each of the strategic areas outlined within the plan.

3. RECOMMENDATIONS

- 3.1. That the Mayor of Lewisham gives consideration to the views of the Overview and Scrutiny Committee when agreeing a response to the Mayor of London's "London Infrastructure Plan 2050" consultation.
- 3.2. That the Deputy Mayor of Lewisham should present the views of Lewisham Council to the executive Transport board at London Councils

4. OVERVIEW AND SCRUTINY VIEWS

- 4.1. The Committee recognised the importance of a key strategic document for the future London-wide infrastructure by holding a meeting solely to discuss this.
- 4.2. However, the Committee was concerned about the omission of any detailed mention of social infrastructure such as health, schools, and cultural facilities within the plan. The Committee believes that this is a serious omission which should be corrected if a strategic overview in relation to London's infrastructure and the successful development of London is to be taken forward.

- 4.3. Likewise, there is a lack of detail on housing provision. There should be a much clearer link made between this plan and the Mayor of London's, London Plan and London Housing strategy.
- 4.4. Effective housing delivery that is truly affordable for and accessible to London's workforce will be critical to London's long term success.
- 4.5. Finance and Governance are not adequately considered within this plan.
- 4.6. If we accept a 'London Infrastructure Delivery Board' (LIDB), clear public accountability is required.
- 4.7. For effective delivery the Board needs to include Local authority involvement at every level.
- 4.8. While the constitution of the Board is under consideration it will be important to ensure mechanisms are in place to link the LIDB with delivery partnerships such as the Homes for London Board, the London Enterprise Panel, the London Waste and Recycling Board the Green Infrastructure Task Force and Connectivity Advisory Group. Furthermore, it will also be important that the LIDB is able to take account of sub-regional issues and to influence action within sub regions. The LIDB should put in place mechanisms to ensure that its work can be informed by sub-regional borough partnerships.
- 4.9. Meaningful, detailed consultation with local people should take place at an early stage in the development of all infrastructure improvement projects outlined within the plan to ensure local engagement and understanding.

Transport

- 4.10. Effective transport links across London are essential. As London's population grows the strain on an already struggling transport infrastructure will be immense and it is important that all possible options to address the problem are properly considered for implementation.
- 4.11. The proposed Bakerloo Line Extension to Lewisham and on to Hayes in Bromley is very welcome as it will provide a much improved service and connectivity for people in Lewisham and is strongly supported by all members. The Committee feels it important that all neighbouring local authorities work closely together to support the proposal and to lobby for it's delivery at the earliest opportunity: 2040 is not soon enough for this important improvement to be delivered.
- 4.12. The synergies between the various potential transport infrastructure projects impacting on Lewisham (the Bakerloo line extension, the overground and DLR extensions) should be emphasised and considered collectively: it should not be a decision of one or the other as it is important that transport infrastructure is improved across the region as comprehensively as possible.
- 4.13. A review of projects such as the Heathrow Airtrack, which would make use of former Eurostar infrastructure and provide connections from Lewisham to Heathrow within the hour, should be undertaken.

- 4.14. The Catford Loop line does not have sufficient frequency of trains, sufficient carriage length of trains and the rolling stock is poor even since the recent re-franchise of the route. The service should also run to Euston and St Pancras over the weekends, not just in the week as is currently the case. Plans to improve this well-used and key service should also be prioritised and this should happen in addition to the Bakerloo line extension, not instead of. The increased service and more carriages per train are necessary both now and to “future proof” the service as the population and demand increases.
- 4.15. Step free access to all stations needs to be a priority and brought forward in the plan period – waiting until 2050 for step free access is not acceptable.
- 4.16. The south of the borough is poorly served by bus routes in comparison to the rest of London. Downham and Whitefoot wards are particularly poorly served by bus routes and transport links to the rest of the borough and beyond is particularly poor. This problem needs to be addressed in the effective planning of bus routes and transport infrastructure to ensure residents are not further disadvantaged. We have received a representation from Phoenix Community Housing which is attached as an appendix.
- 4.17. Hybrid buses have an important role to play in tackling the causes of poor air quality across London. Relative to the rest of London, Lewisham is poorly served by Hybrid buses and the numbers of hybrid buses travelling on routes through the borough need to be increased.
- 4.18. Further detail about the “Dutch model” of cycle ways is necessary to enable an informed view to be taken as to the most appropriate approach to improve both cycle ways and cycling rates across the borough. The “Quietways” model is currently favoured in Lewisham – a clear position on the Council’s approach to improving opportunity and safety for cyclists needs to be developed, and for this to happen more detailed information about the potential options needs to be provided.

Digital Connectivity

- 4.19. A world class city needs world class connectivity across the entire city for all residents, workers and visitors.
- 4.20. The Mayor of London should lobby for this as a priority and he should also provide financial support if necessary to ensure high speed access for Londoners. Free internet access should be provided on all railway services across London – this is technically possible and should be built into all franchise agreements in future.
- 4.21. Digital exclusion is a real for many Londoners and it is essential that everyone has ready access to digital services and information. Tackling exclusion specifically should be a priority and should be a core consideration as part of planning all new developments across London.
- 4.22. To support inclusion, access and choice; digital service providers and other core infrastructure providers need to work more closely together. Regulations should be changed to make it easier for people to challenge poor service or change provider.

- 4.23. If digital connectivity is to be truly considered as essential in modern life and treated by service providers and developers as “the 4th utility”, then VAT could be charged as it is with other utilities to increase revenue for improved provision.

Water, Energy and Waste

- 4.24. The fact that demand for water in London is set to outstrip supply in less than 2 years is extremely concerning. The Mayor of London must do more to address this as an urgent priority, including ensuring that Thames Water are much more effective in dealing with leaks, through enforcement action if necessary. Currently, enough water to fill 27 Olympic sized pools is lost through leaks in London every day. Given the supply issues this is completely unacceptable.
- 4.25. Water metres in homes are being heavily promoted by companies such as Thames Water as a way to both increase awareness of, and encourage a reduction in, usage, but water metres also provide water companies with an opportunity to increase the revenue raised from customers. For customers to accept this approach as fair and recognise the benefits of careful water usage, Thames Water and other water providers need to be much more responsible and responsive to issues such as leaks, as well as actively prioritise investing in dealing with aged water and sewage infrastructure.
- 4.26. Fuel poverty needs to be addressed within plans to deal with London’s energy infrastructure needs. This can be done in part by the provision of more grants and support made available to people on low incomes for measures such as home insulation, usage of solar power etc.
- 4.27. More should be done to encourage and support local energy production such as the locally successful scheme that has been developed which converts used cooking oil to diesel fuel. The development of more waste-to-energy plants such as SELCHP should be encouraged and supported.
- 4.28. The effective use of Combined Heat and Power (CHP) and district heating systems need further investigation to ensure that such schemes are properly designed and implemented to realise the desired benefits. There is evidence that these methods may not always be as successful in meeting their aims as would appear in the first instance. It is particularly concerning that the costs may be disproportionately passed on to people in social housing who may receive much higher bills than anticipated and not be able to pay. Our Housing Select Committee is undertaking a review of this area and will report their findings in due course, to inform the Lewisham Council’s approach to this form of heating and energy distribution and we would be anxious to share this.

5. LEGAL IMPLICATIONS

- 5.1. The Constitution provides for Overview and Scrutiny Committees to refer reports to the Mayor and Cabinet, who are obliged to consider the report and the proposed response from the relevant Executive Director; and report back to the Committee within two months (not including recess).

Appendix A

BUILDING NEW HOMES IN SOUTH LEWISHAM, THE PUBLIC TRANSPORT QUESTION

The views of Phoenix Community Housing Association

Background

Phoenix Community Housing Association (PCHA) is a medium sized housing Association in South Lewisham; we own and or manage over 6000 properties. We were created in 2007 following a positive ballot of residents, who voted for their homes to be transferred to Phoenix, from Lewisham Council.

We are the only Gateway Housing Association in London and one of only four in the country. A Gateway Housing Association means residents are empowered to take a central part in decision making and influence the Association at all levels. Residents can also be shareholding members of the Association; this means they can vote at our AGM's.

Our overall vision is to **“Work together to build a better future for our Phoenix Community”**. This means we are more than just a landlord and we want to support community development and sustainability now and in the future.

Meeting housing needs and developing our community

We know we need more housing and our local population is growing but if we if we are to expand our population we need to acknowledge;

- our area has high levels of deprivation including relatively high levels of unemployment and employment opportunities (Nov 2012- available jobs ratio 57.16 applicants per available job in our area, compared to 3.43 nationally) and low education attainment (28% of people in our area have no qualifications compared to 22% across England as a whole).
- we are a net exporter of workers and there are very few large employers in our area
- we are poorly served by public transport. Grove Park station is not very accessible to most of our area and the Bellingham line only has a limited service- households in our area also have a low level of car ownership compared to other areas so our dependant on public transport. (43% have no car compared to 26% nationally)

If we are to build new homes in our area to help tackle local housing need in Lewisham and our London housing crisis we need to plan ahead to develop:

- employment opportunities in our area (Lewisham as a whole is a net exporter of employees outside our area; this is even more apparent in the South of the Borough) or

- much better transport links for the large parts of the borough currently poorly served to major areas of employment growth (such as Gatwick Airport, Stratford, Croydon, Westfields, The O2 Dome etc.)

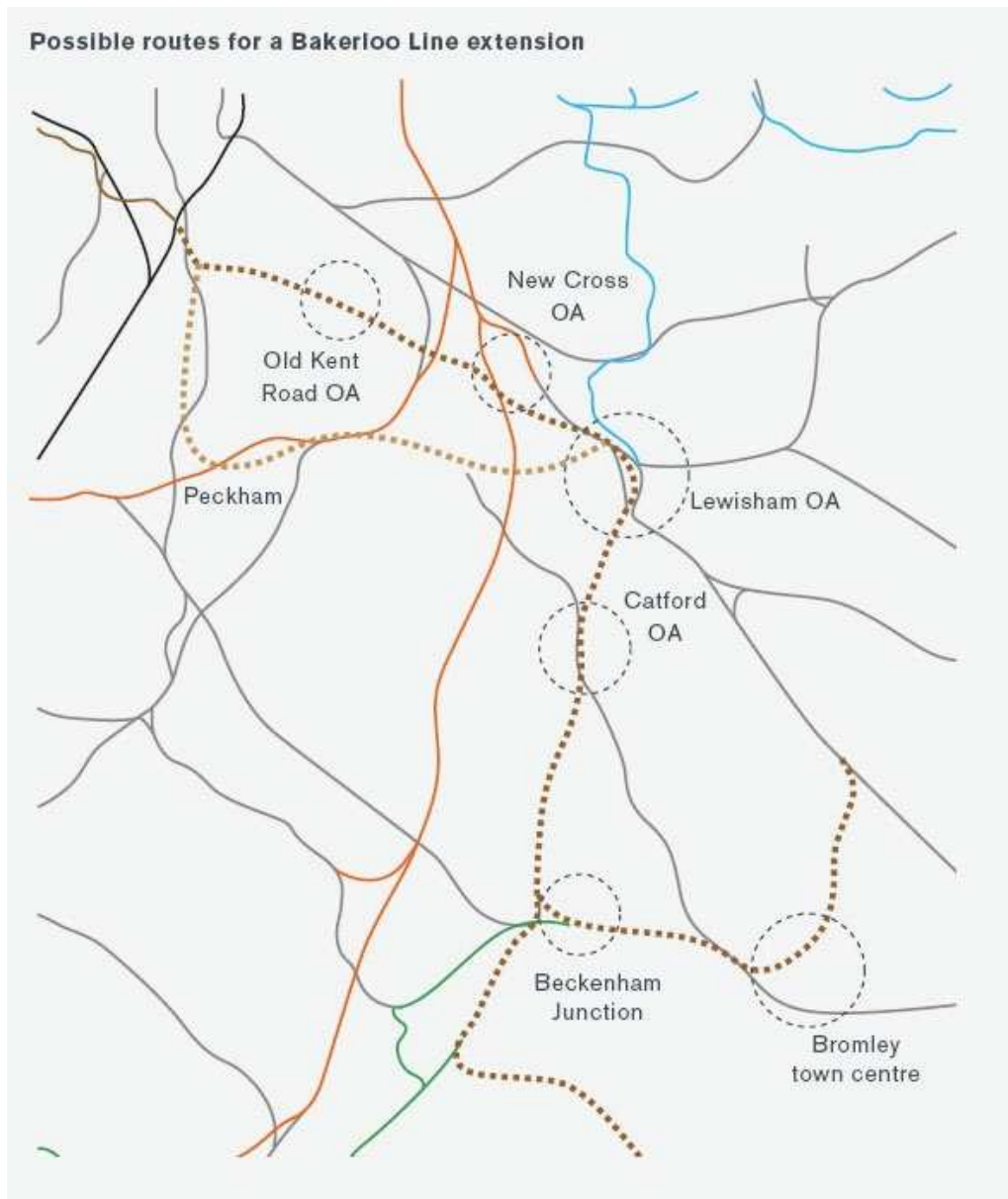
The Mayor of London's "London Infrastructure Plan 2050: Transport Supporting Paper" gives a lot of detailed information which supports the benefits of improving transport links to benefit whole communities.

https://www.london.gov.uk/sites/default/files/transport_supporting_paper.pdf

A case for improved transport infrastructure for the South of Lewisham

In our opinion, Lewisham and Phoenix should work together to make the case for an improved transport infrastructure for the South of Lewisham. In particular:

- a dramatic increase in the number of trains serving the Bellingham line.
- better bus links to main line stations such as Catford, Lewisham, Beckenham Junction and Grove Park.
- The most dramatic intervention for the South of the borough would be the early implementation of the Bakerloo Extension as suggested in the London Infrastructure Plan 2050. Section 3 page 81 puts the case like this; "An extension of the Bakerloo line will enable regeneration in a swathe of opportunity areas in need of regeneration in South East London". Section 4 page 132 proposes the extension could happen in 2045; this date needs to be brought forward.



This innovation could transform our area in much the way that the DLR has transformed large parts of East and South East London, opening up great opportunities for our community. We would need to look in detail at where stations are built and how accessible they would be to our communities.

For more information please contact:

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The statistics quoted in this paper are from Phoenix Community HA Community Insight Report commissioned in 2013 from HACT

